



REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. COAST GUARD BATTLE STREAMER CEREMONY
AUGUST 2, 1999
WASHINGTON, D.C.

It is an honor to be here with you, with distinguished members of Congress and the armed services, as well as with Dr. Daniel Boorstin, one of the country's preeminent historians.

I bring you the warm greetings of President Clinton, and I would like to start with a letter the President wrote to be read at today's ceremony:

"The presentation of this battle streamer -- the only one unique to the United States Coast Guard -- is a powerful tribute to the contributions of the Coast Guard's predecessor, the Revenue Cutter Service, in protecting the maritime borders of our young nation during the earliest days of our republic.

"Though small in size and number, the cutters enforced revenue laws, prevented smuggling, and defended American waters from foreign privateers.

In doing so, the RCS set a standard of courage, skill, and devotion to duty that is still maintained by the men and women of today's Coast Guard.

"Now, two centuries later, the United States Coast Guard continues to build on the traditions of the Revenue Cutter Service -- saving lives, ensuring the security of American ports and the safety of our waterways, protecting our shores in peacetime, and defending our nation in times of war.

Its crucial role in the recent search efforts for John F. Kennedy Jr.'s missing aircraft underscored for all Americans the dedication and skill that Coast Guard personnel bring to all their varied and demanding operations. I am confident that this commitment to excellence will continue to define the Coast Guard in the 21st century.

"On behalf of a grateful nation, I salute the men and women of the United States Coast Guard on the occasion of your 209th anniversary, and I congratulate you as you receive this historic battle streamer in recognition of your proud past and in anticipation of an even prouder future. Best wishes for a memorable ceremony."

...Signed, "Bill Clinton."

I join the President in his salute and congratulations. This is, indeed, a great honor.

Dr. Boorstin, you may be gratified to know that we are here today because of the efforts of a historian, who called our attention to the fact that the Revenue Cutter Service had never received proper recognition.

Well, it is never too late to say thank you.

So, on behalf of a visionary and vigilant Department of Transportation, leading the way to transportation excellence in the 21st century, I am delighted to acknowledge the Coast Guard's contributions over more than two centuries. 209 years ago this week -- this Wednesday is the exact anniversary date -- Congress established a fleet of 10 cutters to patrol the waters of our young nation. For all that the United States Coast Guard has done, in war and in peace, we want to say thank you.

But as proud as we are of the Coast Guard's service in times of war, we cherish the Coast Guard's many peacetime activities as well.

From our republic's first days, we have seen the need for a multi-mission maritime service with a military capability, and the Coast Guard and its precursors have always filled that need.

For two centuries, the Coast Guard has been *semper paratus* – always ready ... to save lives and protect property, to be our nation's lifesavers and guardians of the sea.

Coasties work quietly, without a lot of fanfare. But occasionally, the world gets a glimpse of their work as they did for the extraordinary efforts to find John F. Kennedy Jr.'s downed plane.

There are countless unsung heroes in the Coast Guard. They are not always in the news, yet every 8 minutes the Coast Guard conducts a search-and-rescue mission. In a typical day, Coasties save 14 lives and help 328 people. They pull them from the water, from cliffs, from rooftops and sinking ships. Not a bad day's work.

I would like to end today with the words of one of our distinguished guests. Daniel Boorstin once wrote, and I quote, "In our world of big names, curiously, our true heroes tend to be anonymous."

As Secretary of Transportation in an era blessed with peace, I am grateful to be able to pay tribute to the Coast Guard's service in times of war. With this battle streamer, we salute not only the unsung heroes of the past but those of today and the days to come.

Thank you.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
OSHKOSH AIR SHOW
AUGUST 1, 1999
OSHKOSH, WISCONSIN

Thank you, Tom Poberezny

As president of the EAA and son of its founders, you know why FAA Administrator Garvey insisted that I come to Air-Venture this year. She wanted me to see for myself the grassroots of aviation ... to see for myself how the organization has grown from a handful of enthusiasts to a huge international organization representing the recreational sector of aviation. But mostly she wanted me to see for myself the passion and excitement that so many Americans have for flying. She wanted me to see, as your slogan says, where it all begins.

