1.82

News:

U.S. Department of
Transportation

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION'S
NEW VESSEL TRAFFIC CONTROL CENTER DEDICATION
APRIL 5, 1999
MASSENA, NEW YORK

Let me say it is a pleasure to be in Massena. My participation is today's event is part of a 6-day mission that begins right here at the St. Lawrence Seaway, along our border with Canada. The tour will end in Texas, with meetings with our transportation colleagues from Mexico.

The intinerary roughly follows the general route of the I-60 International Trade Corridor. Corridor 18/I-60 will be a vital link in our international trade network for the 21st century and a powerful economic spine integrating rail, air, water and road transportation efficiently and economically.

The Saint Lawrence Seaway is North America's waterway to the world. Since 1959, the Saint Lawrence Seaway Development Corporation, together with our Canadian partners, the Saint Lawrence Seaway Management Corporation has been a vital transportation link for moving goods between the heartland of North America and international markets.

The commerce created by the Seaway has resulted in enormous economic benefits for both the United States and Canada. On the U.S. side alone -- 50,000 jobs and $2 billion in personal income. Transportation is truly the tie binds our people to economic development, opportunity and quality of life.

In just a few weeks you will celebrate 40 years of outstanding service. Clearly, you have much to be proud of.

In 1998 more than 4,500 commercial and ocean vessel transits passed through these locks. With the assistance of the United States Coast Guard, you have maintained an excellent safety record, earning international recognition for vessel safety and environmental inspection service. I want to personally thank each of you for your commitment to safety and excellence.

- more -

Congratulations on a job well done and I wish you continued success throughout the 1999 season.

Safety is our top strategic goal -- our North Star -- and our transportation system's performance reflects the strength of this commitment.

Under the Clinton-Gore Administration, travel has become safer for the American people. Highway injury and fatality rates are at all-time lows. The Coast Guard continues to save a life every two hours. Vessel incidents due to mechanical failure have dropped significantly. We have seen double-digit decreases in rail fatalities over the past five years. And for the first time in history, last year no scheduled U.S. air carrier suffered a fatal crash.

President Clinton's record $50.5 billion transportation budget for 2000 will help us to continue those outstanding achievements.

Our transportation system is strong, but, as the President has said, "this is not a time to rest but a time to build." The Department of Transportation mission is to prepare our transportation system for the 21st century.

This new, state-of-the-art, high-tech Vessel Traffic Control Center will help us get there. It provides seaway users with a seamless source of vessel transit information for the Montreal to Lake Ontario and Welland Canal sections. This traffic center, and the two centers on the Canadian side at Saint Lambert and Saint Catharines, will substantially increase safety and navigation efficiency on this vital waterway.

Clearly, the Saint Lawrence Seaway Development Corporation is building a world-class seaway transportation system for the 21st century. And Associate Administrator Cocci -- our longest-serving associate administrator -- is leading the way.

At the helm for the past 15 years, Mr. Cocci has been instrumental in maintaining the Seaway's infrastructure to ensure the highest levels of safety and reliability. He has been visionary and vigilant in implementing the latest technology -- such as this new vessel traffic control system -- to ensure that the seaway system remains safe, reliable *and* competitive well into the new century.

Under his leadership, more women have been promoted to top management positions. He is a budget conscious manager and has instilled that concept in his employees. He is truly the taxpayer's watchdog.

Associate Administrator Cocci is an excellent leader, well-liked and very popular with his staff.

Today's dedication is a fitting tribute to a man who has served the Seaway, the Department of Transportation and our nation with the highest degree of wisdom, loyalty and commitment to excellence.

It is indeed a privilege and an honor to name this new center "The Erman J. Cocci Center."

Associate Administrator *and* Mrs. Cocci, let me say that I, Administrator Jacquez and the entire Saint Lawrence Seaway Development Corporation staff thank you and applaud you for your outstanding service and dedication to the American people.

Working together -- moving from strength to strength -- I know the Saint Lawrence Seaway Development Corporation's best days are yet to come. Thank you.

# # # #

ADD ON EVENT – Following the plaque unveiling you will return to the tent to present the "Coast Guard Meritorious Team Commendation" to four Coast Guard personnel who served on the Sunken Motor Vessel Roy A Jodrey Assessment Team.

It is always a pleasure to recognize the excellent service of the men and women of United States Coast Guard.

In peacetime and during war, the Coast Guard is at work around the clock, 365 days a year, patrolling shores, saving lives, protecting property and enhancing the flow of commerce. From helping the victims of floods and storms, to keeping millions of dollars worth of illegal drugs from flooding American communities, to teaching boating safety and protecting the environment, the Coast Guard is, like its motto Semper Paratus, Always Ready.

I and the people of this region applaud you and thank you for your commitment to protect and preserve this most important waterway, the Saint Lawrence River.

Commander Steven D. Hardy; Lieutenant Commander Kevin P. Frost; Boatswain Mate First Class John G. Turner and Marine Science Technician Second Class Dean L. Speshock, congratulations on an outstanding team performance.

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7.83

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GARRETT A. MORGAN - JEFFERSON ELEMENTARY SCHOOL
APRIL 5, 1999
MASSENA, NEW YORK

Acknowledgments

Administrator Albert Jauquez (Ha-kez)

Associate Administrator Erman Cocci (Coe-chee)

Mrs. Annabelle Cocci, Wife of Associate Administrator

Ms. Margaret Garmen, Principal

Ms. Sandy Inabinet, 5th Grade Teacher

Mr. Brian Trzaskos, 5th Grade Teacher

- Good afternoon. I am delighted to be here again. During my visit in November 1997 your wonderful school presented me with a beautiful hand-made quilt. Thank you again, for the lovely gift.

- I understand you are developing a new web site to help students learn about the Saint Lawrence Seaway. You will have to let me know when it goes on line so I can take a virtual tour from Washington.

- The knowledge you are gaining through the research and interviews you are conducting for this web site project will stay with you the rest of your lives.

- You have the advantage of understanding how this important waterway brings economic development to your region – more than 50,000 jobs and $2 billion in personal income, and how the millions of tons of grain, iron and steel and other goods that we ship all across the globe help to support domestic and international markets. The Seaway is truly North America's gateway to the world.

- Massena is celebrating the 40th anniversary of this vital seaway.

- How many of you want to be ship captains or ship builders, marine specialists or vessel traffic controllers. When I leave here I am going to a dedication ceremony for a new vessel traffic control center -- a very high-tech operation that directs ships safely through the Seaway locks. To successfully perform this job, and many others at the Seaway, you will need strong science and math skills.

- The Department of Transportation will need many high-tech, highly-skilled workers in the new century, the new millennium. This is why we are introducing you, and one million students like you, careers in transportation. We want to begin preparing you *now*, for those high tech jobs of the future.

- In fact, in 30 years, one of you may have my job as U.S. Transportation Secretary.

- Now, I understand you have some questions for me. Who wants to go first?

# # # #

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

FOR IMMEDIATE RELEASE
Friday, April 2, 1999

Contact: Kara Gerhardt
Pager: 1-800-800-7759
Lorie Dankers
Tel.: (202) 366-5565

MEDIA ADVISORY

U. S. Secretary of Transportation Rodney E. Slater will travel to Columbus and Athens, Ohio, on Tuesday, April 6, 1999.

Secretary Slater's visit to Columbus and Athens is part of a six-day, eight-state tour of key transportation projects. Traveling by train, plane and bus from New York to Texas, he will discuss the Clinton Administration's Livability Agenda and how it affects America's families and moves to create a better quality of life for all Americans.

U. S. Transportation Secretary Rodney E. Slater's Schedule for Tuesday, April 6, 1999

1:30 p.m. Tour future site of the Linden Transit Center and attend town hall meeting on the economic benefits of the Clinton-Gore Administration's Livability Agenda on the neighborhood of Linden

Participants: Secretary Slater
Columbus Mayor Greg Lashutka
Central Ohio Transit Authority General Manager Ron Barnes

Location: Large tent adjacent to the future Linden Transit Center
11th and Cleveland Avenues
Columbus, Ohio

3:45 p.m. Announcement regarding Ohio University Airport

Participants: Secretary Slater
Congressman Ted Strickland
FAA Acting Deputy Administrator Monty Belger

Location: Ohio University Airport
Athens, Ohio

5:30 p.m. "Appalachian Access - A Forum on Rural Economic Development and Transportation"

Participants: Secretary Slater
Congressman Ted Strickland
Greg Bischak, Senior Economist, Appalachian Regional Commission
Business and community leaders
OU students

Location: Studio A - Radio/Television Building
Ohio University Campus
Athens, Ohio

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WHO:
- Secretary Rodney Slater
- Detroit Mayor Bill Archer
- Wayne County Executive Edward McNamara
- Chair of the Metropolitan Affairs Coalition and Sr. Vice President of DaimlerChrysler Frank Fountain
- Chair of the Executive Committee for the Greater Detroit American Heritage River Initiative and Director of the Stroh Companies, Inc. Peter Stroh

WHAT: American Heritage Rivers Announcement

WHEN: Tuesday, April 6, 1999
9:00 a.m.

WHERE: Chene Park
Dubois and Atwater (enter West Gate)
Detroit, Mich.

###

Livability Forum Questions/Follow-up
Columbus, Ohio
April 6, 1999

1. **Secretary Slater's question to Terry Townes,**
Director of the Greater Linden Corporation.

What does the rebirth of the Linden Community mean to you?

2. **Secretary Slater's question to the Single Parent of the Linden community.**

Will the LindenCenter be a safe place for your children?

3. **Secretary Slater's question to Bill Sykes, Public Affairs Director of the Limited, Inc.**

How does the new Easton development demonstrate ways that the private sector can partner with communities and shape new relationships--that will lead to more and better job opportunities and sustainable development?

4. **Secretary Slater's question to John Beard, Director of the The Columbus Dispatch.**

How will building these transportation centers that are community centered help you with your job of revitalizing and restoring the Columbus Empowerment Zone neighborhoods?

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Dubois and Atwater (enter West Gate)
Detroit, Mich.

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7.80

REMARKS PREPARED FOR DELIVER
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AMERICAN HERITAGE RIVERS PROGRAM ANNOUNCEMENT
DETROIT, MICHIGAN
APRIL 6, 199

Acknowledgments

Mayor Dennis Archer, Member,
American Heritage Signatories Group
Edward McNamara, County Executive, Wayne County,
Member, American Heritage Signatories Group
Frank Fountain, Senior Vice Affairs, Daimler Chrysler,
Metropolitan Affairs Coalition
Peter Stroh, CEO, The Strohs Companies
Chairman Detroit American Heritage Signatories Group

Good morning. Thank you Mayor Archer for the warm introduction.

Let me say, Mayor Archer is Detroit's greatest champion. Your leadership is breathing new life into this great city. And your first-rate revitalization plan is restoring downtown Detroit's economic health and vitality. Clearly, you are preparing this city for the new century and the new millennium.

Bordered by Lake Erie to the south and Lake St. Clair to the north, the Detroit River is one of the busiest commercial shipping waterways in the world. Canadian, American and foreign ships transit these waters every day. This 32 mile-long working river is a vital link to this city's and our nation's economies. And the Department of Transportation has a vested interest in this river in part, because it is a critical segment of the Saint Lawrence Seaway.

Last July, President Clinton designated the Detroit River one of 14 American Heritage Rivers. This designation means that your city will receive special federal support for partnership efforts to restore and protect environmental, economic, and cultural values of the river and riverfront.

I am delighted to be here today to announce that the Department of Transportation will sponsor a River Navigator to partner and work with you in restoring and protecting this magnificent waterway.

Your River Navigator will work closely with the community and local governments to identify federal and non-federal funding sources for revitalization projects and provide a link to federal agencies involved in this initiative.

I applaud Mayor Archer, County Executive McNamara, Chairman Stroh and the members of the American Heritage Signatories Group and Chairman (Curt) Boller of the Downriver Community Conference for submitting an outstanding

nomination package. You convincingly demonstrated how economic development goes hand-in-hand with environmental protection, and historic and cultural preservation.

Let me also commend the Southeastern Michigan Council of Governments (SEMCOG) for your valuable support in this effort and Mark Breederland has done an excellent job as the organizing chairperson of Detroit's American Heritage Rivers steering committee.

Continued growth is key to Detroit's economic competitiveness and strong communities are essential to residents quality of life. This is why President Clinton and Vice President Gore are promoting a Livability Initiative for America.

They believe that communities know what's best for their localities. This effort provides America's communities with an array of tools and resources to preserve green spaces, ease traffic congestion, promote regional cooperation, and enhance economic competitiveness.

Clearly, Mayor Archer and the people of Detroit know what is best for the Detroit River and this city.

In the 19th century, we needed an effective way to move products around, and the transcontinental railroad system was built, in the 20th century it was the Interstate highway system.

In the late 20th century, we needed a better way to move information around, and the personal computer was invented. Now, we need a way to meet our growing population needs – a way that enhances community life, the economy and other values we share.

On May 2nd through 5th, Vice President Gore will host a National Town Meeting for a Sustainable America here in Detroit. Sustainable development is about taking action on all levels to improve our quality of life and sustain it for future generations. The quality of our lives is enhanced by things like safe streets, good schools, beautiful landscapes, free time -- and the ability to sustain these good things so our kids can enjoy them as well.

You are not alone in your quest to encourage smart growth, use resources wisely, and foster better communities.

I encourage you to attend this exciting, innovative town hall meeting to hear what communities across the nation are doing to promote a healthy economy and a healthy quality of life in the 21st century.

Let me close on this. President Clinton, quoting Theodore Roosevelt, defined our central task as "leaving this land even a better land for our descendants than it is for us."

Today, we are setting the course for the Detroit River to continue its role as a vital transportation corridor, just as it has done for the last 300 years when (Antoine De La Mothe) Cadillac landed on its banks.

Transportation is the tie that binds our people to economic development, to opportunity, to a better quality of life. Working together – moving from strength to strength – the Detroit River's best days – this great city's best days and our nation's best days are yet to come. Thank you very much.

# # # #

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Columbus, Ohio
April 6, 1999

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7.81

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
LIVABILITY FORUM AT THE LINDEN TRANSIT CENTER
COLUMBUS, OHIO
APRIL 6, 1999

Note: Mayor Lashutka may not be able to attend.

Good afternoon and thank you, Ron (Barnes, General Manager, Central Ohio Transit Authority), for that gracious introduction.

It is great to be back in Columbus with Mayor Lashutka, Mike Coleman, President of the Columbus City Council, Senator Ben Espy, Minority Leader of the Ohio Senate, Dorothy Teater, Franklin County Commissioner and the many friends I have made here in the region. It has been a wonderful experience for me and for the employees of the Department of Transportation to work with your state and local officials to make this state-of-the-art Transit Center a reality.

My heartfelt thanks go out to Mayor Lashutka, Mike Coleman, Ron Barnes, Terry Townes, Director of the Greater Linden Corporation, Clarence Lumpkin, a community leader, and others who have made this Transit Center possible.

This project demonstrates that, by working together and pooling our resources, we can accomplish much for the public we serve. Putting people first has been a central goal of transportation planning in the Clinton Administration, and this project exemplifies that philosophy.

The transit center is one of the first projects under the President and Vice President's Livability Initiative for the 21st Century. The Initiative promotes transportation alternatives to driving our cars and increasing congestion, thus protecting our environment. We are encouraging communities across the nation to plan transportation growth carefully, with more thought given to the needs of people that will live and work in the community today and tomorrow.

The Clinton/Gore Livability Initiative seeks to improve the link between communities and transit. Strengthening the link between transit planning and community planning to make communities livable -- safer, cleaner, more economically prosperous -- will work to the benefit of the entire region.

This kind of planning would also benefit communities throughout the country. That is why Vice President Gore is planning to hold a National Town Meeting about how we can build a more sustainable America. The meeting is set for May 2-5 in Detroit, Michigan with related events in over 30 states. This event will bring together thousands of government, business and community leaders to showcase their successes in developing a sustainable future. I hope that Ron

Barnes and others who have been involved in this project will consider attending and sharing their experiences as well as learning from others.

This Center, which will be open for business this Fall, will improve the quality of life for people in the region. It is uniquely designed to make life more convenient because it will include a medical center, a child care center, an employment training and resource center, a community center, a bank and retail shops. People will save time and money by using the Center.

The Linden Center will connect with the Easton Transit Center just five miles away. When that center is completed within the next several years, it is expected to provide over 40,000 jobs, expand commuting options and decrease traffic congestion in the Columbus region.

With the express bus service that the Central Ohio Transit Authority has planned for Linden and Easton, those 40,000 jobs will be easily accessible to the people of Linden. At the same time, the Linden Center will serve as an anchor for the surrounding community and a catalyst for revitalization.

I am confident that what we have accomplished with the Linden Transit Center -- and with other transportation projects in development in the region -- will improve lives and the future of the Columbus region.

Thank you all for coming. I would like to take a few minutes to ask people from the community how they think projects like this will impact their lives. (See questions attached)

# # # #

2.76

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ONE DOT MEETING
INDIANAPOLIS, INDIANA
APRIL 7, 1999

Acknowledgments
Arthur Fendrick, FRA Division Administrator
Alan Hallstrom, Principal Regional Inspector
David Kane, Local Coordinator for FAA Activities
Award Recipients
Commissioner Curt Wiley, Indiana DOT
Don Lucas, Chief Engineer, Indiana DOT
Dan Burroughs, Principal Engineer, J. Muller International (project designer)
Ken Price, Principal Engineer, J. Muller International (project designer)
Buck Ritz, Milestone Contractors
Find The Good & Praise It Winner
Victor Gallivan, Pavement Materials Engineer, FHWA

- It is always a pleasure to meet the people who we partner with, and I salute the Indiana Department of Transportation, J. Muller International, and Milestone Contractors for their excellent work on the Columbus Front Door Project. Congratulations, on a job well done.

- I also consider it an honor to recognize employees who receive the "Find the Good and Praise It" Award. Each month, the senior staff and I set aside time during our meeting to celebrate the accomplishments of DOT employees. So today, I applaud Lee Gallivan, for promoting the Strategic Highway Research Program Superpave technology. Good job, Lee.

# # # #

- Good morning, Team Great Lakes!! I am delighted to meet with the regional staff and to hear about your outstanding ONE DOT efforts.

- ONE DOT is a concept that builds on the strengths of the modes and the Office of the Secretary and intermodal collaboration to achieve the Department's mission and goals.

- It is not a goal in and of itself. It is a way to help us achieve our strategic goals, ***and*** to bring about our vision of leading the way to transportation excellence in the 21st century.

- ONE DOT can benefit ALL DOT, and the American public that we serve. This is a message that we want every employee to hear, to understand, and to embrace. Clearly, Team Great Lakes is doing an excellent job.

- I have been following your ONE DOT activities through SLSDC Deputy Administrator David Sanders, and FAA Regional Administrator Ceceilia Hunziker, your headquarters and regional champions.

- FAA Local Coordinator Kane, I commend your recent efforts to coordinated your hazardous materials programs with Federal Highway and Federal Railroad. I wish you great success on your Intermodal HAZMAT Transportation Safety conference scheduled later this month.

- Division Administrator Fendrick and the Federal Highway regional staff, I congratulate you on your commitment to assign an employee to each NHTSA office to better coordinated our safety message. Even without a NHTSA office, the people of Indiana are hearing our message through your annual safety program and through your testimony on behalf of seat belts.

- Inspector Hallstrom, welcome aboard. Let me say, you have a great team here. Federal Railroad is partnering with Federal Highway on railroad crossing safety. In the wake of the recent tragedies in Burbonnais (IL) and West Palm Beach Florida and with last year's commuter rail crash in Lake County (IN), it is a clear that we have a lot of work to do. Your partnership at the regional level will go far in advancing this critical safety effort.

- Team Great Lakes, thank you for your dedication to the Department mission.

