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U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
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Speech

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DALLAS AREA RAPID TRANSIT FULL FUNDING GRANT ANNOUNCEMENT
DALLAS, TEXAS
OCTOBER 2, 1999

We are here today to sign a full funding grant agreement committing $333 million over five years to fund the Dallas Area Rapid Transit (DART) North Central Light Rail Extension.

Last February 2nd, Vice President Gore and I promised that the Federal Transit Administration would negotiate a Full Funding Grant Agreement with DART for the design and construction this project. Three days later, FTA Administrator Gordon Linton came to Dallas to forward those negotiations. He left a pen with Roger Snoble expressly for the signing ceremony, when the time came.

The time has now come for the U.S. Department of Transportation and DART to sign this agreement. Gordon Linton is unable to attend today, but FTA Deputy Administrator Nuria Fernandez has joined us for the ceremony.

This is the right kind of investment in America's future, because it is an investment in transit station construction whose costs are shared by the public and private sector

This is a concrete example of what President Clinton and Vice President Gore call the "Third Way." In the 1960s, we learned that government couldn't do it all alone; in the 70's and 80's we learned that the private sector couldn't either. The Third Way of Clinton-Gore is the best of both worlds -- a private/public partnership for progress.

I would contrast this wise commitment for Dallas' future with the unwise Congressional tax-cut bill President Clinton vetoed last week in Washington. Here we are investing to promote economic development.

The tax-cut, on the other hand, would have drained hundreds of billions of dollars from the Social Security surplus in the years ahead, risking both our hard-won fiscal discipline and our record, 101-month economic expansion.

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By contrast, building the North Central Light Rail Extension here in Dallas will encourage economic growth by spurring additional investment in and around transit stops. New businesses will open, such as day care facilities, retail shops, security stations and others that make it possible for people to have access to employment, education facilities and other community destinations, without owning a car.

DART has the proven track record to successfully manage this project. DART already operates one of the most successful new light rail lines in the nation -- a 20 mile segment from downtown Dallas to the north Dallas Park Lane Station near Southern Methodist University. Since it opened in June of 1996, this earlier project has already exceeded its expected ridership of 33,000 riders per month by 4,000 riders.

The North Central Extension will extend the light rail line 12.5 miles, reaching out to serve the rapidly growing communities of Plano and Richardson north of Dallas. This will provide much needed traffic relief to U.S. 75.

I've often said that transportation is more than concrete, asphalt, and steel: it's about people, and about creating opportunities for them to lead better, more productive lives.

That's what this project does. It will provide opportunities for people, who otherwise would have no means of transportation, to get to jobs and schools. Nationally, we have taken almost 3 million people off the welfare rolls and onto the payrolls.

President Clinton and Vice President Gore want another million to be off welfare; for this to happen these new employees will need transportation to get to their new jobs.

The Dallas Region has provided a high level of commitment to the North Central Light Rail Extension and considers it the centerpiece of mobility and future development opportunities in the North Central Corridor.

Let me close by congratulating you on your outstanding achievements and on meeting the criteria to be awarded a Full-Funding Grant Agreement. Your project made the cut. We are ready to sign.

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Speech

PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE AMERICAN ASSOCIATION OF STATE TRANSPORTATION OFFICIALS
BOARD OF DIRECTORS MEETING
TULSA, OKLAHOMA
OCTOBER 2, 1999

I am delighted to join you here in Tulsa for AASHTO's 85th Annual Meeting.

Before I begin my prepared remarks, please join me in remembering the life and accomplishments of the Federal Highway Administration's first administrator, Frank Turner, who died last week. He was a public servant whose long and productive career in the field of transportation remains unsurpassed for its professionalism and commitment to excellence. Frank has been called the most distinguished engineer in the history of FHWA. We mourn his passing.

It has been a special pleasure to work with President Dan Flowers this past year. When you talk to a fellow Arkansan, there are some things you just don't have to explain. I also want to acknowledge Dan for his work in Arkansas pulling together a five-state alignment for the route of the I-69 Trade Corridor, which is a centerpiece in America's long-term NAFTA strategy. Although NAFTA has only been in operation for five years, U.S.-Mexico trade is already more than twice pre-NAFTA levels. So Dan's work is important not only to Arkansas and neighboring states, but also to the future economic well being of all Americans. Dan has also demonstrated his leadership in innovative financing, by obtaining $800 million in "Garvey" bonds for the Interstate repair program.

I'm also looking forward to working with your incoming President, Tom Warne, during the coming year. Tom's commitment to opening up new lines of communication with the U.S. Department of Transportation promises to raise our partnership with AASHTO to even 'higher heights' in the coming year. Tom also did a great job using $1.5 billion in innovative contracting to complete the I-15 'design-build' project three years ahead of schedule, in time for the Olympics.

Tom is a key player in environmental streamlining. As he himself put it, "In the beginning of the Interstate era, we built the greatest freeway system in the world; but aesthetics and preserving the environment weren't part of that mission. Now we need another transformation." This commitment to "thinking beyond the pavement" is exactly what President Clinton and Vice President Gore's had in mind when they created the Livable Communities initiative.

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Let me say a word about your new Executive Director, John Horsley. I know from his work for me at U.S. DOT, that he is committed to the intermodal approach this country needs for 21st century transportation. John had big shoes to fill when he took this position, but he is clearly up to the challenge.

This is the last AASHTO annual meeting of the 20th century. Is America's transportation system ready for the challenges of a new century and a new millennium? My response is that the state of America's transportation infrastructure is good -- and getting better. But there is still important work to be done. And we need AASHTO's help to do it

Under the President and Vice President's leadership, this nation has established an unprecedented economic base for growth. Over the last six and one-half years, we have created the longest peacetime economic expansion in history, with more than 19 million new jobs, the lowest unemployment in 29 years and the lowest welfare rolls in 32 years. We also have the first back-to-back surpluses in 42 years, the highest home ownership in history and the largest federal budget surplus ever -- some $115 billion for the fiscal year that ended last week.