I could feel the passion and excitement as soon as I entered the Air Show grounds and saw the crowds, the color, the aircraft, from the smallest ultra light to a vintage Warbird to the many home built aircraft.

But this year's excitement is tempered with sadness.

In recent weeks, general aviation has lost two flyers -- one a novice, one a veteran -- in tragic accidents.

John F. Kennedy Jr., while new to flying, personified the flight enthusiast. He flew every weekend -- usually with his dog Friday at his side. He invited friends to join him in the skies, and he hoped to fly big, powerful planes. He shared a passion with each of you here today. He shared with you what Wilbur Wright called, "the sensation ... of perfect peace mingled with an excitement that strains every nerve to the utmost."

Admiral Donald Engen, who died July 12 in a glider accident, was an accomplished flyer -- a true aviator in both spirit and action. And he was as passionate about what he *gave* to flying as what he *got* from it. Flying to him was both a personal joy and a public responsibility.

As a much-decorated war hero, administrator of the FAA, an industry leader and most recently, as director of National Air and Space Museum, Admiral Engen set the standard. And for him, the standard was safety.

He had a special interest in general aviation. He helped test and develop many safety mechanisms we now take for granted. During his tenure at the FAA, the Back to Basics safety program -- aimed at sharpening the skills of private pilots -- got its start.

President Clinton and the Department of Transportation share Admiral Engen's passion for enhancing safety. Safety is the President's highest transportation priority, and it is the North Star which guides us at DOT and the FAA.

We are moving toward our safety goals with the Safer Skies safety agenda, by modernizing the air traffic control system, and by assuring that the FAA will be ready for the Year 2000.

Safer skies also will depend upon more educated flyers. Education is another of President Clinton's -- and the DOT's -- top priorities. That is why DOT established the Garrett A. Morgan Technology and Transportation Futures Program to challenge 1 million students to develop their math, science and technology skills to qualify for a career in transportation.

I was pleased to see today as I walked around the air show grounds that education is also a top priority for the EAA. Your Young Eagles program is a wonderful early step toward training the pilots of the future, and the Tuskegee Airmen's exhibit clearly shows their dedication to serving young people. I thank you all, and wish you the best of luck with your programs.

Now, I'll turn the program over to FAA Administrator Jane Garvey.

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LEADERSHIP BREAKFAST KEYNOTE ADDRESS
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WELFARE TO WORK PARTNERSHIP *ONE AMERICA* CONFERENCE
CHICAGO, ILLINOIS
AUGUST 3, 1999

Thank you, Jim Kelly, for that introduction -- and for sponsoring this Leader's Breakfast. And thanks, also, for your role in making UPS a founding member of the Welfare to Work Partnership.

I'd also like to acknowledge Eli Segal and the Welfare to Work Partnership for organizing this *One America Conference*. As President Clinton emphasized in his State of the Union address last January, "*Our greatest challenge for the 21st Century is to find a way to be One America.*"

There is no better way to become One America than to end the broken welfare system that has exiled generations of Americans from the mainstream of community life by cutting them off from the world of work.

Thanks to our strong economy, which has created nearly 19 million new jobs over the past six years -- and strong leadership from The Partnership and the states -- we have cut the welfare rolls by a record 6.8 million people, a nearly 50 percent reduction.

We now have the lowest percentage of people on welfare since Neil Armstrong walked on the moon in 1969.

I'd also like to acknowledge two of our welfare to work partners who spoke earlier, Governor "Tommy" Thompson of Wisconsin and Mayor Richard Daley of Chicago.

(It was good to see Governor Thompson in Oskosh on Sunday). Under Governor Thompson's leadership, Wisconsin became the first state to end the entitlement to welfare benefits. Since making that decision, Wisconsin's welfare rolls have fallen by 91 percent.