- In order to build a visionary and vigilant Department of Transportation, we must deliver on our promise to build a safe, world-class transportation system for the 21st century. Working together – moving from strength to strength – Team Great Lakes' and the Department of Transportation's best days are yet to come. Thank you very much.

- I will now take any questions you may have.

# # # #

2.77

ADDRESS TO THE INDIANA STATE LEGISLATURE
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
STATE CAPITOL, INDIANAPOLIS, INDIANA
WEDNESDAY APRIL 7, 1999

(Introduction by Speaker of the House John R. Gregg, precedes)

INTRODUCTION

…Thank you, Mr. Speaker.

Mr. Speaker, Commissioner Wiley, distinguished Members of the Indiana General Assembly, Ladies and Gentlemen:

It is a great privilege and high honor to address the General Assembly of the State of Indiana.

Comments on Kosovo Crisis

As I approached the State Capitol this morning I found myself wondering how I could say what I originally came here to say—and at the same time still express a few words, as I feel I must—in support of our brave men and women in uniform whose lives are at risk in the Balkans this morning.

When you think about the incredible opportunities for a better life being created by globalization and technology during this final year of the 20th century, the terrible brutality going on in Kosovo seems particularly tragic.

As the President said last Friday,

> *"It is a sad commentary that on the edge of a new millennium there are still people who believe their lives only really count--not when they are lifting themselves up--but when they are holding someone else down ... who believe that it is legitimate not only to uproot totally innocent civilians from their homes and their villages, but to kill them in large numbers."*

There is a better way for peoples with different racial, ethic and religious background to interact with each other. And that way is to work together to seek possibilities for a better life. In the coming millennium, a world that works, will be a world that works for everyone—with no one left out. Here in America we call it *E Pluribus Unum.*

Acknowledging the President

Within our own borders and around the world, creating prosperity is America's preferred strategy for peace.

Under the leadership of President Clinton and Vice President Gore, we have enjoyed the longest peacetime economic expansion in our history—with 18 million new jobs, wages rising at more than twice the rate of inflation, the highest home ownership in history, the smallest welfare rolls in 30 years, and the lowest peacetime unemployment since 1957.

In Indiana, unemployment has been cut in half; poverty has fallen from 12.2 percent in 1993 to 8.8 percent as of 1997. By now I am sure it has fallen even further.

And for the first time in three decades the federal budget is balanced. And now we are on course for budget surpluses for the next 25 years. Crime is also down sharply. Make no mistake about it, eliminating the federal deficit is a major contribution to social harmony.

As U.S. Secretary of Transportation I am very clear that getting Washington's financial house in order was an absolute prerequisite for the bipartisan support behind last year's record-level, $200 billion dollar Transportation Equity Act for the 21st Century (TEA-21 that the President signed into law on June 9th.

And it was also our balanced budget that enabled President Clinton to propose a record $50.5 billion dollar FY2000 transportation budget.

Everywhere I go, I am told that more funds are needed for infrastructure investment. And I know that Indiana has many transportation needs. However, on the plus side of the ledger is the fact that federal funding for Indiana under TEA-21 is approximately 50 percent greater than under the previous legislation.

I also anticipate that the Indiana DOT will take advantage of some of the innovative financing mechanisms created by TEA-21.

Indiana's Commitment to Transportation

I came over to the Capitol this morning from the State House, where I met with Governor O'Bannon. I can honestly say to you that your governor's efforts on behalf of transportation are exceptional among governors. Through his leadership, the "Crossroads 2000" fund was established, boosting investment in the State's Transportation Plan by some $550 million dollars. That is an impressive accomplishment.

I also want to commend this legislature for some of the actions you have taken in the transportation arena.

Last March 16, the same day Governor O'Bannon signed the Primary Safety Enforcement Bill passed by this legislative body, he also signed laws to increase the child safety seat age to children up to age 4, and to require all children under 12 years of age to be restrained as well.

Whatever else we do in the transportation arena, safety should be our number one priority. This is certainly the President's top transportation agenda item—and mine as well. I commend this Assembly for passing these laws—and I commend the governor for signing them.

I also want to express my appreciation to Governor O'Bannon for his support the President's national efforts on behalf of a .08 BAC law in every state. I would hope that this Assembly would revisit this issue soon—and that, this time, you would support the governor and the President on this issue.

I believe there is an underlying message here that connects what's happening in Kosovo with the subject of transportation. Investing in improved transportation ties countries and peoples together, rather than pushing them apart.

Mission of 1999 Intermodal Tour

I am here in Indianapolis today as part of a 6-day mission that began Monday at the St. Lawrence Seaway along our border with Canada. The trip will end in on Saturday in Texas, where we will conduct an aerial tour of the transportation arteries along the U.S.-Mexico Border. We will also be meeting with our transportation colleagues from Mexico.

Throughout this trip I will be looking at innovative transportation projects, especially intermodal projects involving two or more modes of transportation. I believe that the safe, world-class transportation system America needs to remain economically successful in the next century must be international in reach, intermodal in form, intelligent in character—and inclusive in service.

Our itinerary for this trip roughly tracks the general route of the proposed Corridor 18/I-69 International Trade Route that I see as a vital link in our international trade network for the 21st century. It will also be a vital link for the State of Indiana, here at the Crossroads of America.

I know that I-69 has been a subject of some controversy here in Indiana. And if I hadn't known that before today, I certainly would *after* today. In addition to meeting with Governor O'Bannon this morning, I also met with

the "Voices of I-69." And immediately following this legislative session I will be sitting down with the Hoosier Environmental Council, as well as some of your Assembly colleagues with environmental concerns.

Let me just say that as U.S. Secretary of Transportation I am much more concerned about the overall strategic case in favor of this trade corridor than I am about any particular route. But I am committed to listening to alternative points of view—and I urge you to listen as well.

This is an era of limited resources for all levels of government. And during my tenure in Washington it has become increasingly clear to me that communities that get their act together by developing a consensus on transportation issues are likely to do better on the transportation financing front.

I also want to say that this trade corridor is a big, big idea—with big, big consequences.

In the late 18th century, visionary leaders like George Washington were strong advocates of a network of canals connecting the Ohio Valley to the great river systems the East Coast. They understood that canals would speed up the economic development of the Midwest by creating trade corridors.

With the passage of the Morrill Act in the 1870s, the Congress sought to create a "one-two" punch for economic development of America's heartland and points West. This innovative law not only made it easier to finance the building of a network of railroads connecting a continent; it also created America's system of land-grant colleges. This, in turn, created the technology workforce that made the 20th Century the American Century.

In our own lifetimes, America's leaders have supported the growth of the airline industry—now a leading factor in our international trade as well as a mode of transportation. And, of course, there was the Eisenhower Interstate Highway System.

The impact of the Interstates on the growth of Indiana's economy has been awesome—$850 billion dollars worth of commodities travel on Indiana's highways each year, and Indiana ranks 2nd in the nation, just behind Illinois, in terms of ton-miles of truck shipments travelling through the state.

THE CASE FOR THE TRADE CORRIDOR

With this background in mind, let's turn to Corridor 18/I-69.

A Canada-to-Mexico trade corridor through America's heartland will be a powerful economic spine integrating rail, air, water, and road transportation efficiently and economically.

Constructing this intermodal transportation network will make a huge difference to Indiana. During the past five years, more than one quarter of U.S. economic growth has come from increased exports. And by the year 2010, the Western Hemisphere, including the United States, Canada and Mexico, will be a larger market than Western Europe and the Pacific Rim combined.

That is why the President has made hemispheric cooperation a top priority of this Administration. Five years ago the democratic nations of the Americas met in an historic Summit of the Americas in Miami. There, in President Clinton's words, the nations of the Western Hemisphere "planted the seeds of a new partnership based on a common vision of a democratic, prosperous, peaceful, united hemisphere by the 21st Century."

Transportation and Economic Development

The core of that vision was the commitment to seek a free trade area for the Americas early in the next century. However, achieving this grand vision of a free trade zone will mean little if our transportation infrastructure cannot support the rapid increase in multilateral trade we anticipate.

In other words, there is a direct connection between peace, prosperity and transportation. Following the Miami Summit, the transportation ministers of the hemisphere began working closely together to develop a comprehensive Transportation Initiative that would ensure that we have the infrastructure in place to support the rapid increase in regional trade we expect, as well as to promote safety and other objectives.

This Initiative represents the hard work of many leaders from many nations. The transportation ministers of the hemisphere were successful in their efforts to have our initiative included as an official item for the Second Summit of the Americas, held in Santiago Chile last April.

The heads of State who met in Santiago adopted significant portions of the Transportation Initiative as part of the Summit's Action Agenda. These leaders realize that a thriving market of 800 million people requires significant improvements in our hemisphere's transportation infrastructure.

The transportation goals for the Western Hemisphere established last April in Santiago require the nations of the America's to move much further—and

much faster—down the road of integrated transportation systems than many of us would have imagined possible only a few years ago.

We therefore convened a meeting of the Western Hemisphere transportation ministers in New Orleans this past December to move forward on developing an integrated transportation plan.

My reason for sharing this recent flurry of diplomatic activity involving transportation is that I want to underscore that the Corridor 18/-69 concept is part of a much larger vision for the people living on this side of the planet.

CONCLUSION

It is important to remember the difference between predicting the future and creating a vision.

At the beginning of this century one of North America's most celebrated astronomers—Simon Newcomb—strongly denied the possibility of powered flight. As he put it—

> *"No possible combination of known substances, known forms of machinery, and known forms of force can be united in a practical machine by which men shall fly long distances through the air."*

That was a prediction.

But even as Simon Newcomb wrote down his prediction on paper, Wilber and Orville Wright were putting the finishing touches on the Flyer that would prove Newcomb wrong at Kitty Hawk, North Carolina.

The Wright Brothers had a vision.

And so do we. Our vision is of a seamless network of highways, rail lines, shipping routes and aviation corridors, stretching from the Yukon to Tierra Del Fuego. By supporting the growth of commerce and tourism throughout the Americas, this integrated network will bring new opportunities for the people of this hemisphere in the next century and the next millennium.

I strongly believe that Indiana plans to be part of this vision.

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7.78

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AMTRAK BOARD COMMUNITY RECEPTION
MERIDIAN, MISSISSIPPI
APRIL 7, 1999

Thank you, Mayor Smith, and good evening. It is a pleasure to be here to celebrate the outstanding accomplishments that Meridian has made in rejuvenating the historic Union Station as well as other parts of this great city.

Meridian will, without a doubt, become the envy of Kemper County and perhaps the rest of the Sun Belt if it continues along the path of thoughtful planning and redevelopment.

Mayor Smith and the people of Meridian have much to be proud of. You have all worked hard to renovate Union Station and the Railroad Museum, and they are both extremely impressive.

You have proven that, together, the public and private sectors can complete challenging projects with excellent results. I am proud that the Department of Transportation supported a project that will help to revitalize the local and state economy.

To raise funds privately, Meridian went beyond the conventional in creating the "Union Station Patrons Club" to augment other state, local and federal dollars. Businesses and individuals purchased historic street lamps and engraved bricks that are part of the east wing of the station and the museum. This is an innovative fundraising technique and an example of how the private sector can contribute to projects that benefit the community.

The station brings together all the different modes of transportation from rail and bus service to transit and shuttle service to the airport. It is truly an inter-modal facility and is an excellent example of what we are trying to accomplish throughout the country -- create a more integrated and seamless transportation system that serves the needs of all Americans.

This station is more than a place to catch a train or a bus -- it is a gathering place for the community. As Mayor Smith has demonstrated, this station is also a great place for a wedding! **(Note: Mayor Smith was married at the station two years ago, then departed for his honeymoon on Amtrak)**

So, I want to say again, congratulations Mayor Smith and the business and community leaders of Meridian on a job well done.

Grade Crossing Safety

Now, I want to say a few words about rail grade crossing safety. Safety at highway-rail grade crossings is one of the Department's highest priorities.

In 1993, the Department launched a multi-modal, 55-point initiative to save lives at highway-rail grade crossings. This has resulted in 33% fewer deaths and 30% fewer highway-rail crossing collisions in the last five years. All of this was achieved at the same time that traffic increased on both highways and railroads.

But, we can and need to do more. That is why we are reaching out to state and local officials across the country asking for their personal commitment on this issue. We are asking that state and local officials increase enforcement, promote video-enforcement, increase investment in grade crossing improvements and closures, and use the corridor approach in making improvements.

Under the leadership of Mayor Smith, the city of Meridian has been working aggressively to make rail crossings safer. The City has been actively engaged in efforts to eliminate redundant crossings and to build grade separations, using its own funds and creatively pursuing funding opportunities from a variety of sources.

We are working with the State of Mississippi on a variety of grade crossing initiatives. For example, the Mississippi Department of Transportation (MDOT) and Norfolk Southern (NS) have agreed to close four crossings in Jones County and to share the cost of signals throughout the state. Recently, Mississippi's DOT, the Federal Highway Administration, CSX, and officials from our Federal Railroad Administration traveled a portion of the proposed high-speed corridor to update the crossing inventory.

I congratulate Mayor Smith and the city of Meridian for supporting better grade crossing safety. Your work is a model for other communities around the country.

The Gulf Coast High-Speed Corridor

Meridian is located on the new Gulf Coast high-speed rail corridor -- due in large part to the efforts of Mayor Smith and Senator Lott.

This high-speed corridor designation will focus the efforts of Amtrak, the States of Mississippi, Alabama, Texas, Louisiana and the private sector for planning and implementing improvements necessary to bring high speed service to the area.

Studies by the Department demonstrate that investments in high-speed rail corridors make good economic sense. Other states committing to high-speed corridor development are California, Georgia, Illinois, Iowa, Michigan, Minnesota, New York, North Carolina, Oregon, Pennsylvania, South Carolina, Virginia and Washington. Many have formed partnerships with the Department and Amtrak to make high-speed rail a reality in their regions.

Amtrak's Future

Everything we see here in Meridian is a model for the kind of initiatives that will ensure that Amtrak and inter-city rail passenger service continue to play an important part of the nation's transportation system into the 21st century.

You have demonstrated the ability of a proactive community to develop the partnerships necessary to preserve and improve important transportation facilities and to take financial ownership of the transportation assets important to you.

At the same time, you understand that creating an integrated transportation network in the region, in the state and throughout the nation is the best way to take people and goods where they need to go and to grow the economy.

You have recognized that the future of Amtrak is in expanding and improving service, taking routes that were once money losers and turning them into services that contribute positively to Amtrak's bottom line.

The Department looks forward to working with communities such as Meridian in crafting a transportation system for America in the 21st century that is international in its reach; intermodal in its form; intelligent in its character; and inclusive in service.

Thank you very much. (Mayor Smith will make closing remarks followed by Press availability)

# # # #

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GROUNDBREAKING CEREMONY FOR THE NATIONAL
TRANSPORTATION CENTER
APRIL 8, 1999
KNOXVILLE, TENNESSEE

Acknowledgments
Congressman John Duncan, 2nd District
Tom Schumpert, Knox County Executive
Dr. Robert Honea, President,
National Transportation Center
Pat Wood, Chairman,
Development Corp. of Knox County
Dr. Homer Fisher, Senior VP, University of Tennessee
Dr. Alvin Trivelpiece, Director,
Oak Ridge National Laboratory

Thank you Congressman Duncan for the generous introduction. It is indeed a pleasure to be here in Knoxville.

My participation in today's ground breaking is part of a 6-day mission that began on Monday, at the St. Lawrence Seaway along our border with Canada and will end in Texas, with meetings with our transportation colleagues from Mexico.

This border to border tour gives me the opportunity to see, first-hand, the exciting transportation projects that are going to help this nation build a world class transportation system for the American people in the new century and the new millennium.

Our itinerary roughly follows the general route of the I-69 International Trade Corridor. Corridor 18/I-69 will be a vital link in our international trade network for the 21st century and a powerful economic engine connecting rail, air, water and road transportation efficiently and economically.

President Clinton is committed to expanding economic opportunities and transportation is key to that expansion. A good transportation system – one that is international in reach, intermodal in form, intelligent in character and inclusive in service – will strengthen our nation's economic competitiveness and improve our quality of life.

This National Transportation Research Center (NTRC) is a transportation solution that will improve safety and services for the American people in the new century and the new millennium.

I applaud Congressman Duncan, Mr. (Pat) Wood, Dr. (Bob) Honea, Dr. (Alvin) Trivelpiece, and Dr. (Steve) Richards for their vision and their leadership in bringing this unique public-private research partnership together. Once completed, this state-of-the-art center will assist us with our ongoing effort to create livable communities for the American people -- a priority under President Clinton's and Vice President Gore's Livability Initiative for America.

The quality of our lives is enhanced by safe streets, good schools, beautiful landscapes, free time -- and the ability to sustain these good things so our children can enjoy them as well.

Transportation can help make our communities more livable and our economic future more sustainable. Transportation is about so much more than concrete, asphalt and steel -- it is about improving the quality of life for ourselves and our children.

From Day One President Clinton's goal has been to put people first -- to build a 21st century America of opportunity and economic security, of hope and achievement.

That is why the U.S. Department of Transportation strongly supports the National Town Meeting for a Sustainable America taking place next month in Detroit, on May 2nd through the 5th.

This meeting will spotlight what communities across the nation are doing to encourage smart growth, use resources wisely, and foster better communities in the 21st century.

Affiliated events will take place in 30 states. I encourage all of you to consider participating in any way you can. We want the people of Knox County to join this important national conversation. Quality of life issues are interconnected, no matter where you live or what your priorities are.

Preserving green spaces, easing traffic congestion, and enhancing economic growth are just a few of the transportation challenges that will need 21st century solutions.

Just as we created a blueprint for an Interstate highway system that tied our nation together, the center we are dedicating here today will help us to create a 21st century blueprint for a high-tech transportation system that saves lives, saves money and saves time.

It will ensure that America has a world-class, intelligent transportation system. A transportation system that efficiently and effectively moves everyone and everything -- everywhere in a 21st century world.

I believe transportation is the tie that binds. It keeps our communities vibrant and our people free to pursue happiness and opportunity. With this National Transportation Research Center, I truly believe our best days are yet to come. Thank you.

# # # #

News:

U.S. Department of
Transportation

Office of the Assistant Secretary for Public
Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
EL DORADO CHAMBER OF COMMERCE ANNUAL MEETING
EL DORADO, ARKANSAS
APRIL 8, 1999

As we flew into El Dorado from the nation's capital, I found myself wondering how I could say what I originally came here to say -- and at the same time still express a few words, as I feel I must -- in support of our brave men and women in uniform who are risking their lives in the Balkans tonight.

When you think about the incredible opportunities for a better life being created by technology and the growing global economy during this final year of the 20th century, the terrible brutality going on in Kosovo seems especially tragic.

President Clinton spoke directly to this point yesterday, when he said that globalization *"...can give people the modern tools of the 21st century, but it cannot purge their hearts of the primitive hatreds that may lead to the misuse of these tools."*

I want to take a moment to also share with you what the President said yesterday about our goals for peace in Southeastern Europe:

"We know that we cannot stop all such conflicts. But when the harm is great and when our values and interests are at stake, and when we have the means to make a difference, we should try."

That is what we and our NATO allies are doing in Kosovo -- trying to end the horrible war there, trying to aid the struggling democracies of Southeastern Europe, all of who are threatened by the violence, the hatred, the human exodus President Milosevic's brutal campaign has unleashed. We are determined to stay united and to persist until we prevail.

It is not enough now for Mr. Milosevic to say that his forces will cease fire in Kosovo, denied its freedom and devoid of its people. He must withdraw his forces, let the refugees return, permit the deployment of an international security force. Nothing less will bring peace and security to the people of Kosovo."

I am proud to stand with this President. And I am proud of the young men and women of our Armed Forces who, even now, are risking their lives to carry out our commitment as a nation.

- more -

I believe there is a connection between what's happening in Kosovo and the topic I came here to talk about -- transportation and economic growth. That's because improved transportation brings countries and peoples together, rather than pushing them apart. Transportation is the tie that binds.