We reached yet another economic milestone just last Thursday, when President Clinton announced that median family income in the United States is now the highest that it has ever been, up by more than $5,000 per year per family since he took office in 1993.

To support even more growth in the future, we have used our solid economic achievements to launch an unprecedented investment in transportation infrastructure. On June 9th we celebrated the one-year anniversary of the centerpiece of that program, The Transportation Equity Act for the 21st Century (TEA-21). By setting our fiscal house in order, the President made possible this record-level $200 billion investment in the future of our highways, rail and mass transit. AASHTO worked closely with us during the legislative process that led to passage of TEA-21. I hold that cooperative effort to be the single most important achievement in the history of the partnership between U.S. DOT and AASHTO.

Our top priority in implementing TEA-21 -- and in everything else that we do -- is safety. As I reported to the Board during your April meeting in Little Rock, U.S. DOT is grateful for our partnership with AASHTO on the safety front. Your goal of saving an additional 5,000 to 7,000 lives over the next five to seven years closely tracks the U.S. DOT 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.

One important development since I spoke to you in April is that we have significantly raised the bar for Commercial Vehicle Safety, which had been set at 20 percent over the next 10 years. In May, we set a tougher goal -- cutting the number of truck and bus deaths by 50 percent within the decade. As of today, I can't tell you exactly how we will accomplish this, but I know that stretch goals work and I am confident that with AASHTO's help, we will reach this safety milestone.

These achievements represent the success of our vision, but to protect and build on these successes, we must also remain vigilant. It was vigilance that led President Clinton to veto the tax-cut bill sent to him by Congress two weeks ago because -- in his words, *"It ignores the principles that led us to the sound economy we enjoy today and emphasizes tax reduction for those who need it least."*

The Congressional tax-cut bill would have absorbed virtually all of the projected budget surpluses, leaving next to nothing to address the long-term solvency of Social Security and Medicare or the funding of other national priorities, such as education. It also would have forced interest rates higher, imposing what amounts to a tax *increase* on everything and everybody, including state highway funding.

We also must remain vigilant with respect to other legislation. On Monday night we expect this year's appropriations bill to pass the Senate. While the bill contains the largest transportation appropriation in history -- some $50 billion -- it also contains two troubling provisions. First, the bill does not meet the Administration's request for Federal Aviation Agency operations or capital programs; and second, 90 percent of the discretionary money in the bill has been earmarked, eliminating much of the flexibility TEA-21 was supposed to provide.

Let me briefly respond to some of the concerns you may have about the implementation of TEA-21 and other programs:

The purpose of the Environmental Streamlining provision of TEA-21 is to simplify and speed up environmental approvals for highway and mass transit projects, without compromising environmental protection. We are still working out the coordination on this, but making solid progress. I mentioned that Tom Warne has taken a strong interest in streamlining, and I am confident that AASHTO and U.S. DOT can work together to make this entire process run more smoothly.

The Administration has decided not to contest the March 2nd U.S. Court of Appeals decision that struck down several provisions of EPA's air quality conformity regulation, including the "grandfather" clause allowing projects approved before EPA issued the regulation to proceed, even if they fall short of full

conformity. By disallowing this exemption, the court has significantly affected transportation programs in several states.

I am committing the Department to work closely with State DOTs and municipal planning organizations to quickly resolve any conformity problems, while still meeting the requirements of the Clean Air Act. We believe this approach is preferable to trying to amend the Clean Air Act, a step which would add further delays to projects and create new uncertainty as well.

One of the most significant provisions of TEA-21 is the Disadvantaged Business Enterprise Program that helps insure that minority and women-owned businesses can participate in TEA-21 funded programs. I know that some of you are wondering whether states that missed the October 1st deadline for an approved DBE plan will now have to forfeit federal funds.

My answer is that we are committed to our partnership with State DOTs. Your cooperation is essential to the success of the DBE program. Only one state has yet to submit its plan in accordance with the regulation. So our intention is to work with your staffs to meet legislative, judicial and regulatory standards. So long as you are making a good faith effort -- as almost all of you are -- it is in no one's interest to threaten to cut off funds without cause.

However, in those very few cases where a state cannot or will not take the actions needed to conform to the regulations, we will take whatever action is necessary to assure compliance.

President Clinton has said "Investing in technology is investing in America's future." Both the public and private sector are investing in advanced technologies that will produce major innovation in structures and materials, such as high performance concrete and advanced forms of asphalt, and 'intelligent' materials that give advance warning of impending failure.

Many of these concepts are already being tested in first-generation experiments across the country. When fully deployed this technology will lead to improved safety as well as reduced maintenance and replacement costs.

One terrific example of reducing maintenance costs is the 25-year research agreement to be signed tomorrow, between the U.S. Department of Transportation's Research and Special Programs Administration (RSPA) and the New Mexico State Highway and Transportation Department. Under this agreement, RSPA will validate New Mexico's actual cost-savings under an innovative highway construction and maintenance contract with a private contractor, in which the contractor will guarantee roadway infrastructure

performance for 20 years or more. New Mexico estimates it will save $89 million dollars.

I also expect the digital revolution will have a major impact on future highways. A complex, interconnected transportation system is emerging, brought about by advances in navigation, communications, and computing technologies. Through Global Positioning Satellite (GPS) receivers, we will be able not only to know exactly where we are -- we will also know about traffic conditions and safety hazards on the road ahead of us. This will result in safer, less congested travel.

However, we don't always take advantage of benefits of technological innovation. The new Plexiglas stop sign is a perfect example. It is not only cheaper than aluminum signs, but offers better reflectivity. It also lasts longer, is graffiti-proof and bulletproof. Despite these advantages, and despite national certification by the Civil Engineering Research Foundation, it is not yet in use because plastic doesn't meet state standards specifying aluminum.

No sermon is complete without an altar call. Today I am asking AASHTO to work with us in eliminating the barriers to getting new or existing infrastructure technologies into practice "better, cheaper and faster."

The next century will bring changes that we cannot even imagine today. By putting our economic house in order, so that we can afford to invest in our future, we have established a firm foundation for an era of unprecedented prosperity for all Americans, whatever emerges from the laboratory.