And thanks to Mayor Daley's insight in co-convening the City of Chicago-Cook County Welfare Reform Task Force, Chicago has become a leader in welfare-to-work.

I also want to particularly acknowledge Chicago Congressman Danny Davis for his strong support for congressional passage of the Job Access and Reverse Commute program as part of the Transportation Equity Act for the 21st Century.

When President Clinton signed the welfare reform bill in 1996, he knew that he could not abolish "welfare as we know it" with a stroke of his pen. Moving people from welfare to work requires an unprecedented partnership between the public and private sector to make it work.

Today's conference is strong evidence that we have created such a partnership. The Partners have collectively hired more than 410,000 individuals from the welfare rolls since the start of the program. UPS alone has hired 20,000.

This meeting is a first-of-its-kind opportunity for business, community and government leaders from across the country to share the successes and challenges of welfare-to-work. Now it is time to solidify our partnership and move from 'strength to strength' to finish the job of welfare reform.

For despite our successes, the road ahead for Welfare to Work still has some potholes that need to be fixed. One of the biggest potholes is transportation, the "to" in Welfare to Work.

More than half of the Partnership's business partners report that getting to and from work is a significant problem for their employees.

When President Clinton spoke about Welfare to Work in his State of the Union Message in January, 1998, the President said that *"One of the biggest barriers facing people moving from welfare rolls to payrolls is finding transportation to jobs, to training, and to child care."*

The point about day care is particularly important. Transportation and child-care are the two most pressing needs of women trying to make the transition to the workforce.

Getting to and from work often involves complicated, lengthy commutes. If daycare is not available within walking distance of their homes or near where they work, they are often forced to take one transit route to drop off children at daycare or at school and another to get to work. Often, both routes involve multiple transfers.

At the end of the day, the process must be repeated, in reverse. This leads to unreasonably long commutes.

Vice President Gore has raised similar concerns about access to transportation, observing that *"Across the nation, two-thirds of the new jobs being created today are in the suburbs -- yet 75 percent of the people who need these jobs...live in central cities and rural areas. And they can't get to these jobs because mass transit only reaches half of them."*

DOT's Job Access and Reverse Commute Program helps communities overcome these formidable challenges. It provides funds for implementing new

and expanded transportation services so welfare recipients and other low-income workers can get to work. As the Vice-President has said, *"If you can't get to work, you can't go to work."*

As a result of concerted action by local partnerships and creative government agencies, many former welfare recipients are able to get to and from their new jobs.

For example, in Los Angeles, the Metropolitan Planning Organization joined with human service agencies to create a desktop transportation information service for caseworkers to use in helping welfare clients plan ways to get to and from work.

This investment not only paid off for welfare-to-work -- but also for the broader LA community. The LA Visitor's Bureau will provide the same service to tourists visiting LA at their visitor's center and on their website.

Here in Chicago there is the example of the UPS relationship with PACE that Jim Kelly mentioned in his introduction. By purchasing bus passes and offering them at a discount to all employees, UPS is investing not only in welfare to work employees, but all employees.

Right now, UPS is picking up the tab for these discounts. But Jim assures me that in the future UPS plans to take advantage of the tax credits available under the Commuter Choice program to help cover these costs.

My final example comes from Columbus, Ohio, where a Sears, Roebuck & Co., distribution site formed a coalition with other local employers and the Chamber of Commerce. Together they convinced the local transit agency to create a special route for their employees from a depressed inner city area to the suburb where the employers are located.

Their ultimately compelling argument was to guarantee the transit agency round-trip revenue for 40 passengers for one year. Transit picks people up at a community center that has a child care facility and then runs the employees out to their work sites.

In order to make this happen, the Sears site manager actually drove the route he thought the bus should take, wrote down the names and addresses of companies along the route, and invited them to meet with him to work out a joint approach to the transit agency.

Sears understood that, as an employer, they had an active role to take in forming the partnerships necessary to address their transportation challenges.

This last example is contained in a new report we are issuing today, entitled *The Road to Work*, which profiles effective, real-life solutions to transportation difficulties faced by many welfare-to-work employers. The report is being published by the Welfare to Work Partnership in conjunction with DOT.