One of the striking features of the former Yugoslavia is how disconnected this region is from the rest of the world. Many of the difficulties we are having in getting help to the refugees right now, has to do with how hard it is to move people and materials around. Inadequate transportation is also one of the reasons this area remains the poorest in Europe.

The converse is also true. By linking communities and countries, good transportation facilitates the exchange of goods and services to the economic betterment of all.

Praise for Arkansas/El Dorado

The people of Arkansas and the "Golden Triangle" are very clear about the contribution good transportation can make to economic growth. With last week's signing of the Arkansas highway bill, this state can look forward to substantial improvement of its roads this coming year. This is a major achievement. And last week I publicly commended the Arkansas Highway and Transportation Commission, led by Herby Branscum, Governor Mike Huckabee, the Arkansas State Legislature and Dan Flowers for their fine work on this measure. I also thanked Former Congressman John Paul Hammerschmidt, who chaired the Arkansas Citizens Council on Highways and Transportation for his efforts on behalf of the bill.

And there is no doubt in my mind that easy access to transportation played a major role last week's decision by Panda Energy International to invest $400 million dollars in a state-of-the-art, environmentally-clean electric power generating plant here in Union County, just east of Highway 167. To all of you who played a role in making that happen, congratulations!

And congratulations, too, to everyone associated with the Golden Triangle FiberPark Council for helping to bring a modern, world-class telecommunications infrastructure to Union County. This community and this Chamber clearly have their act together.

Trade Corridor 18/I-69

My visit to El Dorado today is part of a 6-day mission that began on Monday at the Canadian border and will end on Saturday in Texas with an aerial tour of the transportation arteries along the U.S.-Mexican border.

Our itinerary roughly tracks the general route of the Interstate 69 corridor, which will be the focus of the remainder of my remarks. This trade corridor is a big idea with big consequences. Construction of I-69 trade corridor will be one of America's major economic development investments of the 21st century. A Canada-to-Mexico trade corridor through America's heartland will be a powerful economic spine integrating rail, air, water, and road transportation efficiently and economically.

Constructing this intermodal transportation network will make a huge difference to Arkansas and to El Dorado. El Dorado lies within the representative corridor identified in TEA-21 as the future "general alignment" of I-69. With three National Highway System routes (US 82, US 167 and SH7) passing through town, the connections between El Dorado and I-69 will be high level highways capable of moving freight and people safely.

I-69 and the NHS connections through El Dorado will also enhance freight access to the proposed Camden/El Dorado Regional Multimodal Port Facility, providing a further boost to river and rail transportation.

But the major benefits from I-69 will come from its role as a NAFTA trade corridor. During the past five years, more than one quarter of U.S. economic growth has come from increased exports. And by the year 2010, the Western Hemisphere, including the United States, Canada and Mexico, will be a larger market than Western Europe and the Pacific Rim combined.

That is why the President has made hemispheric cooperation a top priority of this Administration. Five years ago the democratic nations of the Americas met in an historic Summit of the Americas in Miami. There, in President Clinton's words, the nations of the Western Hemisphere "planted the seeds of a new partnership based on a common vision of a democratic, prosperous, peaceful, united hemisphere by the 21st Century."

Transportation and Economic Development

The core of that vision was the commitment to seek a free trade area for the Americas early in the next century. However, achieving this grand vision of a free trade zone will mean little if our transportation infrastructure cannot support the rapid increase in multilateral trade we anticipate.

Following the Miami Summit, the transportation ministers of the hemisphere began working closely together to develop a comprehensive Transportation Initiative that would ensure that we have the infrastructure in place to support the rapid increase in regional trade we expect, as well as to promote safety and other objectives.

I'm not going to go over all the international summits and conferences that have taken place to follow through on this vision, but the bottom line is that the nations of this hemisphere are on the road toward developing an integrated transportation plan for the Americas. And building I-69 will be a major part of implementing that plan.

El Dorado Arkansas is going to be part of something big.

# # # #

7.75

PREPARED REMARKS
U.S. DEPARTMENT OF TRANSPORTATION SECRETARY RODNEY E. SLATER
MONTICELLO ECONOMIC DEVELOPMENT COMMISSION BREAKFAST
MONTICELLO, ARKANSAS
APRIL 9, 1999

As we flew into Arkansas from the nation's capital last night, I found myself wondering how I could say what I originally came here to say -- and at the same time still express a few words, as I feel I must -- in support of our brave men and women in uniform who are risking their lives in the Balkans tonight.

When you think about the incredible opportunities for a better life being created by technology and the growing global economy during this final year of the 20th century, the terrible brutality going on in Kosovo seems especially tragic.

President Clinton spoke directly to this point on Wednesday, when he said that globalization *"...can give people the modern tools of the 21st century, but it cannot purge their hearts of the primitive hatreds that may lead to the misuse of these tools."*

I want to take a moment to also share with you what the President said on Wednesday about our goals for peace in Southeastern Europe:

"We know that we cannot stop all such conflicts. But when the harm is great and when our values and interests are at stake, and when we have the means to make a difference, we should try."

That is what we and our NATO allies are doing in Kosovo -- trying to end the horrible war there, trying to aid the struggling democracies of Southeastern Europe, all of who are threatened by the violence, the hatred, the human exodus President Milosevic's brutal campaign has unleashed. We are determined to stay united and to persist until we prevail.

It is not enough now for Mr. Milosevic to say that his forces will cease fire in Kosovo, denied its freedom and devoid of its people. He must withdraw his forces, let the refugees return, permit the deployment of an international security force. Nothing less will bring peace and security to the people of Kosovo."

I am proud to stand with this President. And I am proud of the young men and women of our Armed Forces who, even now, are risking their lives to carry out our commitment as a nation.

I believe there is a connection between what's happening in Kosovo and the topic I came here to talk about -- transportation and economic growth. That's because improved transportation brings countries and peoples together, rather than pushing them apart. Transportation is the tie that binds.

One of the striking features of the former Yugoslavia is how disconnected this region is from the rest of the world. Many of the difficulties we are having in getting help to the refugees right now, has to do with how hard it is to move people and materials around. Inadequate transportation is also one of the reasons this area remains the poorest in Europe. The converse is also true. By linking communities and countries, good transportation facilitates the exchange of goods and services to the economic betterment of all.

The people of Arkansas are very clear about the contribution good transportation can make to economic growth. With last week's signing of the Arkansas highway bill, this state can look forward to substantial improvement of its roads this coming year. This is a major achievement.

And last week I publicly commended the Arkansas Highway and Transportation Commission, led by Herby Branscum, Governor Mike Huckabee, the Arkansas State Legislature and Dan Flowers for their fine work on this measure. I also thanked Former Congressman John Paul Hammerschmidt, who chaired the Arkansas Citizens Council on Highways and Transportation for his efforts on behalf of the bill.

Trade Corridor 18/I-69

My visit to Monticello today is part of a 6-day mission that began on Monday at the Canadian border and will end on Saturday in Texas with an aerial tour of the transportation arteries along the U.S.-Mexican border. Our itinerary roughly tracks the general route of the Interstate 69 corridor, which will be the focus of the remainder of my remarks. This trade corridor is a big idea with big consequences. Construction of I-69 trade corridor will be one of America's major economic development investments of the 21st century. A Canada-to-Mexico trade corridor through America's heartland will be a powerful economic spine integrating rail, air, water, and road transportation efficiently and economically.

Constructing this intermodal transportation network will make a huge difference to Arkansas. While the final route of I-69 has not been determined, many believe that it will be in the Monticello area.

Our Federal Highway's budget for 1999 authorizes a $100 million study for a possible Pine Bluff-Monticello connection.

Whatever the final route, this entire region will benefit from I-69's role as a NAFTA trade corridor. During the past five years, more than one quarter of U.S. economic growth has come from increased exports. And by the year 2010, the Western Hemisphere, including the United States, Canada and Mexico, will be a larger market than Western Europe and the Pacific Rim combined.

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And building I-69 will be a major part of implementing that plan. Most of the heavy lifting is still ahead. As your theme for this morning's breakfast puts it, "The Road to Success is Always Under Construction."

But there is no doubt about it. Monticello, Arkansas is going to be part of something big.

# # # #

7.74

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BROWNSVILLE RAILROAD RELOCATION RIBBON CUTTING
APRIL 9, 1999
BROWNSVILLE, TEXAS

Acknowledgments
Honorable Solomon Ortiz, U.S. Congressman
Honorable Ruben Hinojosa, U.S. Congressman
Honorable Miguel Rubiano, Diputado Federal,
Matamoros, Mexico
Mr. Eduardo Garza Gonzales, Estado De Tamauilipas
Eddy Handley, Vice President,
Southern Region, Union Pacific
Raul Besteiro, Jr., Director, Port of Brownsville

Today we herald a new transportation era for South Texas *and* for this nation. It is an era of increased economic growth and improved intermodal connections -- moving goods more efficiently while creating jobs and opportunity.

Thanks to work of Congressman Ortiz, Vice President Handley of Union Pacific Railroad and Director Besteiro of the Port of Brownsville, the Brownsville Railroad Relocation project represents not only opportunity for this region, but it is an investment in America's future as we move from strength to strength.

This project means greater transportation efficiency between the ports and rail yards, rapidly moving cargo -- at less cost -- to every American and Mexican business involved in Western Hemisphere trade. And every shipload efficiently delivered means more good-paying jobs and lowers costs for all consumers.

For the people of the Brownsville, it means improved safety -- President Clinton's highest transportation priority -- by eliminating 64 dangerous railroad crossings on area roads. And, it means improved air quality and easier commutes -- improving quality of life -- by reducing traffic congestion.

The Brownsville Railroad Relocation project is about putting the American people first -- creating jobs and boosting economies by providing a rapid and efficient link between American companies and America's gateway to the Latin American markets.

Clearly, President Clinton and Vice President Gore are committed to putting the American people first. Under their leadership our economy is strong -- nearly 18 million new jobs in the past six years. Unemployment is down -- 4.2 percent

last month -- the lowest since 1970. Real wages are up -- more than twice the rate of inflation.

Today we are laying the tracks for more jobs, a better quality of life and strong leadership in the global economy of the new century.

The Brownsville Railroad Relocation Project is a transportation solution that expands opportunity -- opportunity for South Texas to enjoy greater prosperity.

It will ensure that the great State of Texas has a world-class transportation system that is intermodal in form, intelligent in character, international in reach, and inclusive in service.

A transportation system that efficiently and effectively moves everyone and everything -- everywhere in a 21st century world.

# # # #

7.73

U.S. DEPARTMENT OF TRANSPORTATION

NEWS:

OFFICE OF THE ASSISTANT SECRETARY FOR PUBLIC AFFAIRS
WASHINGTON, D.C. 20590
HTTP://WWW.DOT.GOV/BRIEFING.HTM

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
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- more -

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Our Federal Highway's budget for 1999 authorizes a $100 million dollar study for a possible Pine Bluff-Monticello connection.

Whatever the final route, this entire region will benefit from I-69's role as a NAFTA trade corridor. During the past five years, more than one quarter of U.S. economic growth has come from increased exports. And by the year 2010, the Western Hemisphere, including the United States, Canada and Mexico, will be a larger market than Western Europe and the Pacific Rim combined.

That is why the President has made hemispheric cooperation a top priority of this Administration. Five years ago the democratic nations of the Americas met in an historic Summit of the Americas in Miami. There, in President Clinton's words, the nations of the Western Hemisphere "planted the seeds of a new partnership based on a common vision of a democratic, prosperous, peaceful, united hemisphere by the 21st Century."

Transportation and Economic Development

The core of that vision was the commitment to seek a free trade area for the Americas early in the next century. However, achieving this grand vision of a free trade zone will mean little if our transportation infrastructure cannot support the rapid increase in multilateral trade we anticipate.

Following the Miami Summit, the transportation ministers of the hemisphere began working closely together to develop a comprehensive Transportation Initiative that would ensure that we have the infrastructure in place to support the rapid increase in regional trade we expect, as well as to promote safety and other objectives. I'm not going to go over all the international summits and conferences that have taken place to follow through on this vision, but the bottom line is that the nations of this hemisphere are on the road toward developing an integrated transportation plan for the Americas.

And building I-69 will be a major part of implementing that plan. Most of the heavy lifting is still ahead. As your theme for this morning's breakfast puts it, "The Road to Success is Always Under Construction."

But there is no doubt about it. Monticello, Arkansas is going to be part of something big.

# # # #

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER

"STRATEGIC NORTH AMERICAN TRANSPORT ISSUES"
IMPACT OF NAFTA AND OTHER REGIONAL TRADE INITIATIVES
WORLD BANK TRANSPORT EXPO
APRIL 12, 1999
WASHINGTON, D.C.

On behalf of President Clinton and the Department of Transportation, I am delighted to have this opportunity to address the World Bank Expo on the subject of Strategic Transport Issues affecting North America.

North American transportation in the 21st century is fresh on my mind. I just returned to Washington over the weekend from a six day mission across eight states, roughly tracing the proposed Corridor 18/Interstate 69 international trade route, which runs from Michigan through Texas. We actually started out in Massena, New York, at the St. Lawrence Seaway -- which is jointly operated by the U.S. and Canada; we then moved on to the Michigan-Canadian border where I-69 officially begins. The mission ended in South Texas with an aerial working tour of transportation arteries and port facilities along the U.S.-Mexican border.

This international trade corridor is destined to become a powerful economic spine running down through America's heartland, generating thousands of jobs and stimulating the growth of businesses and communities all along its path. Thirty-eight percent of the dollar value of U.S. truck-borne trade with Canada and Mexico already passes through the states straddling the route. When I-69 is completed, that percentage is sure to rise. Twenty of our nation's top 25 seaports will also lie within easy reach of the corridor.

The Future of Transportation Financing

One of my purposes here today is to encourage the investment community to play an appropriate role in financing this historic endeavor. I-69 is too large to be managed as a single project. It stretches more than 1,500 miles. It will have to be developed and paid for by a series of local projects in at least 8 states.

- more -

With the President's signing of the Transportation Equity Act for the 21st Century last June, the Federal government is now ready to a major role in financing America's transportation future. Although TEA-21 does not cover I-69 specifically, we now have in place a record-level $200 billion dollar commitment to upgrade America's overall surface transportation system, including elements of I-69.

We have also attempted to hold down future system costs by targeting $1.5 billion TEA-21 dollars for "Intelligent Transportation Systems." ITS improves safety and efficiency without necessarily requiring new roads to be built. Over the next 10 years ITS will reduce transportation system operating costs by up to $7.4 billion. And over the next 20 years we estimate that ITS will evolve into a $340 billion industry generating 600,000 new jobs.

FAA Y2K Readiness Test

While on the subject of digital technology, let me just mention the successful "end-to-end" Y2K readiness test of the Air Traffic Control System conducted by the Federal Aviation Administration in Denver this weekend.

Controllers on one side of the ATC Control Room at Denver's International Airport were handling live traffic. On the other side of the room a second set of controllers "virtually" managed the same aircraft on an identical set of equipment -- except that all the clocks were set to January 1, 2000.

And, of course, for safety purposes the test equipment did not actually manage any aircraft.

The equipment we tested is identical to what will be used in our air traffic control facilities all across the country on New Years Day 2000. So this can be considered a 'national' test -- and we passed with flying colors. The U.S. Department of Transportation will be 100 percent Y2K compliant well before the arrival of the Millennium.

We are rapidly reaching the point where *communicating* what is being done to be Y2K ready is just as important as actually being ready. Based on consultation with the U.S. Department of Transportation and other organizations, the U.S. State Department is prepared to issue appropriate travel advisories for countries that fail to provide adequate information about their state of Y2K readiness.

We don't expect the airlines, for example, to continue flying into and out of countries that fail to demonstrate the Year 2000 readiness of their Air Traffic Control System.

We are deeply committed to ensuring that safety is not compromised and that operations continue to flow smoothly as we began the next century. That is why we are working closely with our international partners in the aviation and maritime communities -- ICAO, IATA, and IMO, to name a few -- and with our counterparts in other countries to improve Y2K readiness across the globe.

Because of concerns like these, we have been urging U.S. business organizations to prepare Business Continuity and Contingency Plans to deal with breakdowns arising outside of their organizations. Talk to all of your business partners about their Y2K preparations. If one link in the supply chain breaks, the strength of the remaining links won't matter.

Need for Private Sector Financing

In an era of fiscal restraint, federal investment alone cannot meet all of our needs for an integrated U.S. transportation system for the 21st century. Innovative private sector financing is also required. Some of these innovations are already being used to finance highway construction.

I am referring to techniques like Grant Anticipation Note financing to cover interim cash flow needs at the beginning of a project cycle and granting waivers from conventional "low-bid" procurement rules. I am also thinking about State Infrastructure Banks, life-cycle pricing and other ways to leverage traditional government grant assistance. We are planning to extend the use of these financing methods to the FAA, the Federal Transit Administration and, eventually, other modes as well. By using these techniques we can cut red tape and attract non-federal partners.

Our NAFTA partner Canada has taken a significant step in this direction by privatizing its Air Traffic Control System and Mexico is moving to privatize its airports. The international investment community is also exploring some new options to finance port improvements in Latin America -- such as offshore trusts or the use of host-country pension funds. Through its International Finance Corporation, the World Bank has been taking an equity position in some of these arrangements, adding much-needed security.

In order to capitalize on these innovative approaches, bankers and investors may need to re-evaluate traditional lending standards, while at the same time exercising prudence. As the full ramifications of deregulation work their way through the economy, government, too, must reevaluate its role. Consolidation creates new challenges for preserving competition.

Putting People First

The theme of this conference, *Transport for People in a New Millennium* reminds us that transportation and the economic growth it encourages is not an end in itself. As President Clinton said in his address to the joint IMF-World Bank Annual Meeting last October—

"We must put a human face on the global economy. An international market that fails to work for ordinary citizens will neither earn, nor deserve their confidence and support."

Putting people first is the driving force behind President Clinton and Vice President Gore's vision for America in the 21st century. This explains why this year's record-level $50.5 billion U.S. transportation budget includes a substantial increase for the Clinton-Gore Livability Agenda which addresses such transportation concerns as congestion and air quality. On May 2nd through May 5th, the Vice President will conduct a National Town Meeting for a Sustainable America in Detroit. I hope some of you will join us for this important meeting.

Safety

From Day One, the President's top transportation priority has been safety. And as U.S. Transportation Secretary, safety is my "North Star." And our efforts have borne fruit, especially in the aviation field. Last year, for the first time in history, no scheduled U.S. air carrier suffered a fatal crash.

But as the President said in his State of the Union message, *"This is not a time to rest, but a time to build."*

The President's FY 2000 budget therefore calls for a 7 percent increase in annual spending for aviation safety, to $1 billion. This will advance the goal of Vice President Gore's Safer Skies Initiative, which is to reduce fatal aviation accidents by 80 percent within the decade.

One of the challenges facing NAFTA and other regional trading initiatives in this hemisphere in the years ahead, is to maintain a balance between encouraging economic development and managing the safety problems that inevitably accompany growth. The World Health Organization now estimates that an expanding world economy will cause road traffic crashes to rise from the 9th leading cause of death and injuries world wide as of 1990 to the 3rd leading cause of death and injuries by the year 2020.

As U.S. Secretary of Transportation, I applaud the World Bank for its support for an important initiative to reduce traffic fatalities and injuries worldwide -- the World Safety Partnership. We at DOT look forward to working with you, the

World Health Organization, the International Red Cross and the Red Crescent Societies to advance this important effort.

Economic Impact of Regional Trade Agreements

The economic benefits of regional integration are clear. Since the signing of our Free Trade Agreement with Canada 10 years ago, trade between the U.S. and Canada has more than doubled. More than $1 billion in trade crosses the U.S.-Canadian border every day. And U.S. exports to Canada exceed every other trading relationship we have, including our trade with the European Community.