President Clinton has said that *"Now is not the time to rest, but to but a time to build."* The task ahead is to build on our solid economic achievements by committing ourselves to the new possibilities created by innovation. Now is the time to move from "strength to strength" to assure that America's best days are yet to come."

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Speech

PREPARED REMARKS
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
41ST ANNUAL TRANSPORTATION RESEARCH FORUM
WASHINGTON, D.C.
OCTOBER 1, 1999

President Gellman, and officers and members of the Transportation Research Forum: I am delighted to be able to join you for this 41st annual gathering of America's leading transportation professionals.

I want to personally thank Administrator Jolene Molitoris of the Federal Railroad Administration (FRA) for switching places on the schedule with me at the last minute. Her flexibility yesterday, made my participation possible today. Jolene is just one of a long list of U.S. Department of Transportation speakers on this year's program. Our high level of participation demonstrates just how important this meeting is for DOT.

At yesterday's session on rail safety, you had a chance to hear from DOT Deputy Assistant Inspector General Frank Mulvey and FRA Associate Administrator for Safety, George A. Gavall.

At the aviation safety session, the Federal Aviation Agency's Assistant Administrator for Policy Planning and International Aviation, David F. Traynham, represented the Department.

At the motor safety session, DOT presenters included Deputy Assistant Inspector General Patricia J. Thompson and John Grim, Director of the Office of Data Analysis and Information Systems at the Federal Highway Administration.

For yesterday afternoon's sessions, Charles White, who is Associate Administrator for Policy and Program Development at FRA, represented the Department on the rail competition panel. Deputy Assistant Secretary for Transportation Policy, Albert Eisenberg, presented DOT's viewpoint on motor carrier competition.

Looking ahead to tomorrow's session on the future of Amtrak, Mark Dayton, Director of Competition and Economic Issues in DOT's Office of Inspector General, will represent DOT. I want to personally thank Mark and all the other TRF program committee members who put this year's impressive agenda together, for a job well done.

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This year's TRF program emphasizes transportation safety and competition. Both are vital components of President Clinton and Vice President Gores' transportation agenda. President Clinton is committed to rebuilding America by providing a record, balanced investment in transportation that meets our vital national interests and enhances the quality of life of all Americans. Reaching these objectives presumes safety and requires competition.

The Transportation Equity Act for the 21st Century, which President Clinton signed into law in June of last year, assures a record-level investment of nearly $200 billion in our surface transportation system over the next five years. Its innovative provisions have changed the ground rules for public works projects, hopefully forever.

One TEA-21-concept particularly worth mentioning, is the Transportation Infrastructure Finance and Innovation Act, or TIFIA. President Clinton has called TIFIA *"a catalyst for creating jobs and continuing our nation's record economic growth."*

This program promotes innovative projects and requires innovative financing.

Last Monday, I announced the first five successful TIFIA applicants. Each had demonstrated that its project will advance at least one of DOT's four objectives for America's transportation system in the 21st century -- a system that must be "international in scope, intermodal in form, intelligent in character and inclusive in service."

The financing is innovative because DOT provides credit assistance to public and private lenders, rather than loans or grants for the projects themselves. In this way, a few federal dollars can go a long way. This is what Vice President Gore means when he calls for "Common-sense government."

We can afford to make these kinds of investments on the eve of the new millennium, without breaking the budget, because America today is enjoying the benefits of an unprecedented 101-month economic expansion.

Since President Clinton and Vice President Gore took office in 1993, our strategy for economic growth has already created more than 19 million new jobs, brought down inflation and helped to produce the first budget surplus in decades. Last Monday, the President announced that the 1999 budget surplus would reach at least $115 billion. Even after adjusting for inflation, this is the largest surplus in history

The benefits of the Clinton-Gore recovery have also reached more Americans than past expansions. For example, African-American poverty and unemployment are now at the lowest level ever recorded. And in 1999, a higher percentage of African-Americans own their own homes and their own businesses than ever before.

The $290 billion deficit we inherited when we took office in 1993 has been cut to zero. If we stay if course, we will pay off the entire national debt by the year 2015. That is why we could not afford the Congressional tax cut bill the President vetoed last week. It would have drained hundreds of billions of dollars from the social security surplus in the years ahead, risking both our hard-won fiscal discipline and our continuing economic expansion.

This threat to Social Security is real. According to the Congressional Budget Office, the proposed Congressional tax cut would use up at least $18.6 billion of the Social Security surplus we need to assure Social Security to older Americans in the years ahead.

From Day One this Administration has been committed to "putting people first." And with respect to transportation, putting people first means putting safety first. On President Clinton's watch, highway fatality and drunk driving fatality rates have reached record low levels. Seatbelt use is at an all-time high, and highway-rail crossing deaths are also down to a record low level. And last year, despite growing vehicle traffic, the number of deaths resulting from crashes involving commercial motor vehicles dropped by almost 100.

But as impressive as these accomplishments are, the President has said, *"This is not a time to rest, but a time to build."*

This is certainly true with respect to motor vehicle safety. The sight of that overturned school bus on the news Wednesday night was upsetting to every parent of a school age child, indeed to every American. One hundred fewer deaths in truck and bus crashes last year still means that more than 5,300 people were killed.

This is unacceptable to the President; it is unacceptable to me -- and I know that it is unacceptable to each one of you.

I believe in stretch goals. At a meeting last May I was presented with a proposed Commercial Motor Vehicle Safety Plan that called for a 20 percent reduction in truck and bus-related fatalities within the next 10 years. That wasn't good enough.

When that meeting ended, our new goal was to cut the number of truck and bus deaths by 50 percent within the decade. As of today, I cannot tell you exactly how we will accomplish this. But I am confident that the insight and creativity of Transportation Research Forum members will help us meet that goal.

We have already taken some significant action -- we've doubled the amount of the average fine for regulatory violations; we've tripled the number of federal safety investigators; and we've reduced the backlog of enforcement cases by two thirds. We've also increased the number of compliance reviews by nearly 60 percent.