The striking feature of all these examples is that they involve visionary and vigilant partners, working together with other private sector businesses, service agencies, various branches of government at all levels and, in some cases, faith-based organizations.

Because working partnerships at the community level are needed for successful welfare-to-work transportation programs, these efforts should be viewed as part of the President and Vice President's larger vision for more livable communities in the 21st century. Nothing is more crucial to livability than access to jobs.

Let me conclude by requesting your support for continued federal funding of the government share of this investment in the American people and America's communities.

The President's FY2000 budget proposed to double funding for the Job Access and Reverse Commute program, bringing it to the authorized level of \$150 million dollars per year. This program requires a collaborative planning process that includes the kind of partnerships we have just been talking about.

Because the program requires a 50-50 match, you can effectively leverage your company's transportation investment dollars, if you get involved in your community's application.

Last year, with \$75 million dollars, we were able to provide matching funds for 179 applicants. If Congress appropriates the full \$150 million for next year, we will be able to provide funds for many more community partnerships.

However, this will only happen if the program remains open to competitive applications. I am deeply concerned about the trend toward earmarking and we hope that the Congress will preserve the competitive nature of the program so that all communities can be considered for funds.

I should also mention that Welfare-to-Work still must be reauthorized by the Congress. The President has proposed a \$1 billion reauthorization for the Department of Labor, but this proposal awaits final action by the Congress.

At DOT we are redefining transportation for the 21st century. Traditionally, much of the focus in transportation has been on the safe and efficient movement of people, goods and information. Although this orientation has served us well in the past, transportation is not an end in itself.

We now need to shift at least some of the focus to transportation as *access to those goods and services required for productive living.*

In this society, for almost everyone, transportation is an integral part of access to what is required for becoming a fully contributing member of society.

Transportation is about a lot more than concrete, asphalt and steel. It is about creating new possibilities for people. And making sure that people can get to and from work is among the most important of these possibilities.

As the President has said, *"We can't finish the job of welfare reform without doing more to help the people who have the hardest time moving from welfare to work...That's why I call on Congress to pass my plan to extend the Labor Department's Welfare to Work program and to fully fund my proposal to provide transportation grants and housing vouchers that will help more Americans leave welfare behind by getting from where they are to where the jobs are."*

"With these steps, we can make the legacy of welfare dependency a memory of the 20th century, and build a community of work and responsibility in the 21st century."

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. COAST GUARD 209TH BIRTHDAY CELEBRATION
AUGUST 4, 1999
WASHINGTON, D.C.

Acknowledgments

- *Admiral James M. Loy*
- *Representative Patrick Kennedy*

We are here today to celebrate the birthday of the United States Coast Guard. From our republic's first days, our nation's leaders have recognized the need for a multi-mission maritime service with a military capability.

In response to that need, 209 years ago today, Congress created the Revenue Cutter Service, the precursor to today's Coast Guard, with a fleet of 10 cutters to patrol the waters of our young nation.

In President Clinton's words, after more than two centuries, *"The United States Coast Guard continues to build on the traditions of the Revenue Cutter Service -- saving lives, ensuring the security of American ports and the safety of our waterways, protecting our shores in peacetime, and defending our nation in times of war."*

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Its crucial role in the recent search efforts for John F. Kennedy Jr.'s missing aircraft underscored for all Americans the dedication and skill that Coast Guard personnel bring to all their varied and demanding operations.

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I would like to conclude by quoting one of our nation's pre-eminent historians, Daniel Boorstin who once said *"In our world of big names, curiously, our true heroes tend to be anonymous."*

As Secretary of Transportation in an era blessed with peace, I am grateful to be able to salute not only the unsung heroes of the past but those of today and the days to come. Thank you.