Although NAFTA has only been in operation for five years, it is also a resounding success. In 1998, U.S.-Mexico trade stood at $173.7 billion -- more than twice pre-NAFTA levels. Canada's trade with Mexico has also grown at an impressive rate, rising from $2.7 billion in 1993 to $4.1 billion by the end of 1997.

Regional integration is also moving forward in the rest of the hemisphere. Trade within the MERCOSUR group has increased by over 400 percent since the Treaty of Asunción was signed in 1991. U.S. exports to MERCOSUR countries have more than doubled -- from less than $9 billion dollars in 1991 to more than $23 billion dollars last year.

Other regional trade alliances in our hemisphere have also been revitalized, including the Andean Community, the Central American Common Market, and the Caribbean Common Market.

Western Hemisphere Integration

This leads me to a fundamental point I want to make about "Strategic North American Transport Issues." The future of North America and NAFTA cannot be considered separately from the future of the Western Hemisphere as a whole. By the year 2010 some experts predict that the Western Hemisphere will be a larger market for the U.S. than Western Europe and the Pacific Rim combined.

This is why President Clinton was so deeply concerned about last year's turmoil in hemispheric financial markets. Coupled with the Asian financial crisis, concern for Latin America's financial stability is one of the driving forces behind the Administration's efforts to reform the world's trading and financial system. Our own economic destiny is tightly linked not only to that of our NAFTA partners, but to the fate of all of our hemispheric neighbors.

The Western Hemisphere as a whole is also a centerpiece of the President's vision for America's future. Four years ago, the democratic nations of the Americas met in an historic Summit of the Americas in Miami. There, in President Clinton's words, the nations of the Western Hemisphere—

"...Planted the seed of a new partnership based on a common vision of a democratic, prosperous, peaceful, united hemisphere by the 21st century."

The core of that vision was the commitment in Miami to create a free trade area of the Americas early in the next century.

Achieving this grand vision of a free trade zone for this hemisphere will mean little if our transportation infrastructure cannot support the rapid increase in business and vacation travel and the growth in multilateral trade we anticipate.

Following the Miami Summit, the transportation ministers of the hemisphere began working together to develop a comprehensive Transportation Initiative to support a significant increase in regional trade and travel. As a result our efforts, the heads of state attending the Second Summit of the Americas in Santiago, Chile last April adopted significant portions of our initiative as part of the Summit's final Action Agenda.

Following up on Santiago agreements, I convened a 3-day Western Hemisphere Transportation Ministerial in New Orleans last December. There my colleagues and I initiated a two-year work program that will lay the foundation for an integrated world-class transportation system in this hemisphere.

Moving Beyond Open Skies

The Transportation Initiative adopted at the Santiago Summit addresses all modes of transportation. However the focus of this plenary session is passenger traffic. So I would like to focus briefly on the most important mode of international passenger travel in the years ahead -- international civil aviation.

World air passenger traffic is expected to double, perhaps even triple over the next two decades -- and a major component of that growth will occur in the Western Hemisphere. Two demographic factors drive the discretionary travel component of this trend.

First, the aging of the "baby boom." Seniors love to travel. And by 2021, nearly one-fifth of the U.S. population will be over 65.

Second, with the exception of Australia, the United States is the only nation that continues to permit significant immigration, with the vast majority of these new immigrants arriving from Latin America.

Unlike immigrants of the past, today's newcomers do not have to sever connections with their homes of origin. Low-cost international telephone calls allow them to remain in close touch with relatives and friends; economical airfares make it possible to become "frequent flyers" to their ancestral homelands. As the

pace of airline deregulation and privatization steps up in the years ahead, this trend is likely to increase.

We are doing everything we can to encourage growth in international passenger traffic, while at the same time ensuring that passengers are able to fly safely and reliably. We have open-skies agreements with all the nations of Central America as well as with Peru and Chile. Negotiations with Argentina are in progress. Since President Clinton assumed office, the United States has signed 65 new aviation agreements; 32 are open-skies agreements. These bilateral agreements are good for the United States and good for our partners. They create jobs; they strengthen commerce; and they promote free markets and democracy. They also permit airlines to establish cooperative arrangements and global networks that benefit all concerned.

In addition to bilateral agreements, we are working hard to create regional frameworks for cooperation here in the Western Hemisphere, as well as in Africa and the Asian-Pacific region. I recently returned from a trip to the European Union where we discussed similar possibilities.

But on the heels of our successful hemisphere-wide efforts in New Orleans, I believe it is time to move to the next level. We are therefore calling upon all of our liberalized aviation partners to join us for an aviation conference in Chicago this coming December to look beyond open-skies.

Our ultimate goal is to replace the thousands of isolated bilateral aviation markets created under the existing system with a single, open, international aviation market. This would benefit both the carriers and the countries they serve. It will also provide a more efficient international reach for our national transportation system.

I believe that aviation will be a driving force for economic growth in the new millennium. From Kitty Hawk to the International Space Station, America has been a leader in pioneering the high frontier for nearly a century. Aviation can be for the world in the 21st century what the Interstate Highway System has been for America the last half of this century. It can connect the communities of our nation with the communities of the world, allowing all of us to enjoy the fruits of an era of unparalleled opportunity and prosperity.

CONCLUSION

There is a lot going on with respect to transportation in the Western Hemisphere right now. And I have only been able to speak to a few major trends:

I. The need for private sector help in securing innovative financing;

II. The emergence of an integrated economy and transportation system for the Western Hemisphere

III. And the key role aviation will play in the 21st century.

As the leaders of the investment community I encourage you to be both visionary and vigilant as we enter the new millennium. Invest in your vision -- but insist that it be grounded in fiscal prudence and financial accountability.

My vision for the future of transportation and economic growth in this hemisphere is of a seamless network of highways, rail lines, shipping routes and aviation corridors, stretching from the Yukon to Tierra del Fuego.

I urge you to be part of this vision. As President Clinton put it last December—

"An efficient, safe, and well-integrated transportation system is crucial to the Western Hemisphere's continued economic growth and prosperity."

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U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE OPPORTUNITIES INDUSTRIALZATION CENTERS LUNCHEON ADDRESS
PHILADELPHIA, PENNSYLVANIA
APRIL 13, 1999

Africa will be the new market of the 21st century and the more we educate and inform the faster we can open wide the doors of opportunity on both sides of the Atlantic.

America and Africa have a long and deep heritage. And such ties bind us together, making it our responsibility to build a lasting future.

And America has seen that future. President Clinton has devised a plan to take America and Africa into the next century. Our formula of "trade plus aid plus reform" will mean real, positive, and enduring change.

Last month President Clinton marked the anniversary of his historic trip to Africa with the first-ever U.S.-Africa Ministerial. A" Partnership for the 21st Century" set the stage for discussions on how we can deepen our alliance and strengthen our cooperation in economic development, trade and investment, democracy and human rights.

At the ministerial the President announced several new initiatives to strengthening U.S.-Africa ties: a $120 million education technology partnership to link U.S. and African schools; a new Safe Skies Initiative to enhance air links to Africa; a $30 million investment to protect food security; and a proposal to extend new debt relief to Africa's poorest nations.

To succeed in the new century and the new millennium, African economies must become fully integrated into the global marketplace; reaching this goal will require countries to develop the infrastructure of a modern economy.

The transportation component of the President's partnership with Africa is an effort to facilitate the development of that much needed infrastructure.

- more -

At the U.S. Department of Transportation the theme of our African Initiative is 'Transportation: the Tie that Binds.' Transportation is about more than concrete, asphalt and steel -- it is about connecting people to people.

Many people ask me 'why is the U.S. Transportation Secretary so involved with Africa?' My answer is simple -- jobs, opportunity and community. As Vice President Gore has said, *"Our future growth depends on growth in the rest of the world."* Nowhere is this opportunity greater than in Africa, a vast and growing market of 700 million potential customers. Africa, in many ways, is the last frontier for U.S. exporters and investors.

Our Transportation Initiative for Africa seeks to create new opportunities and a higher quality of life for the ordinary citizens in both Africa and America by improving the basic transportation infrastructure of Africa. Improved transportation within, to and from this major new market will allow economies on both sides to the Atlantic to move to higher heights than ever before.

We are supporting this infrastructure development program in three ways:

First, we seek to help Africa compete more effectively in the global marketplace by showing how governments can adjust economic policies to allow market forces greater flexibility. We are also advising our partners on ways to train a 21st century labor force in the skills needed to compete in a new century and a new millennium.

Second, we seek to expand trade and investment opportunities for U.S. investors who want to bring transportation technology and transportation-related goods and services to African markets. The bottom line is that if you can't get there, you can't trade.

And third, we seek to foster economic development in Africa through training, technical assistance and improved transportation services for local communities. Despite significant growth in recent years, almost half of sub-Saharan Africa's 700 million people still live on less than $1 a day. This region still ranks lowest in the world in terms of life expectancy, infant mortality, and literacy -- one more reason why it is so important that the Congress pass the African Growth and Opportunity Act (AGOA) as soon as possible.

Airports can be huge job generators -- virtual economic engines for growth. Take Philadelphia International Airport for example, it generates over 14,000 jobs and pumps $6 billion into the local economy annually.

But to attract tourists and other travelers, airports and air travel in Africa must be safe and secure. That's why the Safe Skies Initiative is so critically important. Within the next three years we intend to quadruple the number of African countries that meet international aviation safety standards. We also seek to improve airport security at 8 to 12 airports -- and to upgrade air navigation services throughout the region.

We recently provided technical assistance to the South African government to bring the Johannesburg International Airport into compliance with international security standards.

Last month we began conducting our first Safe Skies country assessment in Kenya. Other candidates for the program include Angola, Cameroon, Cape Verde, Cote d'Ivoire, Mali, Tanzania and Zimbabwe.

In addition to Safe Skies, we are also seeking to liberalize aviation relations on a bilateral basis through "Open Skies" agreements. We are currently exploring the possibility of Open Skies arrangements with Kenya, Tanzania and Ghana. Talks have also been held with Burkina Faso. And several other countries have expressed an interest.

What comes after "open skies?" This fall we are planning to hold a "Beyond Open Skies" Conference in Chicago to look into the next steps. By then I am confident there will be several new Open Skies Partners from Africa ready to join us as we explore this new possibility.

The purpose of President Clinton's Partnership Initiative with Africa is to accelerate Africa's full integration into the global economy. While the challenges are formidable, they are well within the reach of possibility. By working together as full partners, we have every reason to expect success.

Next month I look forward to joining Reverend Sullivan, and I hope many of you, in Ghana for the 5th African-African American Summit. These biannual summits go far in helping us to broaden and strengthen our economic and political partnership with Africa.

It is imperative that we strengthen these U.S.-Africa ties, for as President Clinton put it so well: a prosperous, democratic America, needs a prosperous, democratic Africa. We have a common heritage that binds us to a common future.

Moving from strength to strength in the years ahead, the U.S.-African Partnership will create new possibilities for peace and progress as we begin a new century and a new millennium. Through vision and vigilance we can realize the best these new possibilities have to offer.

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TALKING POINTS PREPARED FOR
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
UPS SAFE DRIVING AWARDS CEREMONY
APRIL 13, 1999
PHILADELPHIA, PENNSYLVANIA

FYI – You are asked to make brief congratulatory remarks to 13 UPS package car drivers for meeting their various safe driving milestones followed by "grip and grin" photo ops.

Names are for your information - it isn't necessary to read them.
Tim Davis (16 years); Ted Novak (15); Tom Greer (15); Bob Lowery (10); Paul Grexa (10); Eric Dowling (8); Steve Ritter (7); Donna Montano (6) Joe Jendrus (5); Steve Salvucci (2); Jim Logothetis (2); Jon Belluscio (1); Warren Keir (1).

- Congratulations on your outstanding achievements – between you, you have nearly 100 years of safe driving experience.

- Your driving habits exemplify the Clinton Administration's top transportation priority – safety. It is our North Star by which we are *all* guided and judged.

- Highway injury and fatality rates are at all-time lows. Your driving habits and those of your UPS colleagues throughout the nation all helped to bring those numbers down. The same discipline you use behind the wheel at work stays with you whenever you drive – at work – at leisure.

- UPS spends tens of millions of dollars every year teaching good driving habits to its more than 80,000 drivers -- and it is paying off in a big way. As a member of both the Network of Employers for Traffic Safety and the National Safety Council, UPS is leading by example.

- Thank you for your commitment to safety. Continue being every visionary and vigilant. And again, congratulations on a job well done.

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
UNITED PARCEL SERVICE WELFARE TO WORK BUSINESS PARTNERS
PHILADELPHIA, PENNSYLVANIA
APRIL 13, 1999

I am delighted to be here this morning to recognize the stellar Welfare to Work partnership taking place in Philadelphia.

I have heard a great deal about the tremendous work the United Parcel Service (UPS), the Southeastern Pennsylvania Transportation Authority (SEPTA) and the City of Philadelphia are doing to connect Philadelphians to opportunity, and I'm very excited to finally have a chance to see it for myself.

As President Clinton said in his weekly radio address, "We cannot finish the job of welfare reform without doing more to help people who have the hardest time moving from welfare to work..."

Two-thirds of all new jobs are in the suburbs, but three out of four welfare recipients live in urban and rural areas with few transit connections to those jobs. The simple truth is that people cannot go to work if they cannot get to work.

Here in Philadelphia, UPS made a commitment to hiring welfare recipients but public transportation was not available. You took the lead in starting bus service in low-income neighborhoods between Camden and the Philadelphia International Airport UPS facility.

Once ridership was established, SEPTA worked with UPS to take over the service -- and today more than half a million riders have commuted to and from Philadelphia International Airport. And it doesn't just benefit UPS. Other employers at the airports have been able to hire new workers because of this service.

- more -

And let me say UPS is truly connecting people to jobs -- to opportunities for a better quality of life. Under the excellent leadership of Mr. Carroll and Ms. Soupata, in just two years time, UPS has moved nearly 20,000 welfare recipients into well-paying jobs -- jobs with full health care benefits. That's an outstanding achievement, and one of which you should be very proud.

Welfare rolls are down by a record 6.5 million people since President Clinton came into office six years ago. The number of Americans who are replacing welfare checks with paychecks has tripled. That is a strong testament to the remarkable leadership shown by states, communities and the private sector -- leadership just like that exhibited here in Philadelphia.

Across the nation, airport communities are also taking the lead and working together to address welfare to work issues.

At Miami Airport, employers have also been leaders in hiring welfare recipients. Through their Aviation Alliance, airport employers have committed to hire 700 welfare recipients.

At Dallas-Fort Worth, airport employers including UPS, worked with federal and local partners to form a Work Coalition to address welfare to work needs.

These are exactly the kind of public-private partnerships that are necessary if we are to move people from the dependence of welfare rolls to the independence of payrolls. Mr. Eli Segal and the Welfare to Work Partnership have done an outstanding job of bringing the private sector into these partnerships.

I want to challenge every employer to follow these shining examples. Get involved with your community's applications for the Department of Transportation's Job Access and Reverse Commute program. It is not a big program in terms of the funds it provides -- but we expect it to have a big impact on our success in finding solutions to job access challenges.

And those solutions depend on the localities ability to develop new partnerships -- from transportation to human services to employers to community and faith-based organizations. Applications require a broad collaborative planning process. If employers work with their communities to invest in the needed transportation services, they can leverage their funds effectively.

The President, in his 2000 budget, has called for full funding -- $150 million to provide the needed resources to help welfare recipients get to -- and keep -- jobs.

Transportation is about so much more than concrete, asphalt and steel: it is about people and their pursuit of happiness. It is about getting parents to training and to work, getting children to day care, moving families from the dependence of welfare rolls to the independence of payrolls.

Working together, we can design meaningful and workable transportation strategies that expand opportunity -- opportunity for every American to enjoy greater prosperity and a better quality of life. I know our best days are yet to come.

# # # #

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WASHINGTON TUSKEGEE ALUMNI CLUB SCHOLARSHIP BREAKFAST
APRIL 17, 1999
WASHINGTON, D.C.

Acknowledgments
Dr. Benjamin F. Payton, President,
Tuskegee University (now may attend)
Michael Hill, Vice President of University Advancement, Tuskegee University
Reverend Louis C. Harvey, Pastor,
Metropolitan AME Church
Gladys Hubbard, Northeast Regional Director,
Tuskegee National Alumni Assoc.
Willie Oxendine, President, Washington Tuskegee Alumni
The Golden Voices, Tuskegee Choir

Good morning. Thank you President Payton for the warms words of introduction.

Clearly, President Payton is Tuskegee's staunchest supporter. His bold and innovative leadership is preparing this institution to reach even greater heights in the new century and the new millennium.

I had the pleasure of speaking with Dr. Payton earlier this week about how the Department of Transportation can partner with the University to advance the Tuskegee Airmen National Center and Historic Site. We had an excellent discussion and look forward to working together to make this long-overdue project a reality.

Congratulations to our honorees: Ms. Patricia Grace-Smith, a Tuskegee graduate who so diligently works with me to promote the Department of Transportation mission; Adrienne Foster-Williams, the daughter of the educator we honor today, could not be with us, (her son Barry Williams may attend); and Dr. Claudius Walker, another Tuskegee alum, has had a rich and rewarding career in applied research. We applaud your successes and we thank you for your contributions to community service.

Booker T. Washington laid a mighty foundation when he created Tuskegee University in 1881 -- from the great scientist Dr. George Washington Carver to the legendary Tuskegee Airmen. And today at the dawn of a new century, a new millennium, this great institution is still going strong – graduating more African-American aerospace science engineers than anywhere in the nation.

Tuskegee is the only historically black college or university (HBCU) with a fully accredited College of Veterinary Medicine – training nearly three-quarters of all black veterinarians in the world. It is the only HBCU approved to offer a Ph.D. in Materials Science and Engineering -- the first class began last fall. And the Army and Air Force Reserve Officers Training Corps programs produce more African-American military officers than any other institution -- including the service academies.

The Luther H. Foster Scholarship Fund builds on that strong, successful Tuskegee legacy. A distinguished educator, Dr. Foster led Tuskegee University for nearly three decades. This scholarship program continues his work to open doors of opportunity -- doors to a Tuskegee education. More than 100 students from area high schools have been the recipients of a Luther H. Foster Scholarship.

We thank Mr. Willie Oxendine and the Washington Tuskegee Alumni Club for their commitment to education. In the last 20 years, these Tuskegee Ambassadors have helped to send more than 500 students from the Metropolitan Washington area to Tuskegee University.

HBCUs consistently produce talented African American professionals. In 1997, 41 percent of African American math majors; 38 percent of the computer science majors; 38 percent of the life science majors; 37 percent of the education majors and 25 percent of the engineering majors completed their education at HBCUs. For many of these graduates, Tuskegee University is their Alma Mater.

Recognizing the superior quality of HBCUs and the outstanding talent they produce, the Clinton-Gore Administration has invested more than $1 billion to support these institutions of higher learning.

President Clinton is pushing the greatest education expansion since the 1960s. He is making college more affordable through tuition tax credits, education IRAs, work study and increased Pell Grants.

At the K-12 level, he is making record levels of investment to provide school districts with the resources to hire more teachers; to modernize school buildings; to expand access to education technology.

As U.S. Secretary of Transportation I know first hand that our schools are not yet doing what they must do to produce the high quality trained professionals our economy will need to compete in the next century. We already have serious shortages throughout the transportation industry.

We simply cannot find enough qualified people to fill high-paying, high-tech jobs in the auto industry, in highway construction, in aviation, in railways. These jobs require strong computer, math and science skills.

At the Department of Transportation we are responding to this challenge through our Garrett A. Morgan Technology and Transportation Futures Program. We are partnering with education institutions and transportation businesses to promote technology education and training. In the last two years we have reached out to more than 600,000 students.

Our goal is to create a transportation workforce with the skills to develop, design, and operate the complex transportation systems of tomorrow that will keep America moving from strength to strength well into the new millennium.

Today, one in seven jobs in our economy is transportation-related -- and those jobs, among the best paid in America -- demand people who are well-educated.