On August 2nd we introduced major new legislation to Congress, proposing tough additional penalties, stricter rules and additional research into advanced technology. We are also undertaking a major study of the causes of truck crashes.

Turning to railroad safety, one current priority is to reduce deaths and injuries at highway-rail grade crossings. In 1993, the Department launched a multimodal, 55-point initiative to save lives at highway-rail grade crossings. This has resulted in 33 percent fewer deaths and 30 percent fewer highway-rail crossing collisions over the past five years. All of this was achieved during a period in which traffic increased, both on highways and railroads.

As we inaugurate high-speed rail corridors crossing portions of 17 states, the importance of rail safety will require heightened vigilance by both government and industry. This is an area where technology can play a major role, including improved roadways and train-borne devices that provide more effective warning of the train's approach to motorists.

With respect to safer air travel, Vice President Gore's "Safer Skies Initiative" seeks to reduce fatal accidents by 80 percent within the decade. To reach this milestone we need to put more effort into all aspects of aviation safety. As the number of trips taken by individual travelers approaches one billion annually in the decade ahead, it will be essential for this safest of all modes of travel to move to 'higher heights' and become even more efficient than ever.

That is why we are working hard to modernize the Air Traffic Control System.

We are also working hard to upgrade America's airports. On Wednesday, President Clinton signed legislation releasing the final $290 million of Fiscal 1999 funds for the FAA's Airport Improvement Program. A significant portion of the funds released this week will go to help regional airports vital to the economic prospects of rural America.

Aviation is also an area of major activity on the competition front. Deregulation has been a resounding success. Adjusted for inflation, fares today are one-third less than in 1978. And competition has led to increases in airline efficiency that has resulted in making U.S. carriers the world's leading airlines.

But residents of rural America and many smaller cites and towns have yet to share in the full benefits of deregulation. Our major concern is in short-haul markets of less than 750 miles where there is no low-fare competition.

We've put the airlines on notice that if they seek to drive a competitor out of a market in order to keep airfares high, we will take action. We are also reviewing airport practices and computer reservation system practices to determine if they are being used in a way that inhibits competition.

As part of FAA Reauthorization this year, we have also proposed eliminating the slot restrictions at three of the nation's busiest airports and making more funds available to add gate capacity and other improvements that would enhance competition.

Last week I announced DOT's decision to grant JetBlue Airways an exemption for 75 slots at New York's John F. Kennedy Airport. JetBlue has said it will use these slots to add low-fare service between New York and approximately 30 cities by 2003.

With respect to competition in international air travel, this Administration has reached Open Skies agreements with 36 countries, resulting in enormous benefits for the countries involved, the airlines that serve these routes and the passengers that fly on those airlines.

Open Skies agreements are a milestone for competition, but not our final destination. We have asked our Open Skies partners from around the world to meet with us in Chicago this coming December, to look "beyond Open Skies" to the possibilities for a truly global international aviation system for the 21st century.

When you look at the future not just of nations, but also of continents, the fundamental role of transportation in promoting economic growth and the quality of life for ordinary citizens becomes crystal clear.

Yesterday afternoon I returned from Atlanta, where I hosted a three-day meeting of transportation ministers from Africa. The purpose of this Ministerial was to implement the commitments President Clinton made during his historic trip to Africa last year, to build a new partnership with Africa that would support economic growth and regional integration -- as well as increase trade and mobility.

Promoting safety and fostering competition is essential to the success of this partnership. To thrive in the new millennium, African economies must become fully connected to the global economy. Transportation is truly the tie that binds us together as communities, as regions, as nations -- and, ultimately -- as a world.

And we advanced that agenda yesterday, during the 1st Pan African Conference -- which was also held in Atlanta -- by joining with Delta Airlines and South African Airways for the signing of a new marketing agreement that will provide for the first, direct, non-stop service between New York's JFK and Johannesburg.

Assuring that our transportation system is both safe and competitive is fundamental to extending America's unprecedented prosperity into the new century and the new millennium. It is also vital to our leadership role in the family of nations.

At DOT we are committed to moving from strength to strength in partnership with organizations like the Transportation Research Forum, to provide the vision and the vigilance to build a world-class transportation system that is safe, competitive and efficient. With your help, I am confident that America's best days are yet to come.

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REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA LISTENING SESSION, BATON ROUGE
OCTOBER 1, 1999
BATON ROUGE, LOUISIANA

Delighted to be in Baton Rouge -- on the historic campus of Southern University -- for our second Delta Listening Session.

I thank Chancellor Edward Jackson and the students, faculty and staff for allowing us the use of the Smith Brown Memorial Student Union.

For more than a century, this distinguished land-grant university has been opening doors of opportunity -- equipping every student with the needed tools to achieve greatness.

One of the crown jewels of our Historically Black Colleges and Universities -- Southern University graduates more African-American engineers, computer scientists, and mathematicians than any other university in the nation.

Today, we've had an extraordinary listening session, and we have accomplished much. I thank you for your participation, for rolling up your sleeves and getting down to the business at hand --- the business of defining the Delta's next steps for continued success.

We came here today to engage you -- the people who live and work here -- who know best what needs to be done.

I believe what we do today will help the people of the Mississippi Delta reach even higher heights at the dawn of a new century and a new millennium.

Clearly, our most famous native son, President Clinton, is this region's strongest supporter -- our greatest advocate.

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.

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We are seeing the benefits of the Clinton-Gore Administration's commitment to advance economic opportunity in the Mississippi Delta Region.

Unemployment, while still above the national average in many areas, is on the decline. President Clinton's Workforce Investment Act of 1998 is providing record opportunity. Infant mortality is down and we are seeing successes inside the classroom. Empowerment Zones and Enterprise Communities grants are helping to build sustainable communities.

We are connecting the people of the Delta to opportunity -- to a better quality of life.