(You may be asked to introduce Representative Kennedy)

PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
COMMERCIAL MOTOR VEHICLE SAFETY WORKSHOP
WASHINGTON, DC
AUGUST 4, 1999

Let me thank all of you who participated in these workshops that are so important to achieving President Clinton's top transportation priority of improving safety. Your time, energy and expertise is certainly appreciated by the U.S. Department of Transportation and it will be valued by the American people, as well.

Your participation in this workshop is especially valuable because we will reach our very challenging goal of reducing deaths from commercial motor vehicles by 50 per cent in 10 years time only with your help. Safety is truly a promise we must keep together.

Safety is our north star by which we will be guided. The Department of Transportation will be visionary and vigilant in creating a safer transportation system for the 21st century. But, to reach that 50 percent reduction goal, we need all of you to be visionary and vigilant, too.

I realize we set a difficult task with a 50 percent reduction. The unprecedented economic expansion that has taken place under the leadership of President Clinton and Vice President Gore has meant more trucks on the road, driving more miles and delivering more freight.

But, as was said of President Kennedy's pledge to put a man on the moon, "Difficulty is the excuse history never accepts."

As I said when we opened this workshop, on President Clinton's watch highway fatality and drunk driving fatality rates have reached record lows, seat belt use is at an all-time high and highway-rail crossing deaths are at a record low level. We can achieve the same type of success on reducing deaths from truck and bus crashes if we work together.

We can reach our goal if we commit to it. The entire transportation community must be dedicated to this goal because achieving it means almost 3000 American lives will be saved every year. That is a goal well worth reaching.

Setting the goal is key to our efforts because it is important to know exactly where we want to go. We have not yet determined how we will get there. We will be using the important information developed in this workshop, along with other information, to make our ultimate choices.

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While we are, with your help, continuing to develop our long-range vision, we are engaged in several more immediate steps that will move us in the right direction. We have sent a legislative proposal to Congress that asks for upgraded mandatory training as part of the Commercial Driver's License, safety training for new motor carriers, use of technology for management of hours-of-service, a requirement that states reduce fatalities in truck and bus-related crashes by 5 percent each year to be eligible for some forms of federal funding, and other changes.

These are important steps -- and they will help --but we need to do more to reach our ultimate goal.

In the very near future, after we carefully study the whole range of alternatives, we will create our detailed long-range agenda for truck and bus safety to complement and expand upon the current strategies. We intend the agenda to be continually evolving as we develop new ideas and initiatives.

Achieving the goal will not be an overnight process. The important and valuable contributions here will help us continue our journey. It is important to remember, though, as we implement our agenda, that everyone has a role.

All of us at the U.S. Department of Transportation are ready to assume an even greater role and I ask you for your commitment to do the same. Unless we all fully commit ourselves to saving lives and preventing injuries on our roads, it won't happen. Working together vigorously we can achieve this shared vision.

As we move from strength to strength in the 21st century, I thank you for the commitment you have already made by being here and I ask you to join us to achieve the goal. For safety is a promise we must keep together.

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Proposed Videotaped Message from Secretary Slater
SPECIAL AGENTS IN-Service Training Program
(Pabrahmson) - 8/5/99

I am delighted to have this opportunity to address your Special Agents' In-Service Training session in Oklahoma City. You are fortunate to have leaders like Inspector General Ken Mead and Assistant Inspector General for Investigations Todd Zinser.

Under Ken Mead's leadership, you have experienced considerable investigative success in the areas of Motor Carrier Safety, HazMat Transportation, Counterfeit and Unapproved Aircraft Parts, and Contract and Grant Fraud. And I commend your new TEA-21 Fraud Strategy of heightening fraud awareness and stimulating case referrals. This is an important effort, and your strategy of working with state and other federal investigative agencies makes excellent sense. Combating fraud and abuse requires a team approach across organizations.

I also want to express my appreciation for the important investigative work you perform. Your work protects the integrity of programs and operations across the Department and strongly promotes our strategic goals, including safety, President Clinton's and Vice President Gore's top priority for transportation, and our Department's commitment to the human and natural environment.