As President Clinton said in his State of the Union address, our children's..."education must provide the knowledge and nurture the creativity that will allow our entire nation to thrive in the new century."

This is why the President and those of us who work with him on your behalf want to improve the quality of our schools and expand access to them.

But the government cannot do it alone, we need the private sector to partner with us to find education solutions.

Because I believe this is so important, on May 11, I will kick-off National Transportation Week in Cleveland, Ohio. I am hosting a roundtable with 30 CEOs and labor representatives to discuss how we can ensure that America has a high-skilled, high-tech workforce for the next century.

I invite you to be a part of our Morgan Education Roundtable. Together we can ensure that America has a transportation workforce prepared to meet the technology challenges of the new century and the new millennium.

As a great Democratic President, Franklin D. Roosevelt once said, "We cannot always build the future for our youth, but we can build our youth for the future." Let this be our commitment to our children. Working together, moving from strength to strength I know our best days are yet to come.

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News:

U.S. Department of
Transportation

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

FOR IMMEDIATE RELEASE
Monday, April 19, 1999

Contact: Bill Adams
Tel.: (202) 366-5580

Media Advisory

U.S. Secretary of Transportation Rodney E. Slater to Address African Trade and Investment Conference

U.S. Secretary of Transportation Rodney E. Slater will address the African Trade and Investment Conference in Chicago on Tuesday, April 20, at 12:00 noon at the Quincy Grille.

WHO: U.S. Secretary of Transportation Rodney E. Slater

WHAT: Address African Trade and Investment Conference

WHEN: 12:00 noon, Tuesday, April 20

WHERE: Quincy Grille
200 South Wacker Drive
Chicago

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"FORGING THE LINKS OF PARTNERSHIP"

U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AASHTO BOARD OF DIRECTORS MEETING
LITTLE ROCK, ARKANSAS APRIL 18, 1999

TEA-21—A PRODUCT OF VISION AND VIGILANCE

I want to begin by thanking President Clinton for the economic leadership that has given the American people the longest peacetime economic expansion in our history. For the first time in three decades, the Federal budget is balanced.

On June 9th we will celebrate the one-year anniversary of the Transportation Equity Act for the 21st century. By setting our fiscal house in order, the President made this record-level, $200 billion dollar investment in the future of our highways, rail and mass transit possible.

AASHTO worked closely with U.S. DOT during the legislative process that led up to Congressional approval of this legislation last year. I hold that cooperative effort to be the single most important achievement in the history of our partnership.

Transportation Safety

President Clinton's top transportation priority has always been safety. And as U.S. Secretary of Transportation, safety has certainly been my North Star. I know that safety is your top priority at the state level as well.

On President Clinton's watch, highway fatality and drunk driving fatality rates have reached record-low levels; seat belt use is at an all-time high. And in 1998, for the first time ever, no scheduled U.S. air carrier suffered a fatal crash.

None of this would have been possible without our partnership. AASHTO's goal of saving 5,000 to 7,000 lives over the next five to seven years closely tracks the U.S. DOT's goal of a 20-percent reduction in transportation-related fatalities and injuries over the next 10 years. By working together, we can make it happen.

But as the President pointed out in his State of the Union message, *"This is not a time to rest, but a time to build."* His precedent-shattering $50.5 billion-dollar transportation budget therefore includes a record $3.4 billion dollars for transportation safety. His Year 2000 budget proposal will fight drunk driving, increase seatbelt and child safety seat use and get unsafe trucks off the road. It also includes $1 billion dollars for aviation safety to advance Vice President Gore's "Safer Skies" goal of reducing fatal aviation accidents by 80 percent within the decade.

Vision, Vigilance and "ONE DOT"

TEA-21 is based on a new conceptual architecture for transportation planning—an architecture that considers how transportation impacts people, communities and the environment.

President Clinton expressed the core idea during his first presidential campaign when he promised "to put people first." And when I was sworn in as U.S. Transportation Secretary, DOT began a journey to transform our way of thinking and acting by creating a Strategic Transportation Plan consistent with the President's vision.

Our Plan has been acknowledged by the Congress as the "best in government." We dared to stretch our thinking ahead to the new millennium. And we agreed that our vision of transportation excellence in the 21st Century had to be both visionary and vigilant.

Visionary, in that we had to look at possible scenarios that will challenge our nation's overall transportation system in the years ahead. *Visionary* also, because our goals for the new millennium force us to think beyond "concrete, asphalt, and steel" to the 'people first' issues. We need a transportation system for the next century that is international in reach, intermodal in form, intelligent in character and inclusive in service.

We also need to be *vigilant.* We must be alert to the potential impact of the decisions we make today on the future we seek to create. And we must pay attention to every detail and the implications of all of our collective actions.

It has been said of the artisans who built the great cathedrals of the Middle Ages that *"In the elder days of art, each builder wrought with greatest care, each minute* (MY-NEWT*) and unseen part—for God sees everywhere."*

The key to implementing our vision is a program we call "ONE DOT."

DOT was created more than 30 years ago by merging the existing Federal agencies that dealt with transportation. And for many years, ours was a marriage of convenience rather than commitment to working together.

ONE DOT was conceived with the belief that we had to integrate the operations of our Department in order to create the integrated, intermodal and intelligent transportation system our nation needs for the future.

I know that AASHTO shares our ONE DOT vision of the integrated transportation system of the future. That's why you added the "T" for transportation to your name in 1973. And that's why, under *Francis Francois'* leadership from 1980 through 1999, AASHTO moved from being primarily a highway association to becoming a true *transportation* association.

When you picked John Horsely to succeed Francis Francois, you continued this approach by choosing a U.S. DOT Assistant Deputy Secretary who also happened to be the Director of our Office of Intermodalism.

Both DOT and AASHTO must continue to grow in our mutual commitment to the 'ONE DOT' vision of transportation's future—both at the national level and the state level. The decisions we make today must ensure that the prosperity we have achieved is maintained, that the natural environment is sustained and replenished, and that everyone shares the benefits of progress—with no one left out. We must work together as partners to build transportation excellence for the 21st Century.

The world is changing fast:

- The population is growing—and aging
- Work is moving to the suburbs, yet we still have large inner city populations that lack access to jobs
- The economy is increasingly global
- And technologies are emerging daily that can both make our lives easier and more complicated at the same time.

I would like to briefly touch on just two of these issues—the future transportation workforce and Intelligent Transportation Systems. Both have partnership implications.

WORKFORCE ISSUES

First, who will staff tomorrow's cutting edge intelligent transportation system—and cutting edge State DOTS? In an era of fiscal constraints, many states are already experiencing cutbacks in personnel as well as tight finances. These forces are motivating State DOTs to seek new kinds of arrangements to share personnel costs with regional planning agencies and even multi-state cooperative arrangements.

The transportation partnerships of the future are therefore likely to include novel arrangements that cut across traditional state-local jurisdictional boundaries as well as creating completely new forms of public-private partnerships.

In addition to workforce issues related to state DOT staffing, the entire country is beginning to experience significant shortages of engineering talent, creating personnel shortages throughout the transportation sector.

For our economy and our transportation systems to continue to grow, we must begin to draw talent from all sectors of society. America's 21st century engineers and scientists will have to look like America: more African-Americans, more Latinos and more Native Americans—people who presently constitute almost 30 percent of the population but less than 6 percent of the engineering workforce.

At DOT we are committed to "replenishing the pipeline" by providing $195 million dollars to support the University Transportation Research Program—a 70 percent increase. But replenishing the pipeline cannot focus on just the output end of the pipe. We also need to encourage young people to take basic math and science in grade school so they will be qualified to sign up for an engineering program when they graduate from high school. That's why I established the Garrett A. Morgan Technology and Transportation Futures program at DOT, which I have discussed with you before.

INTELLIGENT TRANSPORTATION SYSTEMS

The other issue is ITS—Intelligent Transportation Systems. ITS holds great potential for enhancing safety, particularly with respect to the Intelligent Vehicle Initiative. It also promises significant operating cost savings. Over the next 10 years we estimate that ITS will reduce transportation system operating costs by up to $7.4 billion dollars. And over the next 20 years we estimate that ITS will evolve into a $340 billion dollar industry, generating 600,000 new jobs.

ITS has been a major area of cooperation between U.S. DOT and AASHTO and we look forward to advancing our partnership in the years ahead. A number of you joined me for a tour of our Volpe Research Center in Boston at AASHTO's Annual Meeting, where we saw some pretty impressive work underway.

Dan (Flowers) and (AASHTO Vice President) Tom Werne participated in the Partnership Forum we held at our Turner Fairbanks Highway Research Center in December.

And at tomorrow's session here in Little Rock, Dwight Bowers, the Chair of your Standing Committee on Research will be interacting with Denny Judycki of Federal Highways.

By moving together we can make sure that we both stay on the right track.

CONCLUSION

Transportation is the tie that binds. It connects people to people within and between communities. If we—the Department—and you—our partners—work to develop 'systems solutions' to the challenges we face, we will be able to look back on 1999 as the dawn of the greatest era in the history of American transportation.

As the President has said, we cannot allow—

> *"... the hum of our prosperity to lull us into complacency. How we fare as a nation far into the 21st century depends upon what we do as a nation today. So with our budget surplus growing, our economy expanding, our confidence rising, now is the moment for this generation to meet our historic responsibility to the 21st century.*

If we accept this responsibility, there is no doubt in my mind that our best days are still to come.

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News:

U.S. Department of
Transportation

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

"U.S. TRADE AND ECONOMIC INITIATIVES TOWARD AFRICA"

KEYNOTE ADDRESS BY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
AFRICAN TRADE AND INVESTMENT CONFERENCE
CHICAGO, ILLINOIS
APRIL 20, 1999

I am excited by this meeting -- and excited by America's growing partnership with the nations of Africa, in which I am deeply engaged.

Last night, for example, I had the privilege of meeting with the President of Gabon. Immediately after that, I attended a reception honoring Her Excellency, Sheila Sisulu, the new Ambassador to the United States from South Africa. Today I am meeting with you, here in Chicago. Next week I will be in Houston to meet with the Corporate Council on Africa. And a month from now I will return to Africa for the third time in 13 months.

Many people ask me "Why is the U.S. Transportation Secretary so deeply involved with Africa?" My answer is simple -- jobs, opportunity and community. President Clinton believes that we have *"An unparalleled opportunity to raise our growing relationship* with Africa *to the next level."* As Vice President Gore has said, *"Our future growth depends on growth in the rest of the world."* And nowhere is this opportunity greater than Africa.

I am also excited about the prospects for increased Midwest trade with Africa. Two weeks ago I conducted a six-day mission across eight states, roughly tracing the proposed Corridor 18/Interstate 69 international trade route, which runs from Michigan to Texas. This international trade corridor is destined to become a powerful economic spine running down through America's heartland, generating jobs and stimulating the growth of businesses and communities all along its path.

At the dawn of the 21st Century the Midwest is a major hub for America's growing global trade, which already accounts for at least one-quarter of U. S. economic growth. Chicago grew to greatness in the 19th century as the hub of America's rail network, which it still remains. And Chicago's O'Hare airport already generates 339,000 jobs and $13.5 billion in personal income for this

- more -

region. Via I-69 and the St. Lawrence Seaway, the Midwest is also well-connected by river, lake and highway to our major ports. So the Midwest clearly has the infrastructure to support a significant expansion in global trade.

Africa's Economic Potential

And the mighty continent of Africa is the right place to seek dramatic trade growth. Sub-Saharan Africa constitutes a market of more than 700 million people -- potentially one of the largest markets in the world. That's more people than Japan and all the ASEAN nations combined. U.S. exports to Africa are already 20 percent larger than our exports to all of the former Soviet Union combined. And these exports support close to 100,000 jobs in the United States.

Yet, as the African Trade Institute has noted, the potential for Midwest-Africa trade remains largely untapped. South Africa is the only African country that ranks among Illinois' top 25 export markets by size and Ghana is the only African nation that ranks among this state's top five export markets with respect to rates of growth.

What is especially promising for the Midwest is that our existing trade with Africa is already concentrated in high-wage industries, such as machinery, transportation equipment, electronics and services. America's heartland produces all of these products and services. This region is also strong in telecommunications, steel and agribusiness.

There is a near-perfect match between what Africa already wants and the Midwest already makes.

Better yet, many of these products are high-value, low-volume products suitable for transport by air. And, as I will emphasize in a moment, improving the air transport links between the U.S. and Africa is at the heart of the President's strategy for strengthening our ties with Africa.

U.S. Trade and Economic Initiatives Toward Africa

In June 1997 President Clinton committed the United States to a long-term Partnership for Economic Growth and Opportunity in Africa. In making this announcement, the President said *"Our goal continues to be the sustained economic development of Africa...guided by the conviction that economic development...will benefit both Africans and Americans."*

Partnership was also the theme of the President's historic visit to 6 African countries last March, where he promised that *" The age of the marginalization of Africa is over."* I had the privilege of accompanying the President on this trip and I conducted a follow-up trip last July to advance the implementation of the President's initiatives in transportation.

Last month, President Clinton marked the anniversary of his historic trip by holding the first-ever U.S. Africa Ministerial, where he announced several new initiatives to strengthen U.S.-Africa ties: a $120 million education technology partnership to link U.S. and African schools; an expanded Safe Skies Initiative to enhance air links to Africa; a $30 million investment to protect food security; and a proposal to extend new debt relief to Africa's poorest nations.

To succeed in the new century and the new millennium, African economies must become fully integrated into the global marketplace; reaching this goal will require countries to develop the infrastructure of a modern economy.

The transportation component of the President's partnership with Africa is an effort to facilitate the development of that much needed infrastructure.

At the U.S. Department of Transportation the theme of our African Initiative is 'Transportation: the Tie that Binds.' Transportation is about more than concrete, asphalt and steel -- it is about connecting people to people.

Our Transportation Initiative for Africa seeks to create new opportunities and a higher quality of life for the ordinary citizens in both Africa and America by improving the basic transportation infrastructure of Africa. Improved transportation within, to and from this major new market will allow economies on both sides of the Atlantic to move to higher heights than ever before.

We are supporting this infrastructure development program in three ways:

First, we seek to help Africa compete more effectively in the global marketplace by showing how governments can adjust economic policies to allow market forces greater flexibility. We are also advising our partners on ways to train a 21st century labor force in the skills needed to compete in a new century and a new millennium.

Second, we seek to expand trade and investment opportunities for U.S. investors who want to bring transportation technology and transportation-related goods and services to African markets. The bottom line is that if you can't get there, you can't trade.

And third, we seek to foster economic development in Africa through training, technical assistance and improved transportation services for local communities. Despite significant growth in recent years, almost half of sub-Saharan Africa's 700 million people still live on less than $1 dollar a day. This region still ranks lowest in the world in terms of life expectancy, infant mortality, and literacy -- one more reason why it is so important that the Congress pass the

African Growth and Opportunity Act (AGOA) as soon as possible. This legislation provides a framework for building greater two-way market access and strengthened economic partnerships with Africa's growing economies.

I would like to emphasize the importance of looking at African investment and trade from a regional perspective, rather than a nation-by-nation basis. When I was with President Clinton in Botswana last year, I joined officials from the Southern Africa Development Community (SADC) to sign a contract to install a computerized rail car tracking system in Southern Africa. This system will link up to eight railroads in the region, enabling them to better schedule the use of their rail cars and provide customers with the exact location of a particular shipment.

Along with SADC, a revitalized East African Community is moving toward the establishment of a regional common market that can become an economic engine of the future. In addition to these regional organizations, I would mention the value of working with Africa-wide institutions such as the Organization of African Unity, the Economic Commission for Africa and the African Development Bank.

I would also mention the importance of developing trade corridors in Africa. Like the I-69 Corridor for the U.S. Midwest, constructing an integrated network of transport routes connecting major commercial centers in Africa to Africa's ports is essential. This is especially important in East and Southern Africa where you have a large number of landlocked nations.

There are already some excellent examples of progress in this area, notably the Maputo Development Corridor linking South Africa's heartland with Mozambique's Port of Maputo.

As I mentioned when discussing O'Hare, airports can be huge job generators -- virtual economic engines for growth. But to attract travelers and commercial shippers, air travel in Africa must be safe and secure. That's why the Safe Skies Initiative is so critically important. Within the next three years we intend to quadruple the number of African countries that meet international aviation safety standards. We also seek to improve airport security at 8 to 12 airports -- and to upgrade air navigation services throughout the region.

We recently provided technical assistance to the South African government to bring the Johannesburg International Airport into compliance with international security standards.

Last month we began conducting our first Safe Skies country survey in Kenya. Other candidates for the program include Angola, Cameroon, Cape Verde, Cote d'Ivoire, Mali, Tanzania and Zimbabwe.

In addition to Safe Skies, we are also seeking to liberalize aviation relations on a bilateral basis through "Open Skies" agreements. We are currently exploring the possibility of Open Skies arrangements with Kenya, Tanzania and Ghana. Talks have also been held with Burkina Faso. And several other countries have expressed an interest.

What comes after "open skies?" This fall we are planning to hold a "Beyond Open Skies" Conference in Chicago to look into the next steps. By then I am confident there will be several new Open Skies Partners from Africa ready to join us as we explore this new possibility.

The purpose of President Clinton's Partnership Initiative with Africa is to accelerate Africa's full integration into the global economy. While the challenges are formidable, they are well within the reach of possibility. By working together as full partners, we have every reason to expect success.

Next month I look forward to visiting Ghana for the 5th African-African American Summit. These biannual summits go far in helping us to broaden and strengthen our economic and political partnership with Africa.

It is imperative that we strengthen these U.S.-Africa ties, for as President Clinton put it so well: a prosperous, democratic America, needs a prosperous, democratic Africa. We have a common heritage that binds us to a common future.

Moving from strength to strength in the years ahead, the U.S.-African Partnership will create new possibilities for peace and progress as we begin a new century and a new millennium. Through vision and vigilance we can realize the best these new possibilities have to offer.

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U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MILLENNIUM TRAILS CELEBRATION
APRIL 19, 1999
NEW YORK, NEW YORK

The United States Department of Transportation is proud of the role we play in bringing trails closer to every American. In the last six years, the DOT's annual investment in trails has increased from less than $4 million to more than $400 million.

Trails are an important part of America's transportation system, providing opportunities for environmentally sustainable infrastructure, links to our heritage, and recreation for our people. For example, here in New York City, a 350 mile greenway system is being created throughout the five Boroughs.

Projects include the new bike lanes from Harlem to the George Washington Bridge, the new waterfront esplanades along the Hudson and East Rivers, and the Bronx River Trail. All of these projects have been made possible in part by federal transportation funds.

Transportation is about so much more than concrete, asphalt and steel; it is about people -- and about providing them with opportunities for safer, healthier and more fulfilling lives.

The Millennium Trails initiative will have three major elements:

- one -- Community Trails 2000, which will involve 2000 local trail projects from across the country;

- two -- Millennium Legacy Trails, 52 trails nominated by the 50 States, the District of Columbia and Puerto Rico;

- and three -- National Millennium Trails, 12 "flagship" projects which symbolize America's legacy for the Millennium.

- more -

We encourage participation from every type of trail project, including historic trails, cultural tours, scenic byways, long distance hiking trails, neighborhood paths, greenways, rail trails, and urban bikeways.

In addition, Millennium Trails will be promoted though a "Pathways 2000" tourism initiative, and celebrated in community heritage festivals and events throughout the year 2000.

As a symbol of our commitment to Millennium Trails, the Department has already committed $5 million to the initiative. Last November, we announced nine projects worth $4 million, including the Grand Canyon Greenway, to help reduce traffic congestion at one of our most important national treasures; the Mountains to Sound Greenway, to link Seattle with the Cascade Mountains along Interstate 90; and here in New York State, a six mile section of the Erie Canal Trail near Fort Stanwyx.

We have also committed $1 million for the management and coordination of the program.