Here in Louisiana, we are helping the rural poor make the critical transition from poverty to self-sufficiency. Louisiana received more than $2 million from the Job Access and Reverse Commute program, to connect low-income residents to jobs in hard to reach locations. As Vice President Gore has often said, "you can't *go* to work if you can't *get* to work."

Last year 426 people died in alcohol-related crashes in this state. That is why, today I am announcing a $1 million cooperative agreement between the U.S. Department of Transportation and the state of Louisiana to reduce alcohol-related crashes. We can and must reduce these tragedies -- this grant will help us get there.

Math and reading scores are on the rise in the Delta. To continue those classroom successes, President Clinton and Education Secretary Riley yesterday announced $350 million in Title I funds for the Delta Region.

Baton Rouge's transportation system is seeing tremendous growth. The Baton Rouge Metropolitan Airport is undergoing an aggressive renovation program. In the last five years, the airport has received $28.4 million in federal funds for expansion.

The 4-mile widening of Interstate's 10 and 12 from Acadian Thruway to Airline Highway - a $69 million project – is expected to be completed by January 2000.

Under the DOT's Borders and Corridors program, the Delta Region was awarded a $10 million grant for environmental studies of proposed I-69 corridor. It will be one of this nation's major economic development investments of the 21st century and the Delta Region is well positioned to reap the benefits.

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These are just a few of the many great stories we are witnessing in the Mississippi Delta.

You can read more about these success in *The Mississippi Delta: Beyond 2000* -- our interim report released a week ago Thursday. You should already have a copy. You can also find the report on our new web site, **www.dot.gov/delta.** The site links you to the many federal agencies involved in this initiative. And we have a toll-free number, **1-888-273-4117.**

Clearly, our progress has been considerable. But, "we have miles to go before we sleep." As the President often says, this is not a time for complacency -- not a time to rest, but a time to build.

We still have too many families living in poor rural areas. These stubborn pockets of poverty *must* be included in America's bounty.

Our challenge is to find ways to connect rural communities here in the Delta Region -- and across America -- to opportunity so that they, too, can realize the American dream.

President Clinton and Vice President Gore are working hard to ensure that as we go into the 21st century no community -- no American -- will be left behind.

In the 1960's government didn't have all the answers. In the 1980's, the market didn't either; our economy moved forward, but more and more Americans were left behind.

President Clinton's and Vice President Gore's New Markets Initiative is a third way -- government and business work together to inject new capital, new investment, and new opportunity into hard-pressed communities.

Transportation plays a critical role in this initiative. There is a direct correlation between transportation and economic growth; investments in infrastructure translate into investments in people. It is the tie that binds.

The connection between transportation investment and the creation of new market opportunities for job creation is both immediate and direct.

I often say that transportation is about so much more than concrete, asphalt and steel -- it is about people.

Let me close on this. Under President Clinton's and Vice President Gore's leadership, this country is fundamentally a better, fairer place than it was a generation ago. But we have "miles to go before we sleep."

Much work remains to be done to bring sustained opportunity and hope to all of the people of the Mississippi Delta Region. Our goal for today's listening session, and in Vicksburg tomorrow and Cape Girardeau on Monday, is to outline a blueprint for success in 2000 and beyond.

We must continue to move from strength to strength, working together to provide all of our people with greater opportunities to lead safer, happier, more fulfilling lives.

We, as a nation, can move into a period of limitless opportunity if we are ready, if we are prepared -- limitless opportunity in a new century and a new millennium. Let us march forward together -- strong and courageous and with the understanding that if we seek, we shall find, if we ask *and* give, we shall receive.

And know this, that by working together at the dawn of a new century and new millennium, we can ensure that the Delta Region's best days -- America's best days -- are yet ahead of us.

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REMARKS AS PREPARED FOR DELIVERY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
J. L. TURNER LEGAL ASSOCIATION FOUNDATION
47TH ANNIVERSARY AND SCHOLARSHIP BANQUET
OCTOBER 2, 1999

Acknowledgements

(For Introduction) Honorable Vonciel Jones Hill, Municipal Judge of Dallas City Court

Congresswoman Eddie Bernice Johnson

Honorable Ron Kirk, Mayor, City of Dallas

Harold Pope, President, National Bar Association

Sonya D. Hoskins, 1999 President, J.L Turner Legal Association

"And distinguished members and guests of the J.L. Turner Legal Association"

I think it is particularly appropriate that a room full of lawyers has arranged for someone with *Ginger Gadsden's* skills to manage us tonight.

She is not only our Master of Ceremonies, but as an accomplished news anchor, she is a master at making the obscure clear and the complex understandable. She is also a master of getting straight to the point.

I suspect we lawyers could learn some useful lessons on all three counts.

With that thought as my inspiration, let me get straight to *my* point:

At the dawn of a new century and a new millennium, the work of this great Foundation is part of the most important task facing our nation. And that task is educating our people so that we can move from 'strength to strength' to meet challenges of the 21st century.

As President Clinton said this past August, the coming millennium—

"Will be dramatically different from five, ten years ago. The way we work, live and relate to each other 20 years from now will be almost unrecognizable from what we were doing on the day I first took the oath of office."

A commitment to education is therefore absolutely essential to preparing for what lies ahead. And reaching up to 'higher heights' with educational opportunities is what the J.L. Turner Legal Foundation is all about.

Actually, that is what J.L. Turner himself was all about. He began the practice of law here in Dallas during the era of segregation, at a time when African-American lawyers were called "boy."

J.L Turner took the high road, responding to indignity with grace, and earning the grudging respect of his white colleagues for his mastery of the fields of probate and real estate law.

But J.L. Turner was not content with a passive approach to injustice. Over the years he was to move to the forefront of the legal challenges that eventually led to the dismantlement of America's version of Apartheid.

He was able to do this because he had an education -- and a legal education at that. It is therefore fitting that this foundation, named in his memory, is devoted to reaching out with educational opportunities for others.

For African-Americans, access to educational opportunity is no small matter. For us, there is a direct connection between learning and liberty.