Your solid criminal investigative work is reflected in a number of notable successful prosecutions over the past year, including:

- Highway construction fraud cases in Illinois and Puerto Rico;
- Corruption involving highway research and Maritime contracts;
- Significant aircraft parts cases in Florida;
- Compressed gas cylinder cases in Tennessee and California;
- Cases across the country involving false CDLs and driver logs;
- and contractor fraud in West Virginia's Disadvantaged Business Enterprise program.

Increasing our efforts against fraud in Small Disadvantaged Business programs throughout the government is an important Administration priority. Ensuring access to transportation for all Americans includes access to jobs and contracts for building and upgrading our transportation system.

We recently presented "Find the Good and Praise It" commendations to the federal and state team that investigated and prosecuted the Palumbo Brothers case, including professionals from the Department's OIG, the FBI, the U.S. Attorney's Office, the Illinois DOT and State Police. What was particularly memorable about that event was the number of family members who were on hand to witness the award presentations. We all recognized a job well done.

In closing, I pledge the Department's continued support for OIG's work. Thank you for your devotion to service. Through your dedication and hard work, we are all fulfilling our commitment to a Visionary and Vigilant Department of Transportation for the next millennium. I wish each of you well and hope you enjoy a productive week of training.

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Speech

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
APPALACHIAN SUMMIT- NEW MARKETS & NEW OPPORTUNITIES
AUGUST 13, 1999
HUNTINGTON, WEST VIRGINIA

It is indeed a pleasure to join you in West Virginia on this final day of the Appalachian Summit -- New Markets and New Opportunities. I am honored to be here in the home state of the eloquent orator, the Senior Senator from West Virginia, the Honorable Robert Byrd. Appalachia's Native Son is a strong leader on transportation issues. I think back especially to the energy he devoted to passage of the landmark surface transportation legislation -- the Transportation Equity Act for the 21st Century (TEA-21). Senator Byrd is a true champion for West Virginia and for the entire Appalachian Region.

Let me say, I am delighted to return to this breathtakingly beautiful region. Last May I had the pleasure of visiting with Governor (Paul) Patton and the people of Lexington, Kentucky during the Appalachian Intermodal Transportation Summit.

I came away from that conference with fresh ideas and a renewed commitment to connect the people of Appalachia to opportunity, to a better quality of life. I know I will take away similar commitments at the close of this summit.

Let me thank Deputy Secretary Saul Ramirez and Father Joseph Hacala of the U.S. Department of Housing and Urban Development for sponsoring this very timely Appalachian Summit with the U.S. Departments of Transportation, Labor, and Agriculture, and the Appalachian Regional Commission. Let me also thank our host, Governor Cecil Underwood for the warm and hospitable welcome to Huntington, West Virginia.

Following on the success of President Clinton's New Markets Tour, this summit will bolster the Administration's efforts to develop solutions to address the very critical needs of the people of this great Appalachian Region.

Six and half years ago, President Clinton and Vice President Gore put in place a new economic strategy to successfully move the American people into the new century and the new millennium.

This Administration put our nation's fiscal house in order, invested in our people and expanded trade in American goods and services. By making tough decisions, the American people have reaped rich rewards.

We have the longest peacetime expansion in our history, the lowest unemployment rate in more than four decades, and the highest home ownership rate ever.

Senator Jennings Randolph, sponsor of the Appalachian Regional Development Act, father of the Appalachian Regional Commission, would be so proud of this region's great accomplishments.

It has been a challenge, but clearly progress is being made. Since 1993 some Appalachian counties have seen declines in the unemployment rate, per capita income is up and 77 percent of Appalachia's 18-24 year-olds earn high school diplomas. And today, more than 80 percent of the Appalachian Highway System is now complete.

We are connecting communities to opportunity. As ARC Federal Co-Chairman Jesse White once said, "The Appalachian highways are more than roads in the mountains -- they are very much a lifeline."

We're almost home, but we still have miles to go. Promises have been fulfilled, yet much remain to be kept -- promises Senator Robert Kennedy made during his visit to Appalachia more than 30 years ago.