With these resources in place, we have been able to get the Millennium Trails initiative off to an excellent start. But, in order to create a trails legacy that is truly worthy of a new millennium, we have much more work to do.

There are projects all across this nation that need resources which government cannot provide alone. The Underground Railroad, the Mississippi River Trail, the American Discovery Trail and projects in every community want to make trails a part of their future.

Benton MacKaye was the inspiration for the first American trail through the historic Appalachian Mountains. His legacy to the 20th Century is the Appalachian Trail, inspiring us to create others like it. Clearly, preserving and protecting these historic trails must be our legacy to the 21st Century.

The US Department of Transportation stands ready to be a partner -- I know that with your leadership we are on a path to even greater success.

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U.S. Department of Transportation

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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
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THE SECRETARY DID NOT DELIVERY REMARKS. TRIP WAS CANCELED

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AUSTIN- BERGSTROM INTERNATIONAL AIRPORT DEDICATION
APRIL 21, 1999
AUSTIN, TEXAS

Today, this bold sword that has served its nation so well is formally transformed into a vital economic plowshare. As we dedicate the new Austin-Bergstrom Airport, let us remember the words and the vision of my friend, hero, mentor, the late Barbara Jordan, for whom we dedicate this grand passenger terminal. I quote:

"Twenty million Americans are expected to enter the work force during the next 10 years. What will they do? Do we plan to offer them work in moribund industries whose only hope for survival is a government-installed life-support program? Or [in] a reinvigorated, healthy and productive economy eager for the input of their time and talent? Real economic growth must be our nation's goal."

Yes, Barbara Jordan understood that in order for our nation and its people to fully achieve greatness, the advancements we make socially must be achieved economically. And that is the vision shared by our President, Bill Clinton.

Since the President took office, the private sector of the economy has added 16.8 million new jobs -- with 2.4 million jobs added in the past year. Under his leadership, 92 percent of the nation's 18.2 million new jobs have been in the private sector -- that's the highest percentage in 50 years. In addition, wages increased almost 2.7 percent last year -- the fastest real wage growth in more than two decades and the longest sustained growth since the early 1970s.

For much of the 20th Century the people of Austin and Bergstrom Air Force Base have played a vital role in the betterment and protection of this nation. Yet, as the nation's defense needs shifted, the President saw that this community could and should take part in the growing economy of the 21st Century. This new facility serves as a shining example of this effort.

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In our increasingly global society, the contribution of air transportation to the world's economies grows more important every day. And aviation is vital to the ability of nations to participate in the growing global economy.

This is why President Clinton has made aviation one of his top transportation priorities -- making record investments in airports and other aviation systems and facilities.

With a strategic investment of more than $124 million in the Austin-Bergstrom International Airport, the Clinton-Gore Administration is connecting this region to global economic opportunities.

There is no denying the economic benefits from this new airport are impressive. Forecasts call for 3.3 million enplanements at the new airport in the year 2002. The revenues and infusion of investment gained through this expansion will go a long way to improve the lives of so many in the Austin area as well as the nation's economic and transportation needs.

Yet, think for a moment of the larger benefits this shining new facility offers to us as a nation. Because when you get right down to it, transportation is the tie that binds. And it is airports like the one we dedicate today that hold the potential to bring all Americans even closer.

And that is the vision embodied in the spirit of the late Barbara Jordan.

What railroads did for the 19th century, and what the Interstate highways have done for this century, airports will do for the 21st century.

Transportation is about so much more than concrete, asphalt and steel. It is about people and providing them with opportunities to lead safer, more fulfilling lives.

You have made a great start today with this brand new airport. Let us continue together -- moving from strength to strength -- into the 21st century. If we do, then truly our best days are yet to come.

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U.S. Department of
Transportation

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Washington, D.C. 20590
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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE MERCEDES-BENZ CIREN CENTER AT
THE UNIVERSITY OF ALABAMA PRESS CONFERENCE
BIRMINGHAM, ALABAMA
APRIL 20, 1999

President Clinton and Vice President Gore have made safety this Administration's highest transportation priority. And at the U.S. Department of Transportation, safety is our North Star by which we are guided and judged.

Our transportation system's performance reflects the strength of this commitment. Travel has become safer during the six years since President Clinton took office. Highway injury and fatality rates are at all-time lows. But this is not a time to rest.

The Mercedes-Benz Crash Injury Research & Engineering Network (CIREN) Center at the University of Alabama at Birmingham will help us to build on those record accomplishments. It will focus primarily on the analysis and prevention of car crashes among the older driving population. With the number of senior Americans expected to double in the next 30 years, this research is critical.

The Mercedes-Benz CIREN Center is unique in that it is the first center to be voluntarily underwritten by one of our private sector partners. DaimlerChrysler's considerable investment -- up to $2.5 million over the next five years -- demonstrates a firm commitment to vehicle safety research.

Clearly, safety is a top priority for our partners, DaimlerChrysler and the University of Alabama at Birmingham.

I want to thank Mr. Joe Eberhardt, Vice President of Marketing, Mercedes-Benz, USA, Dr. Loring Rue, Chief of Trauma, University of Alabama at Birmingham and Dr. Ann Reynolds President, University of Alabama at Birmingham for their vision, their dedication and their support of this most important life-saving effort.

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With today's announcement, we now have eight prestigious CIREN centers nationwide -- linked together by computer and by a common goal to improve highway safety.

Each center has a team of physicians, nurses, medical researchers, safety engineers and investigators to analyze how crashes occur, and the injuries associated with them.

I know this effort will yield essential research to make America's highways even safer.

Clearly CIREN will help the industry to continuously design better, safer cars for their customers. CIREN will help the medical community to develop new diagnostic and treatment tools. And most importantly, this new lifesaving research will help save lives.

Safety is a promise that we keep together. Working together -- moving from strength to strength -- I know America's best days are yet to come.

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REMARKS BY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
NATO 50TH ANNIVERSARY SUMMIT HOST COMMITTEE LUNCHEON
WASHINGTON, DC
APRIL 24, 1999

(Introduction by Ambassador Alan John Blinken)

Thank you, Mr. Ambassador.

On behalf of all of us who are enjoying these beautiful surroundings and this wonderful meal, let me begin by thanking your Host Committee Chair Ambassador Blinken—and his wife Melinda Kock Blinken—for sharing their magnificent home with us this afternoon.

And on behalf of President Clinton, Vice President Gore and the American people, let me also express our heartfelt thanks to the entire NATO Summit Host Committee—especially your Board of Directors—for all that you have done to make this week's historic 50th anniversary possible.

This truly is an historic moment for the NATO Alliance. This week's gathering was originally intended as a celebration. But history did not end when the Berlin Wall came tumbling down. Events requiring the urgent attention of all member countries have turned this anniversary into a working meeting.

Response to Kosovo

For nearly half a century, NATO defended Europe against a single common enemy: communism. But that was yesterday. Today we have new challenges to face. And as the current crisis in Kosovo reminds us, the next 50 years are likely to be quite different from the last 50.

NATO's immediate fight is for the freedom and security of Kosovo's people. Stability in the Balkans is squarely in the U.S. national interest and Europe's collective interest. Conflict here could spread and threaten peace in all of Europe.

But over the longer term, President Clinton and the leadership of the Alliance are committed to restoring a multi-ethnic, tolerant, inclusive democracy to the Balkans and to fully integrating the region into Europe's mainstream.

We need a new NATO for a new era—an alliance ready, willing and able to extend the benefits of our partnership to an entire continent, strengthening our relationships with Europe's new market democracies and helping to build a more integrated Europe.

Your presence and support at this summit underscores the fact that the American business community has benefited enormously from NATO's political and economic success. During Ambassador Blinken's four-year term in Brussels, for example, he presided over the near doubling of U.S. investments in Belgium.

When the President visited Belgium in 1994 he marveled at just how "deeply woven into the fabric of Europe's economies" American firms have become. In fact, it is increasingly difficult to speak of separate "European" and "American" business communities. For example, Host Committee member Robert Liberatore represents Daimler-Chrysler. And every one of the companies represented here has extensive European operations. What we really have is an emerging Atlantic Business Community.

And this growing Atlantic Economy sets the pace for the world economy. Last year, trade between the E.U. and the United States reached $450 billion dollars. Our bilateral trading relationship is the largest in the world and the fastest growing as well. Our mutual investment in each other is close to $1 trillion dollars. One in every 12 U.S. factory workers now works for a European firm, and three million U.S. jobs depend on European investment in America.

Transportation, I might add, is a driving force in the Atlantic Economy. During my recent meeting with the new German Transportation and Construction Minister Franz Muentefering, he told me that one in seven jobs in his country is related to the transportation sector. I was able to tell him that the same thing is true here in the U.S.—one in seven jobs is transportation-related.

Both the United States and the E.U. have a lot at stake in strengthening our partnership—and not just in transportation.

Free Trade or Competing Blocs?

But despite the obvious mutual benefits of economic cooperation, trade disputes between the EU and the United States are growing—and they are serious. Even as the United States and NATO cooperate on seeking an end to the crisis in Kosovo, differences on trade seem to be escalating.

We have squared off over bananas, hormone-fed beef, genetically modified strains corn and other crops. Privacy protection is another area that divides us, although prospects for the two sides to reach an agreement in time for the EU-US Summit in Cologne on June 21 seem to be improving.

We also have some pretty serious issues with the EU regarding transportation. I recently returned from a weeklong visit to Europe to meet with EU transport ministers and other officials. We had some frank discussions concerning several key matters, two of which I would like to briefly discuss with you.

The first issue is the European Commission's expressed intention to unilaterally ban certain American-manufactured "hush kit" equipped aircraft from the European market. This is an extremely serious matter which, if not resolved properly, could lead to a trade war between the EU and the United States. It is also a disappointing move toward competing blocs.

The second issue, fortunately, is a more positive one: moving beyond the present international regime of bilateral "Open Skies" aviation agreements to explore the possibility of a truly global aviation system. Progress on this issue offers us and our European partners a magnificent opportunity to strengthen our relationship.

Hushkits

First, "Hushkits." People on both sides of the Atlantic are increasingly concerned with noise around airports. Hushkits are high-tech mufflers for airplane engines that are designed to reduce aircraft engine noise during takeoffs and landings. They were developed as a way to make aircraft engines that already meet the old "Chapter 2" international noise standard quiet enough to comply with the current "Chapter 3" standard.

But as matters now stand, the EU's transport ministers plan to unilaterally ban any additional U.S.-made jetliners retrofitted with hush kit technology. This restrictive standard would only apply to U.S.- made aircraft; it would exempt some European aircraft, which have similar or even louder noise outputs. Thus, the proposed regulation would significantly harm U.S. commercial interests without any reduction in noise, while conveniently permitting noisy European aircraft to continue flying.

This is not fair.

Furthermore, by implementing this regulation the EU would exacerbate trade relations with the US, and possibly threaten a trade war.

As a result of my recent European trip I was able to secure a postponement of the proposed rule change.

Yet this is only a postponement.

This past week we sent an additional DOT mission to Europe to follow up on our earlier conversations. Given the magnitude of the potential harm to both the U.S. and Europe, it is vital that our governments continue to consult at the highest level before the matter escalates out of control.

I believe that the U.S. and the E.U. have similar goals: among them, to improve the environment of our communities near airports. In fact, Vice President Gore has made noise reduction a significant part of the Administration's "Livable Communities Agenda."

Yet I also believe that unilateral action by the Europeans is the wrong way to deal with this environmental concern. For more than 50 years, the U.S. and European nations have agreed to operate on international standards set by the International Civil Aviation Organizations—the ICAO. Implementation of ICAO standards has led to large reductions in noise levels in the U.S. and elsewhere. Without the ICAO, airlines and aircraft manufacturers would have to meet different standards from country to country. Ultimately, the cost of meeting these fragmented standards would be passed on to airline passengers or could even stop aircraft from flying.

By unilaterally setting its own regional standard outside the ICAO process, the European Commission's proposal undermines decades of cooperation in ICAO. That is why the ICAO has called for postponement of EU action, a position the Clinton Administration strongly supports.

We believe the ICAO should establish a new standard. This is the path to making real improvements in noise reductions that communities throughout the world will actually notice.

But the very real threat is that the EU hush kit rule will both stop this effort dead in its tracks and lead to another series of trade skirmishes.

We would very much regret such a development. For my part, I am putting my full effort into preventing this from happening.

Beyond Open Skies

The second issue I want to discuss is "what happens after 'open skies?'"

Since President Clinton took office, the United States has signed 67 new bilateral aviation agreements around the world, including 33 "Open Skies" agreements. These agreements allow the air carriers of the two nations to fly freely without restrictions between any points linking their nations.

Under President Clinton's leadership, the U.S. has spearheaded the Open Skies movement; creating jobs, strengthening commerce and promoting free markets and democracy. Open Skies and pro-competitive airline alliances have resulted in unprecedented economic benefits for our nations' economies and for consumers.

Less regulation, fewer restrictions and more competition can—and indeed have—delivered real benefits to consumers on both sides of the Atlantic. In fact, when we met in Bonn recently, Lufthansa CEO Jurgen Weber told me his airfares have decreased substantially. Our own evaluations confirm that airline alliances have contributed to better, more competitive service across the Atlantic. As frequent flyers, I am sure you can appreciate that.

We continue to actively pursue these bilateral agreements. I met this past Tuesday here in Washington with British Deputy Prime Minister John Prescott to discuss U.S.-U.K. aviation issues, including our bilateral arrangement. And we look forward to resuming productive talks with the U.K. on these issues during the coming months.

As beneficial as Open Skies and pro-competitive alliances have been, we must begin to consider what comes after Open Skies in international aviation. To start this effort, the U.S. Department of Transportation will host a special aviation conference in Chicago this coming December.

We have invited the transport ministers representing all the countries that have signed Open Skies and liberalized aviation agreements with the U.S. I have also invited EU Transport Commissioner Neil Kinnock and Deputy Prime Minister Prescott of the United Kingdom to attend. We want governmental leaders, economists, and aviation leaders to envision the future of international aviation.

We also look forward to extensive participation by business leaders such as yourselves. I hope you will join us for this important exploratory planning conference.

Ultimately, I envision a time in which a single, open international market replaces the thousands of separate bilateral aviation markets that

exist today. The creation of a global framework for aviation will represent an important step toward a truly integrated global economy and I urge you to actively participate in this process.

Conclusion

In many traditions, after fifty years of marriage a married couple will return to church to renew their wedding vows. This is both a celebration to honor their life together and an opportunity to reenergize their relationship.

This week in Washington the entire world can see how strong partnerships between free market economies, united in the cause for democracy, can produce real economic benefits for nations and their people.

It is also an opportunity for Europe and America to reenergize their relationship for a new century and a new millennium.

America is ready to renew her vows to Europe. And I believe that Europe is ready to once again walk down the aisle of commitment with us. As President Clinton has said, *"The EU remains America's most valued partner in trade and investment. A strong relationship between us is good for America."*

Indeed, it is absolutely imperative that we move from strength to strength; taking advantage of what the President called "this moment in history" to build an alliance with a Europe more undivided, more strong, more secure, more prosperous and -- with prayer in our heart -- more at peace.

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[About 18-19 minutes]

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL WOMEN'S HISTORY MONTH CELEBRATION & TAKE OUR DAUGHTERS TO WORK DAY
APRIL 22, 1999
WASHINGTON, D.C.

Acknowledgments

Mary Whigham Jones, Office of Civil Rights

Lynn Sherr, ABC News Correspondent,
Guest Speaker

Nuria Fernandez, Deputy Administrator, FTA

Helen Hagin, Director, RSPA Office of Civil Rights

Norma Solomon White, National President,
Alpha Kappa Alpha Sorority, Inc.

Good morning. It is such a pleasure to be here. I am delighted to see so many daughters with us today. I do hope you are enjoying your visit and that you are learning much about the Department of Transportation.

Women have always played a key role in transportation in America. From Rebecca Lukens -- owner of Brandywine Iron Works -- who's company produced iron for ships, locomotives and rails in the mid 19th century, to Mary Riggins, inventor of the first railway crossing gate, to Martha Coston, designer of the first burning flares used for search and rescue by the U.S. Navy.

In the early 20th Century Mary Anderson invented the windshield wiper to improve safety while driving in bad weather. By 1923, more than 175 transportation-related patents were granted to women inventors.

How many of you have heard of Harriet Quimby or Bessie Coleman or Amelia Earhart? These three women were some of America's first female pilots.

Bessie Coleman, an African American, refused to let racism or sexism stand in her way. She went to Europe to earn her pilot's license and came back to the United States to thrill crowds with her daring stunt-flying maneuvers.

World War II opened doors for many women. While America's fathers and brothers and sons went off to Europe to fight for democracy, Rosie the Riveter encouraged women to support the war effort at home.

Women entered the work force in nontraditional jobs previously held by men, operating streetcars, buses, heavy machinery equipment, cranes and more. Doors also opened up for more women to enter the Coast Guard, the Army, the Navy, and the Marines.

Women astronauts like Sally Ride (first woman), Mae Jemison (first African-American woman) and Shannon Lucid, (U.S. record for continuous time in space) changed the face of flights in space.

As we close out the 20th Century, we can look back on the rich legacy of these extraordinary trailblazers and know that *nothing* is beyond a woman's reach. Women have been and *continue to be* explorers, inventors and adventurers.

We have our own trailblazers right here at the Department of Transportation.

Melissa Allen, Assistant Secretary of Administration, directs our ONE DOT effort to lead the way to transportation excellence in the 21st century.

Kelley Coyner, Administrator of the Research and Special Programs Administration, has introduced transportation careers to more than 600,000 students through our Garrett A. Morgan Technology and Transportation Future program.

Jane Garvey, Administrator of the Federal Aviation Administration, ensures that America's skies remain ever safe and secure. Her excellent leadership is preparing this agency for Y2K readiness. We had very successful tests in Denver two weeks ago and we *will* be ready in 2000.

Jolene Molitoris, Administrator of the Federal Railroad Administration is improving safety at railroad and highway grade crossings. Today we are seeing double-digit decreases in rail fatalities. Mary Riggins would be happy to know that her invention is saving lives.

Nuria Fernandez, Deputy Administrator of the Federal Transit Administration ensures that transit rails and buses can connect American women to jobs, to opportunity, to a better quality of life.

Gloria Jeff, Deputy Administrator of the Federal Highway Administration, works hard to improve safety on our highways and roadways. And we are making progress -- highway injury and fatality rates are at all-time lows.

Commander Cynthia Coogan, U.S. Coast Guard; Luz Hopewell, Director of the Office of Small and Disadvantaged Businesses; Carrie Hyun, Deputy Chief of Staff; Nancy McFadden, General Counsel; BA Rudolph, Deputy Chief of Staff and the thousands of women administrators, managers, supervisors, professionals,technicians, and para-professionals continue to serve this Department with dedication and distinction.

To our daughters, you are the future highway engineers, the pilots, the bridge architects, the safety specialists, the Coast Guard commanders, the agency administrators, or *even* the Secretary of Transportation.

You are the transportation workforce that will help us build a world class transportation system for the American people in the new century and the new millennium.

As a nation, we cannot afford to waste the talents of a single American -- man or woman. The transportation industry welcomes women and we want you to be prepared to take your place in the transportation workforce of the 21st century.

Clearly, America's transportation industry continues to provide challenging and rewarding opportunities for women. I pledge we will remain ever vigilant to ensure that these opportunities continue.

I am delighted to recognize an outstanding women's organization who will partner with us in that pledge to provide young women with the opportunities that will prepare them for those high-tech transportation jobs of the future.

Today the Department of Transportation and Alpha Kappa Alpha Sorority, Incorporated, will sign a memorandum of understanding to promote equal opportunity in transportation-related careers; to improve access to jobs; to provide transportation-related educational opportunities for those in economically disadvantaged communities; and to advance transportation safety awareness programs.

President (Norma) White please join me up front.