As the Greek poet and philosopher *Epictetus* wisely said more than 20 centuries ago, *"Only the educated are free."*

In the Old South, those who sought to keep their slaves in chains were well aware of the threat even a little knowledge posed to their 'peculiar' institution. Consider what happened to the grandfather of *Dr. Percy L. Julian,* the renowned African-American chemist who, over his lifetime, was awarded 105 patents -- among them a treatment for glaucoma and a low-cost process to produce cortisone.

When Percy Julian decided to leave Alabama to go to college in Indiana, sometime around 1916, his entire family came to see him off at the train station. His 99-year old grandmother, a former slave, was there. His grandfather was also there. Only his grandfather's right hand was *two fingers short.* Those fingers had been cut off for violating the code that forbid slaves to learn to read or write.

So for African-Americans, educational opportunity has a deeper meaning than it may have for those with other kinds of historical memories. For us, education is the doorway to freedom as well as to knowledge.

It is also the entrance hall to earning a decent living, as is reflected in the theme of this 1999 Banquet, to *"Provide Leadership for Social Justice and Economic Empowerment in the 21st century.*

President Clinton and Vice President Gore have provided the vision and the vigilance to support just that kind of leadership.

And for African-Americans, the last six and one-half years represent an era of unprecedented social and economic advances:

The Clinton-Gore Administration has named more African-Americans to Cabinet seats, judgeships, and high posts than any administration in history;

African-American paychecks are growing; our median income is up; welfare rolls are shrinking; and African-American home ownership is at an all-time high;

African-American and Hispanic unemployment are at the lowest level on record; there are more African-American business owners and CEO's today than ever before.

We can credit the President and Vice President's overall economic strategy for many of these achievements:

The strength and historic duration of the current 101-month economic expansion has helped bring economic opportunity to millions of people once cut off from the economic mainstream;

Our economy has created more than 19 million new jobs since January 1993; this helped to produce the first budget surplus in decades;

And last Monday, the President announced that the 1999 budget surplus would reach at least $115 billion. Even after adjusting for inflation, this is the largest surplus in history.

Yet, as the President has emphasized, *"This is not a time to rest but a time to build."*

Despite unprecedented economic growth there are still pockets of poverty, particularly in the Mississippi Delta, Appalachia, and our central cities, whose economic recoveries have lagged behind the rest of the nation.

The President spoke to Jesse Jackson's *Wall Street Project Conference* on January 15, about these communities and challenged investors to take the lead in investing in America's own "new markets."

He followed through to his challenge to Wall Street by announcing the New Markets Initiative in his State of the Union Message, and by urging the Congress to fund the program in his FY 2000 balanced budget.

This summer the President toured New Market communities in the Mississippi Delta and Appalachia, as well as Native American reservations and some of our inner cities. I had the opportunity to travel with him, and at each stop he was working to stimulate private sector investments as well as celebrating what many of these communities have been able to achieve despite the odds stacked against them.

In his remarks to the National Education Summit two days ago, the President said that he was very grateful for all of the economic advances of the last six and one-half years. He also said this --

"But I'm also grateful that during this period we were able to nearly double the federal investment in education, to help you provide your children and your schools more of the tools they need:

We've increased early childhood investment through Head Start. We've opened the doors of college wide...

We've increased Pell Grants and established education IRAs; we've begun to organize an army of tutors.

We now have a thousand colleges and universities, I believe in every state in the country, involving themselves in America Reads, to try to make sure that all eight-year olds can read when they finish the third grade."

The President has called upon all of us to ensure that all American children have marketable skills for 21st century jobs.

At the U.S. Department of Transportation, we have responded through our Garrett A. Morgan Technology and Transportation Futures Program. We are partnering with elementary and middle schools, high schools, colleges, universities and transportation-sector businesses to promote technology education and training. In the last two years we have reached tens of thousands of students.

Along with protecting the financial integrity of Social Security and Medicare, the President's concern about educating America's children was a major factor in his decision to veto the Congressional tax cut bill last Thursday.

Finally, in addition to your concerns about social justice and economic empowerment at this year's meeting, you have also chosen to examine the changing nature of leadership for the 21st century.

I would like to suggest the possibility that the nature of leadership is not so much changing, as it is returning to its deepest spiritual roots. In his sermon on *The Drum Major Instinct,* Dr. Martin Luther King explains why we human beings seek positions of prominence in the first place.

You probably remember Dr. King's message: "There is, deep down within all of us, an instinct. It's a kind of *drum major instinct* -- the desire to be out in front, the desire to lead the parade."

We are often amused when small children push their way to the front. But as we grow older, it is the drum major instinct that causes many us to live above our means in order to impress others. And it is the drum major instinct that leads to self-centered boasting and a distorted personality that pushes others down in order to push us up.

And, as Dr. King pointed out, "A lot of the race problem grows out of the drum major instinct -- a need some people have to feel superior -- and need that some people have to feel they are first."

The really amazing thing about Dr. King's sermon -- his basic point, actually -- is that he did not call upon his listeners in the pew to *resist* the drum major instinct. Instead, he sought to harness this apparently negative force in a positive way.

He sought to redirect the powerful energies behind racism and pride into the more productive channel of service to others.

As Dr. King said, *"If you want to be important -- wonderful. If you want to be recognized -- wonderful. If you want to be great -- wonderful. But recognize that he who is the greatest among you shall be your servant. That's your new definition of greatness."*

For me, the J.L. Turner Legal Foundation is the hallmark of what 21st century leadership is all about.

It is about serving others in a way that empowers them to make a difference. And there is no arena that offers a greater opportunity to empower others than education.

Thank you for all that you've done for the cause of education -- and thank you who you are. Amen.

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U.S. Department of Transportation
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News

FOR IMMEDIATE RELEASE
Monday, October 4, 1999

DOT 155-99
Contact: Bill Schulz
Tel.: (202) 366-4570

Statement by Transportation Secretary Rodney E. Slater

Earlier this year, as Congress began its effort to reauthorize the programs of the Federal Aviation Administration, the Clinton Administration set forth its vision for aviation in the 21st Century, based on fundamental principles designed to enhance safety, ensure competition and improve our aviation system's efficiency and capacity.