There are too many communities where unemployment is too high and opportunity is too scarce.

President Clinton and Vice President Gore are committed to widening the circle of prosperity to include those places in Appalachia that have yet to see and enjoy the same economic development and growth as the rest of the nation. The President's New Markets Initiative highlights a new way to invest in these hard-pressed communities.

In the 1960s we discovered that government-directed programs alone cannot assure that every community is connected to America's economic engine of growth.

In the 1980s we discovered that market forces alone are also insufficient to assure that economic advances benefit everyone, with "no one left out."

President Clinton's and Vice President Gore's new strategy -- "a third way" -- seeks to create a partnership between government and the private sector to assure that *no region -- no community -- no one*, is left behind as our nation enters a new era of prosperity.

Today's conference brings together some of those public and private partners to develop solutions to connect the people of Appalachia to opportunity, to economic prosperity.

And the Department of Transportation is committed to supporting the President's New Markets Initiative in Appalachia.

Working with Secretary Andrew Cuomo, Deputy Secretary Saul Ramirez and the Department of Housing and Urban Development, Federal Co-Chairman Jesse White and the Appalachian Regional Commission, Secretary Alexis Herman and the Department of Labor, Secretary Dan Glickman and the Department of Agriculture, as well as with other federal agencies and private partners, we will ensure that our programs are positioned to meet the needs of this region.

The Appalachian Highway System has been the foundation for growth in this region, but good highways are only part of the story. It is going to take more than just highways to bring true economic growth to rural communities across Appalachia. Ports, rails, bus and air service -- a true intermodal transportation system -- must be included in that story.

Our recently announced Rural Transportation Initiative provides for safety improvements and environmental protections important to the health and well being of rural residents. This initiative also strongly supports intermodal solutions.

In the next few months we will sponsor intermodal transportation planning sessions across the region and we welcome your participation.

Over the next five years we will spend nearly \$2.25 billion to help connect rural Appalachia to economic opportunity. But I want to encourage you to look beyond highways.

We have made a commitment to fund major rail lines, airport expansion, transit development, and port development. TEA-21 provides substantial funding to build and improve rural transportation infrastructures and enhance services.

But it is only through active involvement in the surface transportation planning process that these resources can be effectively targeted to the transportation concerns of the people of the Appalachian Region.

Appalachia has few population centers large enough to support major airports and transparks. As a result, individual communities have few opportunities to become major transportation hubs. Therefore, regional cooperation is a must.

The economic growth and benefits of transportation projects are regional in scope. New ways of integrating the transportation needs of neighboring jurisdictions need to be identified and used. Working together -- both within and between states -- Appalachia can achieve the necessary momentum to maximize this area's great potential.

I want to foster a regional conversation that will begin to identify solutions to Appalachia's transportation challenges -- the need for safe and efficient transportation; for better links to major airports and ports; for increased intercity bus service; for improved rail service between rural and metropolitan areas.

My staff led several of the summit's breakout sessions on the types of transportation grants and programs available to the people of Appalachia.

You heard about how intermodal connections for passenger and freight help the transportation system work better. You heard about the transportation planning process and why it is so vitally important for local participation to enhance access to Federal transportation funding.

You also heard about our access to jobs program and how transit can help connect people to jobs. And finally this morning, we talked about the Administration's Livability Initiative and how transportation programs can help make your communities more livable.

In a few moments I will have the opportunity to hear from you. I encourage you to look at these unique and innovative programs to see how they can work best for your communities. You know what works best for Appalachia and for its people.

Clearly transportation is about people. It gives support for community development and for business opportunity. It provides a way for people to reach jobs, education, healthcare, and commercial centers. Transportation is truly the tie that binds.

Let me close on this, I hope today's summit will energize public and private transportation planners in the Appalachian Region to form regional collaborations and partnerships that can develop new and innovative ways to promote economic opportunity.

The Appalachian Summit can only be a success with your input. Government can not do it alone -- we look to partner with you to bring solutions to the people of Appalachia.