Alpha Kappa Alpha Sorority, Incorporated has a rich legacy of service to the American people. Founded in 1908 at Howard University, it has nearly 900 national and international chapters with 40,000 members.

The women of Alpha Kappa Alpha have taken a very active role in helping the Department promote its safety and education messages.

A member of our Garrett A. Morgan Round Table, last July, the Sorority hosted a Science and Math Camp that introduced children to transportation careers.

You truly understand that safety is a promise we keep together. In November President White and Alpha Kappa Alpha Sorority endorsed our Buckle Up America Program and made a four-year commitment to promote our safety message on a national level. And I was delighted to see our Alpha Kappa Alpha partners participate in our National Diversity Forum on safety.

Alpha Kappa Alpha Sorority, I thank you for your dedication and your commitment to opening doors of opportunity. Your *are* "Blazing New Trails." Working together – moving from strength to strength – America's best days are yet to come.

# # # #

RS/ MONTGOMERY COUNTY NAACP 24th ANNUAL FREEDOM FUND DINNER/
4/25/99 17.5 minutes
Draft 1 (by Yvette)

Acknowledgments
Honorable Kathleen Kennedy Townsend, Lt. Governor
Honorable Connie Morella, (R) Congresswoman, 8th District
Honorable Albert Wynn, (D) Congressman, 4th District
Honorable Douglas Duncan, (D) County Executive
Councilman Isiah (sic) Leggett, (D) President, County Council
???, Representative, Office of Senator Barbara Mikulski (D)
???, Representative, Office of Senator Paul Sarbanes (D)
Mr. Leroy Warren, NAACP National Board Member
Dr. Paul Vance, Superintendent, Montgomery County Schools
Mr. Reginald Felton, President, Montgomery County Board of Education
Ms. Linda Plummer, President, Montgomery County NAACP
Mrs. Ruby Rubens, Chairman, Freedom Fund Dinner
Reverend Lincoln Dring, Montgomery County Community Ministry
Ms. Camille Lewis, Ms. Montgomery County, 2 time ACT-SO Gold Medal Winner

Thank you Councilman (Isiah) Leggett for those warm words of introduction.

I am delighted to be here. After all the marching bands and formal ceremonies at the NATO Summit I have been attending these past three days, coming home to my friends and neighbors here in Montgomery County is a welcome relief. Thank you very much for your invitation.

It is indeed an honor to join President Plummer and the Montgomery County Chapter of the National Association for the Advancement of Colored People (NAACP) for this 24th Annual Freedom Fund Dinner.

I find myself in good company tonight.

Lieutenant Governor Townsend is here, upholding the great Kennedy tradition of commitment to public service. She is a champion for children, families and the environment,

Representative Wynn and Representative Morella, are here. I thank them for joining us. As a resident of Montgomery County I appreciate their commitment to education, to child care and health care for women and children, as well as to small business development and access to jobs.

I also want to take a moment to acknowledge Senator Mikulski and Senator Sarbanes, whom I believe are represented here tonight. Marylanders are fortunate to have these two passionate advocates of "Putting People First" in the United States Senate.

Both Senators are deeply involved in transportation and environmental issues, such as "smart growth," a subject near and dear to both the Governor and Lieutenant Governor as well as to County Executive Douglas Duncan, who is with us this evening.

While on the subject of acknowledgment, I would like to thank the President Clinton for his leadership and for his support of the American people . Under President Clinton, we are enjoying the longest peacetime economic expansion in our history, with nearly 18 million new jobs, wages rising at twice the rate of inflation and unemployment at an all-time low. We have the lowest violent crime rate in a quarter century and the cleanest environment in a quarter century.

And this time the African American community is sharing in the benefits of economic growth. Our unemployment rate is the lowest in nearly three decades. Our real wages are rising. Our median income is up. And more African Americans own homes today than ever before.

* * *

This has been an extraordinary and sobering week for America and for the world. And these extraordinary events, I believe, have a direct relationship with the work of the NAACP here in Montgomery County:

Millions of people around the world poured out prayers for the victims of the terrible tragedy in Littleton, Colorado--the worst example of school violence in American history.

And millions more found themselves asking "Why?"

As the President said, *"We don't know all the facts about what happened in Littleton, but one of the things that's come out that made an impression on me is that the young men who were involved in this horrible act apparently felt they were subject to ridicule and ostracism; they were kind of social outcasts at their school. But their reaction to it was to find someone else to look down on. And, apparently, they were very prejudiced against African Americans and Hispanics."*

This week's NATO Summit here in Washington has also fallen under the shadow of an impulse to look down on others so strong that it has led to mass murder in Southeastern Europe on a scale deserving the label "genocide."

The Summit was originally intended as a celebration of 50 years of success at keeping the peace. Instead, we found ourselves forced to deal with an aggressive dictator who exploits ancient impulses ~~also~~ of hatred to orchestrate a premeditated attack on an entire people, based on their ethnicity and religion.

Unlike Littleton, our agenda for action in Kosovo is clear.

In the President's words, *"We are not going to just watch as hundreds of thousands of people are brutalized, forced from their homes, their lives shattered, their history erased...We do not want to explain to our children why we failed to do what we could. We will not be indifferent, passive or resigned. We have chosen to act. We must prevail. And we will prevail."*

For me, there is a clear connection between what happened in Littleton and what's going on in Kosovo. Unless human beings lift each other up, and recognize the inherent dignity and worth of all individuals and all ethnic, religous and cultural groups, humanity will continue to pay the price.

And lifting each other up is what the NAACP of Montgomery County and the theme for this year's dinner is all about.

We truly are the Village. And it is up to us to build bridges of understanding and compassion to the new millennium.

Mr. Hanley Norment, who tragically left us all too soon, led the Montgomery chapter with principle, passion and honor. He was born in my hometown of Marianna, Arkansas. And his experience was not that dissimilar to mine. We both came from poor backgrounds, but both grew up enriched in love and support from family. Both sets of parents struggled to provide better opportunities for their children. And in both families the work ethic was taught by example -- hard work brings great rewards.

Let me take a moment to recognize Hanley's family, his wife, Christina, and son, Julian. Camille could not be with us tonight but I know she cherishes the legacy left by her wonderful father.

Let me fast forward from just a few of your great leaders of the past to 1999. Today, under the excellent leadership of Linda Plummer, membership in the Montgomery County NAACP has doubled to more than 4,000. Your Multicultural Partnership; your annual scholarship dinners, which have raised tens of thousands of education dollars; your Academic Cultural, Technical, Scientific Olympics (ACT-SO); all are continuing to build those bridges of good will.& understanding

There is clearly work to be done in Montgomery County where we are still grappling with negative police community relations. This is of great concern to *every* resident. I know County Executive Duncan, Councilman Leggett and every one in this room is committed to finding workable solutions to these very critical issues.

I believe living together -- and growing together --toward equal opportunity, toward a healthier economy, toward a greater sense of the ties that bind America's many communities into one nation indivisible -- that's what President Clinton has been trying to help us achieve.

America's economy is strong. President Clinton's economic program has produced almost 18 million new jobs. Inflation is low. The budget deficit has been wiped out and for the first time in nearly three decades we have a surplus.

Under the President's leadership, Americans are enjoying the longest peacetime economic expansion in our history, with nearly 18 million new jobs, wages rising at twice the rate of inflation, the highest home ownership in history, the smallest welfare rolls in 30 years and the lowest peacetime unemployment since 1957. We have the lowest violent crime rate in a quarter century and the cleanest environment in a quarter century.

And this time the African American community is sharing in the benefits of economic growth. More African Americans own homes today than ever before. Our unemployment rate -- 8.9 percent -- is the lowest since at least 1972, the first year this data was collected. Our real wages are rising. Our median income is up 15 percent since 1993. And the poverty rate among African-Americans, while still unacceptably high -- is at an all time low.

While these gains are significant and should be applauded there is still a long way to go. We must continue, moving from strength to strength, to bring all Americans into the winner's circle.

But I submit to you that this economy is -- clearly -- moving in the right direction -- and that's very important.

What's more, we have a President more committed to advancing the cause of African-Americans than any President since Lyndon Johnson.

President Clinton promised to appoint an Administration that "looks like America." And that's exactly what he's done -- from his cabinet on down. He has achieved this through a persistent search for excellence among all of the communities that make up this nation.

In the President's view -- and mine -- that is what affirmative action is all about. It's a positive search for excellence and ability -- a way to give all Americans the chance to show their talent.

In his State of the Union Address, President Clinton said, "Whether our ancestors came here on the Mayflower, or on slave ships, whether they came to Ellis Island or LAX in Los Angeles (or Baltimore-Washington International), whether they came yesterday or walked this land a thousand years ago -- our great challenge for the 21st century is to find a way to be One America. We can meet all the other challenges if we can go forward as One America -- moving from strength to strength.

Tonight, I am proud to share an evening that both honors those who have done so much, and challenges young people to not only appreciate, but to match -- and even better -- the achievements of their elders.

To our seven scholarship winners, ***Neel Gulhar (Gull-haar)***, ***Allyson Morman, Jessie Pinkrah*** (Pink-rah), ***Tiffany Randolph, Abayomi*** (Ah-bee-oh-mee) ***Walker, Jesse Henderson*** (Harley Norment Scholarship recipient), ***Carla Williams*** (Roscoe Nix Scholarship recipient) congratulations on your extraordinary success.

These graduating seniors remained focused and kept their eyes on the prize -- a high school education. Their grade point averages range from 3.5 all the way up to 4.7. That *is* outstanding. Let's give them a round of applause.

I went to college on a football scholarship. It was only a means to an end. I knew my family could not afford the tuition. This scholarship was an opportunity to get an education. That was the real pay-off.

As President Clinton has said many times -- education is one of his top priorities. He believes that if you get an education, you can live out your dream. And every one here tonight can attest to that.

Education is the common denominator. If everyone in America has access to a good, solid education, this nation will only grow stronger and more prosperous, proving America can accommodate all this diversity, and grow stronger by the values we have in common.

I am fortunate to be a member of a President's Cabinet that looks more like America. We are not quite there yet, but I do have hope. One day it will be a true reflection of the colorful tapestry we have woven into America.

Rarely have we lived through so much change in so short a time. In the blink of an eye, it would seem, we have moved into the Information Age, a global economy, a truly new world, as President Clinton likes to say. And we have met these challenges of change, as we always have.

President Clinton's strong leadership on the national level has built a growing and expanding global economy. And let me say, transportation has played a significant role in America's prosperity. Today, one in seven jobs in our economy is transportation-related -- and those jobs are among the best paid in America .

We have a saying at the Department -- transportation is more than concrete, asphalt and steel. It is about people; opportunity; jobs; the community we share.

It is about a strong economy. It is about protecting our environment. It is about preserving the federal disadvantaged business enterprise programs that ensure opportunity for all Americans. It is about helping people move from dependence on welfare to the independence of work. Transportation is the tie that binds.

We are building strong transportation ties to Africa. Last month President Clinton marked the anniversary of his historic trip to Africa with the first-ever U.S.-Africa Ministerial. A" Partnership for the 21st Century" set the stage for discussions on how we can deepen our alliance and strengthen our cooperation in economic development, trade and investment, democracy and human rights.

At the ministerial the President announced several new initiatives to strengthening U.S.-Africa ties: a $120 million education technology partnership to link U.S. and African schools; a new Safe Skies Initiative to enhance air links to Africa; a $30 million investment to protect food security; and a proposal to extend new debt relief to Africa's poorest nations.

To succeed in the new century and the new millennium, African economies must become fully integrated into the global marketplace; reaching this goal will require countries to develop the infrastructure of a modern economy.

Let me close on this. Twenty-three years ago, in 1976 the late Barbara Jordan was the first African-American woman to speak at the Democratic Convention.

She asked her audience, *"Are we to be one people, bound together by a common spirit, sharing a common endeavor, or will we become a divided nation? A spirit of harmony will survive in America only if each of us remember that we share a common destiny."*

Tonight, I leave you with that same question. How you answer will determine what this nation will be like in the new century and the new millennium. This is the "One America" President Clinton is talking about. The dream Dr. King wanted our country to fulfill. Working together, we can realize that dream, for I know America's best days are yet to come.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA SIGMA THETA SORORITY MOU SIGNING
APRIL 26, 1999
WASHINGTON, D.C.

Acknowledgments
Honorable Alexis Herman, Secretary of Labor
Dr. David Satcher, Surgeon General
Deputy Administrator Gloria Jeff, FHWA
Marcia Fudge, President, Delta Sigma Theta Sorority, Inc.
Hortense Canady, President, Delta Research & Educational Foundation

At the l997 Summit for America's Future, President Clinton charged each of us with ensuring that America' s children have an ongoing relationship with a caring adult as a mentor, tutor or coach.

He further challenged us to ensure that all American children have marketable skills for the 2lst century jobs.

This is a timely challenge, for we are at a crossroads in the transportation field. Much of the nation's seasoned workforce is retiring. Meanwhile, the demand for both traditional and new skills is expanding.

At the Department of Transportation, the Garrett A. Morgan Transportation and Technology Futures program was established to ensure that transportation has both the people and skills necessary to meet future demands.

Federal government, state transportation departments, the education community, and the private sector have a common interest in developing the human resources needed to design, deploy, operate and maintain an integrated and seamless national transportation system for America in the new century and the new millennium.

The Garrett A. Morgan program is based on **partnerships among all sectors.** Working together, we can ensure that students at all levels are literate in math, science and technology.

Today I am delighted to recognize an outstanding women's organization who will partner with us in our pledge to provide young women with the opportunities that will prepare them for those high-tech transportation jobs of the future.

Delta Sigma Theta Sorority, Incorporated has a rich legacy of service to the American people. Founded in 1913 at Howard University, it has over 900 national and international chapters with more than 190,000 members.

The women of Delta Sigma Theta have taken a very active role in helping the Department promote its safety and education messages.

President (Marcia) Fudge and Delta Sigma Theta Sorority, Inc. have volunteered to partner with the DOT to provide information on the Garrett A. Morgan program; to promote transportation and safety awareness and education starting with the Buckle Up Campaign, and accomplish a shared vision of harmony, productivity and safety through its - leadership development, education, health and economic empowerment programs.

The Department of Transportation/Delta Sigma Theta partnership will serve the interests of not only the Department and the Sorority, but our Nation.

Last month Vice President Gore said, "...government can assert the core values of work, responsibility and self-sufficiency, but ultimately, it is the private sector, both employers and **community organizations**, who must do the hardest work. That is why a **partnership between businesses, community organizations, and the public sector** is so crucial."

"The challenge we face as we approach the 21st Century is ensuring that we reform welfare in a way that promotes opportunity coupled with responsibility, pride, coupled with hope."

Transportation continues to be one of the biggest barriers facing those making the transition from welfare to work. Two-thirds of new jobs are in the suburbs, but three out of four welfare recipients live in the central cities or in rural areas.

For welfare recipients, transportation is a challenge in every state and community. Cities, private sector employers, and welfare recipients themselves have targeted transportation as a major barrier for those moving from welfare rolls to payrolls.

Partnerships like this one will help the transportation community meet the needs of welfare recipients in their efforts to obtain access to jobs, day care and other services to allow them to become long term productive wage earners.

In the African American community, motor vehicle crashes are the leading cause of death of children through age 14 and the second leading cause of death for young adults ages 15-25. It is only surpassed by homicides.

Only 51 percent of African Americans buckle up regularly. In 1997, almost 63 percent of children aged 15 and under who died in crashes were unrestrained. Research also indicates that when a driver is unbuckled in a crash, 70 percent of the time, children riding in the vehicle are unbuckled as well.

To help us reduce these tragic statistics, Delta Sigma Theta Sorority, Inc. has taken a leadership role in support of the Presidential Initiative to increase Seat Belt Use Nationwide to 90 percent by the year 2005. You truly understand that safety is a promise we *must* keep together.

We welcome our partnership with President Fudge and the women of Delta Sigma Theta Sorority because it will assist us in promoting equal opportunity in transportation-related careers, improving job access, providing job and transportation-related educational opportunities for those in economically disadvantaged communities, and finally, advancing transportation safety awareness programs.

Delta Sigma Theta Sorority, Inc., I thank you for your dedication and your commitment to opening doors of opportunity. Working together – moving from strength to strength – America's best days are yet to come.

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U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
www.dot.gov/briefing.htm

Speech

REMARKS PREPARED FOR DELIVERY
US SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTERTANKO ANNUAL CONFERENCE
HOUSTON, TEXAS
APRIL 27, 1999

I am delighted to be back in Houston and delighted to have this opportunity to address the INTERTANKO Annual Conference.

I also want to use this opportunity to personally thank your chairman, Richard Dumoulin for his leadership in the field of maritime safety. During his tenure he has pushed unceasingly to make maritime safety INTERTANKO's number one priority.

This is particularly important to me, because safety is President Clinton's highest transportation priority, the North Star guiding everything that we do at the U.S. Department of Transportation.

We know, first hand, that sea can be a dangerous place. The U.S. Coast Guard saves at least one life every two hours, around the clock, 365 days a year.

We also know that INTERTANKO has been making great efforts to maximize the safe operation of its tankers and to protect the lives of its crews. I was impressed to find out from your annual report, for example, that 20 percent of the cost of each new tanker is earmarked for safety or for protecting the environment. We also found your study of U.S. Port and Terminal Safety very useful in our current assessment of U.S. Maritime Transportation Systems, which I will address at the conclusion of my remarks.

Importance of Marine Transportation

As the world's only naval superpower, and the world's leading trading nation, the United States cannot fulfill its vital global security missions or maintain its economic momentum without a safe and effective marine transportation system.

Ninety percent of all equipment and supplies for Desert Storm were shipped to the theater of operations by sea. Whether it's Kosovo or Desert Storm, America's fighting men and women continue to depend on the marine transportation industry as their lifeline for equipment and supplies.

- more -

Marine transportation is also vital to America's domestic economy. Stimulating economic growth has been the hallmark of the Clinton Administration since Day One. Under the President's leadership we have created 18 million new jobs, wages are rising at twice the rate of inflation, we have the highest home ownership rate in our history, the smallest welfare rolls in 30 years and the lowest peacetime unemployment since 1957.

However, 30 percent of America's economic gains over the past six years came from increased exports. And more than 90 percent of U.S. international trade by volume moves by water for at least part of its journey. With international trade expected to triple by 2020, America's future growth depends upon the capacity of its marine transportation system to meet this rising demand.

That's why President Clinton is committed to creating sustainable ports for the 21st Century "by deepening them for the newest and largest ships, and by providing state-of-the-art tools for preventing marine accidents."

Even in an information economy, economic growth requires a transportation system able to move physical objects as well as electrons over transcontinental distances. The Internet may change the way the world buys and sells its collective production of goods, but the benefits of the Internet can only be realized if the physical transportation network keeps pace.

Y2K Readiness

April 23rd through May 1st happens to be "National Science and Technology Week." So I would like to briefly address how the first global crisis of the Internet Age "Y2K" could affect our Maritime Transportation System.

I know that this is an issue that INTERTANKO has been working on for several years and we appreciate your concern. The United States imports almost 300 million gallons of oil each day, with well over half moving on vessels owned or operated by members of INTERTANKO.

To gain a better understanding of this industry's Y2K readiness, we have engaged with a number of companies directly, while in other cases we have worked through trade associations. I know we have worked directly with a number of organizations represented at this conference.

What we have learned so far is that larger companies with ample resources take Y2K very seriously, have robust Y2K projects in place, and expect to be prepared for the millennium. In particular, large, horizontally integrated oil

companies have demonstrated very comprehensive Y2K projects, including thorough contingency planning.

In a recent Lloyds of London Press survey of about 4,500 shipowners/operators and port authorities/operators in 40 countries, 80-90 percent were aware of the Y2K problem. Fifty percent expected to be Y2K-ready by the end of the second quarter of 1999. And the balance of those surveyed expected to be ready by the end of the year.