These fundamental principles formed the foundation of the Administration's legislative proposal: addressing the critical need to reform the management and financing structure of the air traffic control system, significantly increasing the financial support for air traffic control and promoting commercial aviation competition throughout the system.

Currently, 95 percent of the Administration's key reform elements are addressed in legislation either in the House, H.R. 1000, or the Senate, S. 82. But as the Senate begins its deliberations on S. 82 today, we have a critical opportunity to establish air traffic control management reform, cost-based accounting and a budget mechanism to ensure that our investment in the system matches its anticipated growth in the years ahead.

Six years ago -- after the airline industry had lost $10 billion -- the airlines and the Clinton-Gore Administration mapped out a bold plan to get the industry back on its feet. Four years ago, we worked with Congress to reform the personnel and acquisition management systems of the FAA. Today, we have the opportunity do even more.

As a result of these efforts, our commercial aviation industry has sustained six years of impressive growth, as has our nation's record-setting economy. But as three national commissions have clearly stated, air traffic control is in urgent need of efficiency and capacity reform if we are to turn the tide on the system's growing gridlock. Today, we are pledged to working with Congress to achieve the third key part of reform -- air traffic control management and financing reform -- and meet the challenges for the system in the next century and the next millennium.

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U.S. Department of Transportation
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News

FOR IMMEDIATE RELEASE
Monday, October 4, 1999

DOT 156-99
Contact: Bill Adams
Tel.: (202) 366-5580

STATEMENT OF U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER CONCERNING THE SENATE VOTE ON THE DEPARTMENT OF TRANSPORTATION APPROPRIATIONS

Today the Senate passed the transportation appropriations conference report, H.R. 2084. Last Friday, the House also acted to approve this measure. The bill provides $50.2 billion in funding for the nation's vital transportation and related safety needs. While record level funding is provided, several provisions within the bill raise serious concerns.

For example, we are troubled by the inadequate levels of funding for aviation operations and capital programs. Another area of concern is the widespread earmarking of vital highway and transit programs without regard to criteria established to ensure that these are sound investments.

The Administration looks forward to working with the Congress to satisfactorily complete the legislative process.

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REMARKS PREPARE FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
REMARKS TO LOCAL ELECTED OFFICIALS FROM THE DELTA
OCTOBER 5, 1999
WASHINGTON, D.C.

Acknowledgments

- Senator Blanche Lincoln, AR
- *Senator Tim Hutchison, AR*
- *Congressman Marion Barry, 1st District*
- *State Senator Kevin Smith, Stuttgart*
- *State Representative Joe Harris, Oceola, AR*

Thank you for taking the time to come to Washington to share the Delta story with elected officials here. As most of you know, I also grew up in the Delta; my roots are still in Mariana, Arkansas. And as far as I'm concerned, you can't come up here too often or talk to too many people about what needs to be done to connect the people of the Delta to greater opportunity and a better quality of life.

I know that you had a very frank and informative exchange at the White House yesterday. And I am glad that members of my team, led by Deputy Secretary Downey and Chief of Staff Jerry Malone, were able to share with you and -- more importantly -- to listen to your views on how to move the Delta region forward. I would also like to acknowledge the members of the U.S. Senate and House of Representatives who are meeting with you on this trip.

I got a personal preview of your message over the last week or so, during our own U.S. DOT listening sessions on the current situation in the Delta. I was in Baton Rouge on last Friday and in Vicksburg on Saturday. The week before I was in West Memphis for a similar meeting. There is still a bit of distrust of the federal government and of each other, but by working together, we'll get beyond this.

In all three locations that I visited -- and in a fourth session in Cape Giradeau, Missouri yesterday, that I was unable to attend -- we brought in representatives from several federal agencies to learn directly from people who live and work in the Delta, about what needs to be done to move the region from strength to strength to higher heights in the new century and new millennium.

After participating in those conversations, I am very clear that, while we've made some progress over the last few years, a lot of work remains to be done to bring sustained opportunity and hope to all of the people in the Mississippi Region. Unemployment in the Delta region is coming down, but it is still above the national average. President Clinton's 1998 Workforce Investment Act is making a difference. Empowerment Zone and Enterprise Communities grants are helping build sustainable communities and the President's efforts to convince Wall Street to invest more in America's "New Markets," including the Delta, are beginning to pay dividends.

We have a vision for the Delta and we are moving with vigilance to advance that vision, but we still have a long way to go.

One really positive development that excites me is that math and reading scores are on the rise in the Delta. The President wants to build on this success. Last week, he and Secretary of Education Riley announced $350 million in Title I funds for the Delta Region.

I've talked enough. My purpose in coming over here was to listen to what you have to say.

As President Clinton has said *"We know that there is no one solution that will resolve the many community development challenges we will face in the new century; but I am confident that, if we share our vision, ideas, and experience, we will succeed in widening the circle of opportunity and ensuring that people throughout the Delta region have a full partnership in America's future."*

The first step in that partnership is to get all the good ideas out on the table, so that we can build a consensus on what to do next. Now I would be pleased to take your questions and hear your comments.

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U.S. Department of Transportation
Office of Public Affairs
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News

FOR IMMEDIATE RELEASE
Tuesday, October 5, 1999

DOT 159-99
Contact: Bill Adams
Tel.: (202) 366-5580

Statement of Secretary Slater on Senate Passage of FAA Reauthorization Legislation

I want to commend the members of the Senate on the passage today of S. 82. I want to express thanks to Senator McCain, the bill's sponsor, Senator Hollings, the ranking member of the Commerce, Science and Transportation Committee, and commend the bipartisan leadership of Senators Lott and Daschle to bring the bill to the floor. This legislation is a positive step toward giving the FAA the tools it needs to modernize the air traffic control system and meet the aviation challenges of the 21st century.

It is consistent with the Clinton administration's fundamental goals of advancing safety, ensuring competition and improving our aviation system's efficiency and capacity.