Working together, we can design meaningful and workable strategies that widen the circle of prosperity and give opportunity for the people of Appalachia to enjoy a better quality of life. I am confident that America's best days -- and the best days for rural America -- are yet to come.

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VIDEO TAPE REMARKS
PREPARED FOR
SECRETARY OF
TRANSPORTATION
RODNEY E. SLATER
FOR THE
"TRANSPORTATION:
CONNECTING TO
TODAY'S RURAL
AMERICA" SYMPOSIUM,
ON AUGUST 29, 1999,
SPONSORED BY THE
NATIONAL ASSOCIATION
OF DEVELOPMENT
ORGANIZATIONS (NADO)

Hello. I am Rodney
Slater, U.S.
Secretary of
Transportation. I
want to thank each
one of you for
taking part in
today's Symposium on
Intermodal
Transportation for
Rural America.

I also want to
thank the National
Association of
Development
Organizations for
putting on this
program. NADO richly
deserves its
reputation for
having the most
effective and best-
informed network of
rural development
professionals and
local elected

officials, and it is a pleasure to work with you.

This symposium is important for three reasons:

First, President Clinton and Vice President Gore are committed to widening the circle of prosperity. We are experiencing the longest economic peacetime expansion in our nation's history. Home ownership rates are the highest in our nation's history. Yet despite 19 million new jobs added to the U.S. economy since 1993, many rural counties still report poverty rates of 30 percent or more. That's why the President's New Markets Initiative targets rural America as well as many of our inner cities. As the President has said, "We should go into the 21st century leaving no one behind."

Second, at today's symposium you've heard about

innovative intermodal solutions that could make a difference to your community or region. In today's Internet economy, rural America needs a seamless intermodal transportation system that uses buses, trains and planes as well as automobiles. Not everyone can operate a car or even afford one.

The third reason your participation is important, is that you are now better positioned to take advantage of the new Transportation Equity Act for the 21st Century that President Clinton signed into law last year. TEA-21, as it is called, not only calls for record-level investment in surface transportation, it also calls for a record-level investment in intermodal transportation.

Thanks to NADO's advocacy efforts during congressional consideration of TEA-21, this legislation now offers rural communities, like the ones you represent, a meaningful role in transportation planning.

Committed to being a truly visionary and vigilant Department of Transportation, leading the way to transportation excellence in the 21st Century, the Department has formulated a strategic plan that has been recognized as the best in government. That plan includes a recently announced Rural Transportation Initiative, which provides for safety improvements and environmental protections important to the health and well

being of rural residents. This initiative also strongly supports intermodal solutions.

By taking part in this symposium, each one of you is well positioned to spark new possibilities in intermodal transportation for rural America. What happens next is up to you. Given the commitment you have demonstrated by participating in this symposium, I am confident that America's best days- and the best days for rural America- are yet to come.

Thank you.

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Memorandum

U.S. Department of
Transportation

Office of the Secretary
of Transportation

Subject: BRIEFING: Videotaping of message to
NADO Transportation Symposium

Date: August 10, 1999

From: Jose Vazquez
Special Assistant to the Secretary

Reply to Lorie Dankers
Attn. of 6-5565

To: The Secretary

DATE: August 10, 1999

TIME: 1:15 pm

DURATION: 15 minutes

LOCATION: Media Center, Room 2201

PURPOSE: This videotape supports the Department's strategic goals of **MOBILITY** and **ECONOMIC GROWTH AND TRADE**.

This videotaping has been requested by Aliceann Wohlbrook, Executive Director of the National Association of Development Organizations (NADO), to be presented to participants in NADO's transportation symposium "Transportation: Connecting to Today's Rural America" during NADO's 32nd Annual Training Conference in New Orleans on Sunday, August 29.

BACKGROUND: The Secretary declined to address this symposium, which takes place during his private time in August. Gene Conti will represent the Department. In lieu of participating in person, the Secretary has agreed to provide this videotaped greeting, which is scheduled for presentation at the end of the Symposium.