While this news appears encouraging, in a fragmented industry like this one it is very difficult to know for sure whether this optimism is justified. Significant unknowns remain -- for example, the degree to which the embedded chip problem on ships will cause disruptions.

At a recent conference sponsored by the International Energy Agency in Caracas, Venezuela, some troubling assessments were shared about the Y2K readiness of the electric power and communications infrastructure that support ports and facilities in Central and South America. Some ship lines have already announced they plan to stay at sea on January 1, 2000, rather than risk getting stuck at non-Y2K compliant ports.

Since Venezuela is the largest supplier of foreign oil to the United States, We take these reports seriously, and they lead us to conclude that we must continue to push all stakeholders in the Maritime Transportation System to continue working, testing, and contingency planning for Y2K.

So let me take this opportunity to specifically urge you to review your own contingency plans to make sure you will be ready.

Environment

Another area where government and the industry need to work together is environmental stewardship.

In the wake of the EXXON VALDEZ accident and the spilling of some 11 million gallons of oil into Prince William Sound, the 101st Congress unanimously passed the Oil Pollution Act of 1990.

The objectives of the law are to prevent oil spills -- or, if they happen, to guide the process of cleaning them up.

This law has been a major legislative success story. It fundamentally and profoundly restructured how the domestic and international oil transportation system works in the United States. It created new procedures and processes for responding to oil spills, raised the liability for oil spills and motivated the industry to take decisive action.

The results of the law speak for themselves: Pollution, both operational and accidental, has been reduced by 85 percent over the last 20 years. Since 1990, there have been no spills over one million gallons. The average number of oil spills over 10,000 gallons has dropped 50 percent from pre-1991 levels. We also now have in place a liability and compensation regime that serves as a deterrent to pollution.

We also have fundamentally changed the way we manage, coordinate, and execute an oil spill response, with an overarching mechanism for handling Spills of National Significance, like the EXXON VALDEZ.

I think it is also worth pointing out that the partnership between government and industry has led to major advances in oil spill cleanup and prevention technology. As a result, with more than 4,000 port calls and 107 billion gallons of oil transported in 1997, tanker spills were limited to 22,429 gallons.

Yet as improved as this performance is, it is not good enough. We must continue to work closely together to further minimize the risk and reduce the impact of oil spills attributable to maritime transportation. As always, we must be prepared to deal with the unexpected.

Conclusion

One of the ways to prepare for the unexpected is to plan ahead. As President Clinton has said, *"If America is to move forward into the 21st Century, our transportation system must be ready for the future as well.*

As a step in this direction, the Department of Transportation's Maritime Administration and the Coast Guard have undertaken a major initiative to assess the adequacy of the nation's maritime transportation system for the world of 2020.

As part of this assessment process we held a national conference last November on how well our marine transportation system would be able to support the expected growth in commerce early in the next century. The conference, attended by 144 public and private stakeholders was a great success.

The conference made two key recommendations. The first recommendation was to establish a National Council on Maritime Transportation with the responsibility of supporting and coordinating the development of a national MTS strategy and policy. The second was to create local and regional committees to build grass roots support for the Marine Transportation System as well as to address maritime issues and recommend improvements.

I support both of these recommendations. And we are currently considering ways to establish both a National Council and the regional and local committees. Our MTS Task Force is also considering 34 other specific recommendations of the National Conference.

The entire U.S. transportation system is undergoing a fundamental transformation and our marine transportation system is part of that transformation. We need a marine transportation system for the 21st Century that is safe, secure and environmentally sound. I also believe that it must be a system that will help stimulate growth for the entire global economy.

To create such a system and make it work for everyone, government and industry must work as partners, rather than adversaries.

As joint stewards of marine transportation I believe this task is well within our ability to accomplish. With your help I have no doubt whatsoever about the outcome. America and the world's best days are yet to come.

# # # #

U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

PREPARED REMARKS
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
CORPORATE COUNCIL ON AFRICA
"ATTRACTING CAPITAL TO AFRICA SUMMIT"
HOUSTON, TEXAS
APRIL 27, 1999

I am delighted to join my friends and colleagues of the Corporate Council for this working conference on Attracting Capital to Africa.

With more than 700 million people, Sub-Saharan Africa is potentially one of the largest markets in the world. That's more people than Japan and all the members of the Association of South East Asian Nations combined. And our exports to Africa, while relatively modest compared to other markets, already support close to 100,000 jobs in the United States.

President Clinton recognized this opportunity when he committed the United States to a long-term Partnership for Economic Growth and Opportunity in Africa in June 1997. In urging this Partnership, the President said *"Our goal continues to be the sustained economic development of Africa...guided by the conviction that economic development...will benefit both Africans and Americans."*

Partnership was also the theme of the President's historic visit to 6 African countries last March, where he promised that *"The age of the marginalization of Africa is over."* I had the privilege of accompanying the President on this trip and I conducted a follow-up trip last July to advance the implementation of the President's initiatives in transportation.

Last month, President Clinton marked the anniversary of his historic trip by holding the first-ever U.S. Africa Ministerial, where he announced several new initiatives to strengthen U.S.-Africa ties: a $120 million education technology partnership to link U.S. and African schools; an expanded Safe Skies Initiative to enhance air links to Africa; a $30 million investment to protect food security; and a proposal to extend new debt relief to Africa's poorest nations.

Transportation is a major component of the President's partnership with Africa and the U.S. Department of Transportation has launched a major initiative to support the Partnership.

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The theme of our initiative is 'Transportation: the Tie that Binds.' Transportation is about more than concrete, asphalt and steel -- it is about connecting people to people. Our initiative seeks to create new opportunities and a higher quality of life for the ordinary citizens in both Africa and America by improving the basic transportation infrastructure of Africa. Improved transportation within, to and from this major new market will allow economies on both sides of the Atlantic to move to higher heights than ever before.

The United States is supporting this infrastructure development program in three ways:

First, we seek to help Africa compete more effectively in the global marketplace by showing how governments can adjust economic policies to allow market forces greater flexibility. We are also advising our partners on ways to train a 21st century labor force in the skills needed to compete in a new century and a new millennium.

Second, we seek to expand trade and investment opportunities for U.S. investors who want to bring transportation technology and transportation-related goods and services to African markets. The bottom line is that if you can't get there, you can't trade.

And third, we seek to foster economic development in Africa through training, technical assistance and improved transportation services for local communities. Despite significant growth in recent years, almost half of sub-Saharan Africa's 700 million people still live on less than $1 dollar a day.

This region still ranks lowest in the world in terms of life expectancy, infant mortality, and literacy -- one more reason why it is so important that the Congress pass the African Growth and Opportunity Act (AGOA) as soon as possible.

This legislation provides a framework for building greater two-way market access and strengthened economic partnerships with Africa's growing economies.

I would like to emphasize the importance of looking at African investment and trade from a regional perspective, rather than on nation-by-nation basis. When I was with President Clinton in Botswana last year, I joined with officials of the South Africa Development Community (SADC) to sign a contract for a computerized rail car tracking system in Southern Africa. This system will link as many as eight railroads in the region, enabling them to better schedule the use of their rail cars and provide customers with the exact location of a particular shipment

SADC is fast becoming a major player in the African renaissance. As a follow-up to the President's U.S.-Africa Ministerial last month, the first-ever U.S.-SADC Forum was held earlier this month in Botswana. The U.S. delegation, which included some 100 U.S. officials from ten federal agencies, was led by Under Secretary of State Stuart Eizenstat. Our Department of Transportation delegation was led by Brad Mims, Acting Assistant Secretary for Aviation and International Affairs.

To succeed in the new century and the new millennium, SADC recognizes that African economies must become fully integrated into the global marketplace; reaching this goal will require countries to develop the transportation infrastructure of a modern economy. As my counterpart, David Magang, the Transport Minister of Botswana said at the U.S.- SADC Forum, without a pervasive, efficient and cost-effective transport in place, all this hope and promise will remain "just mere dreams."

In order to turn those dreams into reality, SADC needs the private investment capital we are trying to stimulate at this Summit. For its part, SADC has taken important steps to encourage investment by liberalizing and restructuring trade regulations at a regional level. We also welcome SADC's efforts to harmonize regulations among SADC member states by creating independent regional regulatory agencies.

For our part, the U.S. delegation to the SADC Forum offered to increase technical assistance, explore the feasibility of establishing regional Technology Transfer Centers, and to assist SADC in developing road networks. The U.S. Department of Transportation specifically encouraged SADC to participate in U.S. Open Skies Initiatives.

Along with SADC, a revitalized East African Community is moving toward the establishment of a regional common market that can become an economic engine of the future. In addition to these regional organizations, I would mention the value of working with Africa-wide institutions such as the Organization of African Unity, the Economic Commission for Africa and the African Development Bank.

I would also mention the importance of developing trade corridors in Africa connecting major commercial centers to Africa's ports. This is especially important in East and Southern Africa where you have a large number of landlocked nations. There are already some excellent examples of progress in this area, notably the Maputo Development Corridor linking South Africa's heartland with Mozambique's Port of Maputo.

Improving Africa's airports is also essential. Airports are huge job generators -- virtual economic engines for growth. But to attract travelers and commercial shippers, air travel in Africa must be safe and secure. That's why the Safe Skies Initiative is so critically important. Within the next three years we would like to quadruple the number of African countries that meet international aviation safety standards. We also seek to improve airport security at 8 to 12 airports -- and to upgrade air navigation services throughout the region.

We recently provided technical assistance to the South African government to bring the Johannesburg International Airport into compliance with international security standards.

Last month we began conducting our first Safe Skies country survey in Kenya. Other candidates for the program include Angola, Cameroon, Cape Verde, Cote d'Ivoire, Mali, Tanzania and Zimbabwe. I am pleased to announce that our second survey will be conducted this summer in Cote d'Ivoire.

In addition to Safe Skies, the United States is also seeking to liberalize aviation relations on a bilateral basis through "Open Skies" agreements. We are currently exploring the possibility of Open Skies arrangements with Kenya, Tanzania and Ghana. Talks have also been held with Burkina Faso. And several other countries have expressed an interest.

What comes after "open skies?" This fall we are planning to hold a "Beyond Open Skies" conference in Chicago to look into the next steps. By then I am confident there will be several new Open Skies partners from Africa ready to join us as we explore this new possibility.

The purpose of President Clinton's Partnership Initiative with Africa is to accelerate Africa's full integration into the global economy. And investing in transportation is a key component of that Initiative. While the challenges are formidable, they are well within the reach of possibility.

Next month I look forward to visiting Ghana for the 5th African-African American Summit. These biannual summits go far in helping us to broaden and strengthen our economic and political partnership with Africa.

It is imperative that we strengthen these U.S.-Africa ties, for as President Clinton put it so well: a prosperous, democratic America, needs a prosperous, democratic Africa. "We have a common heritage that binds us to a common future."

So today, in a further step to strengthen these ties I am pleased to announce that I will host a Ministerial in Atlanta for my tranportation counterparts from Africa this coming September 27th and 28th. Because of the important links between

energy and transportation for economic development, I have invited U.S. Energy Secretary Richardson to join me in sponsoring this important infrastructure development conference.

Moving from strength to strength in the years ahead, the U.S.-African Partnership will create new possibilities for peace and progress as we begin a new century and a new millennium. Through vision and vigilance -- and with the full participation of the investment community -- -we can realize the best these new possibilities have to offer.

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REMARKS PREPARD FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ONE DOT RIBBON-CUTTING CEREMONY
APRIL 28, 1999
NEW YORK, NEW YORK

Acknowledgments
Deputy Secretary Mort Downey
Letitia Thompson, Regional Administrator, FTA
Robert McKeon, Regional Administrator, MARAD
Arlene Feldman, Regional Administrator, FAA
Mark McKeon, Regional Administrator, FRA
Hal Brown, Division Administrator, FHWA
Timothy Cotter, Director, OMC

Good afternoon. Thank you Deputy Secretary Downey.

Let me say, it is such a pleasure to be with you today in this wonderfully restored, historic landmark, the Alexander Hamilton U.S. Customs House.

I am always delighted to have the opportunity to speak with you, the people who carry the DOT mission and message forward to the American public.

Deputy Secretary Downy and I commend you for the extraordinary work that you do to keep America's transportation system safe and secure. Your efforts go far in enabling the people of this great region to pursue happiness, to pursue opportunity, to enjoy a better quality of life. We applaud you and we thank you for your dedication and commitment to the mission.

Today we officially open the ONE DOT New York Metropolitan Office. As Deputy Secretary Downey said, "Each of us within the DOT family needs to take an active role to make ONE DOT a reality." Clearly, this region understands that concept.

Throughout this process, Regional Administrator Letitia Thompson and the employees of the Federal Transit Administration Office, Regional Administrator Robert McKeon and the employees of the Maritime Administration Office, and Regional Division Administrator Timothy Cotter and the employees of the Federal Highway Administration, Office of Motor Carriers, you all worked so diligently to ensure that the ONE DOT concept was embraced from the top to bottom.

From co-located offices to a connected computer system to a shared video teleconferencing system to the USDOT reception area that greets every customer with the ONE DOT message, *you are* making ONE DOT a reality in the New York Region.

Mr. Reggie Whitlock tirelessly coordinated the design and implementation of a ONE DOT telephone system. Unfortunately, if we did not know then, we certainly know now, the importance of a working communication system. What is that line about the best-laid plans? All kidding aside, I know Mr. Whitlock and Bell Atlantic will iron out the kinks. We've got the *best man* on the job. Thank you Reggie.

Let me also thank Mr. Rudy Spruill and Mr. Phil Rockmaker from the Transportation Administrative Support Center. You were the bridge between the General Service Administration and the regional offices -- offering both encouragement and assistance to resolve the many issues that *always* arise when remodeling and relocating.

The selection of the Custom House location was the vision of our former FTA Regional Administrator and now the current GSA Regional Administrator, Mr. Thoms J. Ryan. He saw the project through -- from beginning to end. And let me say we are absolutely delighted with the results. Thank you Administrator Ryan.

In keeping with the ONE DOT spirit, Regional Administrator Letitia Thompson, Regional Administrator Robert McKeon, Regional Division Administrator Hal Brown and Director Timothy Cotter, please join me to cut the ribbon and officially open the U.S. ONE DOT New York Metropolitan Office.

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7.58

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FEDERAL TRANSPORTATION MANAGEMENT WORKSHOP
APRIL 29, 1999
WASHINGTON, D.C.

Acknowledgments
Gene Conti, Assistant Secretary, Transportation Policy
Harvey Gantt, Chairman, National Capital Planning Commission
David J. Barram, Administrator, General Services Administration
John Sepulveda, Deputy Director, Office of Personnel Management
Michael Rogers, Executive Director, Metropolitan Washington Council of Governments
Richard White, General Manager, Washington Metropolitan Area Transit Authority

Good morning and welcome to the first Federal Transportation Management Workshop. I am delighted to see so many of you here this morning and I encourage you to actively participate in today's sessions.

Your attendance sends a clear message that we, federal employers, are committed to taking a proactive, leadership role in finding workable transportation solutions for the National Capital Region.

This region is enjoying extraordinary economic growth and prosperity. However a consequence of that healthy economy is more traffic. And it promises to only get worse. We suffer with some of the worst traffic congestion in the nation, second only to Los Angeles.

This is truly a quality of life issue. The frustration of being stuck in traffic rather than being at home with our families is all too common.

As a major employer in the region, the federal Government must take proactive measures to implement policies and procedures that will help alleviate the mobility challenges in the National Capital Region.

I urge you to actively support measures within your agency to reduce the federal contribution to gridlock and air pollution. We need fresh new ideas to solve our traffic problems and the federal government should lead the way. With innovative transportation strategies, dedicated funding, and real commitment, federal agencies can be a role model for this region and for our nation.

Although the federal government is the largest single employer in the region and must do its part to help alleviate congestion, our challenge is to bring regional participation into the discussion.

My department is working with key transportation leaders throughout the region to build a regional approach to addressing congestion and mobility issues.

Our challenge is to improve the regional decision making process in order to identify and implement solutions to critical transportation issues. I strongly believe that metropolitan areas gain nearly limitless benefits when they establish regional approaches to carry out the vision of the community at large.

Thank you for your commitment to finding workable transportation solutions for the National Capital Region. I wish you much success in developing transportation management plans that will improve mobility and reduce congestion for our federal employees in the new century and the new millennium. Working together, I know this Region's best days are yet to come. Thank you.

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7.57

News:

U.S. Department of
Transportation

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ANNOUNCEMENT OF CHAMPIONSHIP AUTO RACING TEAMS
(CART) - THE NATIONAL HIGHWAY SAFETY ADMINISTRATION'S
PARTNERSHIP PRESS CONFERENCE
NAZARARETH, PENNSYLVANIA
APRIL 30, 1999

Today I am delighted to officially announce an important new safety partnership between the U.S. Department of Transportation and Championship Auto Racing Teams, the leading open-wheel motor sports organization in America. Today we "start the engines" on a joint DOT-CART initiative to reach the public with vital vehicle safety information that will save lives and prevent injuries.

Today's announcement honors the public commitment to safety CART and the Target/Ganassi Team made during last month's National Safety Conference in Washington. I'd like to thank Jimmy Vasser and Chip Ganassi for making that commitment at the Safety Conference and for their presence here today.

CART will work with the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) to promote and distribute vehicle safety information through public service messages during TV and radio race broadcasts. We will also add printed safety information to event programs and distribute safety literature at race and Fan Fest events. I am also pleased to announce that two of CART's most high-profile champion drivers -- Michael Andretti and Jimmy Vasser -- have agreed to work with us to help promote vehicle safety, both on and off the road.

Safety is President Clinton's top transportation priority and the North Star for everything we do at the U.S. Department of Transportation. Since the President took office in 1993, highway fatality and drunk driving fatality rates have dropped to record low levels and seat belt use is at an all time high, saving an estimated 10,000 lives each year. But as the President has said, "This is no time to rest." That is why he has proposed record-level $3.4 billion investment in transportation safety in the coming year.

- more -

This partnership between CART and the Department of Transportation promotes one of our most important safety initiatives -- getting the word out to the public about the safety features and crash test ratings of motor vehicles by make and model, so that consumers can use this information to purchase vehicles with safety features appropriate for them and their families. NHTSA and CART got our new partnership off to a fast start earlier this week with a video news release on the 1999 crash test results.

Safety is not a job for government alone. That's why we are proud to join forces with CART, a private sector organization that also puts safety first. With a television audience of nearly one billion, CART is an ideal partner for communicating vehicle safety information to the public. CART drivers, teams and sponsors have a justifiable reputation for using cutting edge technology and proactive safety measures to prevent injuries. Auto manufacturers have learned a great deal from the racing world about how to use technology to make cars safer.

And I know that driving on America's roadways can be safer as well.

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7.59

News:

U.S. Department of
Transportation

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
http://www.dot.gov/briefing.htm

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE 3RD ANNUAL LAMPLIGHTER AWARDS GALA OF THE BLACK LEADERSHIP FORUM
NEW YORK, NEW YORK
APRIL 28, 1999

(Note: You will be escorted by Eddie Williams and introduced by Dolores Tucker.)

Thank you Dolores, Eddie and all the leadership of the Forum for this great honor.

Looking around me tonight, I can see that the efforts of The Black Leadership Forum to make the federal government more aware of the concerns of the African-American community have been a resounding success.

Our administration shares your agenda. As the President said during his discussion with school students at T.C. Williams High School in Alexandria, Virginia last week, in the aftermath of the terrible tragedy in Littleton, Colorado, we must strive to "lift each other up, recognizing the inherent dignity and worth of all individuals and all ethnic, religious and cultural groups."

Vice President Gore's presence tonight underscores our commitment as an administration and as a nation to that ideal.

Tonight we celebrate what the Black Leadership Forum has accomplished in helping to heal the racial rifts in this country. Alex Haley would always say "Let us find the good and praise it."

Tonight it is my pleasure to be able to say "I have found an organization that is both good and worthy of praise--the Black Leadership Forum."

Thank you.