We are particularly pleased by the inclusion of the amendment by Aviation Subcommittee leaders Senators Rockefeller and Gorton which would bring about much-needed management reform to our air traffic control system. The Senate and House conference now has a promising opportunity to further address the critical need to reform the way in which air traffic control is financed. We continue to believe it is vital to include cost-based pricing and special budget treatment to insure our investment in the system matches the anticipated growth in the years ahead.

For the past six years, the Clinton-Gore administration worked with the airlines, after they had lost $10 billion, to bring about a revitalization of their industry. Four years ago, the Congress worked with us to enact important personnel and acquisition management reforms. Now we have the opportunity to do even more. We look forward to working with the Senate and House conferees as they work to resolve the differences between the two bills to create a single piece of legislation which will truly allow us to meet the aviation challenges of the 21st century.

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

Speech

KEYNOTE ADDRESS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WTO EDUCATION OUTREACH TRANSPORTATION FORUM
EVERETT AREA CHAMBER OF COMMERCE
FRIDAY, OCTOBER 8, 1999

The United States was a leading force in establishing the World Trade Organization (WTO) in 1995, as an international institution in which we negotiate agreements to reduce barriers to trade. In May 1998, WTO members meeting in Geneva accepted President Clinton's invitation for the United States to host the 3rd WTO Ministerial Conference.

That Ministerial will begin next month in Seattle. The purpose of today's forum is to prepare for the meeting by reaching out to the American people to find out what they want from international trade and what concerns they may have.

Let me begin by acknowledging Representative Inslee for his efforts to make sure that expanded trade does not compromise our commitment to the environment. This is one of the issues raised by our panelists a few minutes ago and clearly a concern we must explore.

I'd also like to thank those responsible for arranging this event: the Seattle Host Organization for the WTO Ministerial; Constance Rice, committee chair of the education and outreach task force; and Connie Niva of the Washington State Transportation Commission. Thanks also, to Everett's Mayor Ed Hansen; John Okamoto, the Director of the Washington State DOT Northwest Region Office; John Mohr, Director of the Port of Everett, and Snohomish County Executive Bob Drewel and his colleagues.

We all owe a very special debt of appreciation to the Everett Area Chamber of Commerce, which hosted today's luncheon, and to the Chamber's chief executive officer, Renee Radcliff, who welcomed us earlier.

Also with us in the audience today, is Mrs. Helen Jackson, who heads the Jackson Foundation-named in honor of her late husband, "Scoop" Jackson-Washington's long-time senior Senator. Like Senator Jackson, The Jackson Foundation has a special interest in international affairs.

- more -

I also want to thank each one of you for participating in today's transportation forum. By sharing your perspectives as labor and business leaders, as educators, as state transportation officials, and as community representatives, you will help the U.S. negotiating team more effectively represent the interests of all Americans during the ministerial.

Finally, a very special greeting to the high school and college students who are here to listen and learn about history in the making in their own back yard. Thank you for participating.

The Seattle WTO Ministerial will be a major historic event-the largest gathering of international trade officials ever in the United States. And we expect the ministerial to inaugurate a new round of global trade talks with the potential to significantly alter America's economic future-for the better.

President Clinton is firm in his belief that opening up new markets to American goods and services is critical to making this American economy-the strongest in a generation-move from strength to strength to even higher heights in the future.

The President's view is strongly supported by the evidence. The trade gains the United States has already won though WTO agreements have been a major contributing factor to our thriving economy. One-third of our economic growth in recent years comes from exports. When existing WTO agreements are fully implemented, we expect them to boost the U.S. Gross Domestic Product by $125 to $250 billion per year.

As the most trade-dependent state in the nation, Washington has a lot at stake at this ministerial. One in four jobs here is supported by trade, and more than $103 billion in exports either originate in Washington State or pass through Washington ports.

The Boeing Company, headquartered here in Everett, generates over $150 billion in annual revenues. And Microsoft, the world's premier software firm, generates more economic activity than all but a few countries. Both firms are among America's leading exporters.

When Seattle was founded in the 19th century, the city was "the end of the line" for settlers heading west. Today, Seattle is the gateway to the Pacific and one of America's most important strategic links with the emerging global economy. As I stand at this lectern, I am closer to Tokyo than I would be in any other major city in America.

President Clinton has promised a new type of trade round at the Seattle Ministerial. "I want this round," he said, "to be about jobs and development. I want it to raise working conditions for all. I want it to advance our shared goal of sustainable development." From what I have heard so far, most Americans share the President's aspirations.

As part of his concern for the developing countries, the President promised on September 29th to work toward forgiving 100 percent of the debt these countries owe to the United States, provided-and this is quite important-that they use this relief to finance basic human needs. The President has also expressed his intention to push for admitting 38 developing countries that have applied for WTO membership.

President Clinton also plans to focus a lot of attention at this ministerial on advanced technology, which he estimates to account for 30 percent of America's economic growth since he took office. "In Seattle," the President said last week, "I hope we will pledge to keep cyberspace tariff-free, to help developing countries make better and wider use of technology, whether biotechnology or the Internet. I hope we will pledge to open markets in agriculture, and industrial products and services, creating new activities for growth and development."

As a major exporter of both agricultural and industrial products, this result would be good news to Washington State.

Seattle will also be the first WTO ministerial to highlight services issues, including transportation, on its agenda.

On my way to the Naval Air Station today I had a chance to look at some of the transportation links that make this region a major hub of world trade. These links underscore just how direct the connection is between trade and transportation.

I saw projects along the I-5 corridor and US-2-which is a key east-west link, carrying some 60 thousand vehicles a day between Everett and east Snohomish County. I also took a look at the 'farm-to-market' movement of freight between eastern Washington and Washington's great ports.

Our tour took in the FAST Corridor program-a critical transportation connector for trade with the Asia Pacific region as well as a major channel for the movement of Boeing airplane parts. As you know, "FAST" stands for Freight Action Strategy for the Seattle-Tacoma Corridor.

The FAST corridor is one of three high priority national corridors in the Everett area supported by U.S. DOT's Federal Highway Administration as part of the Transportation Equity Act for the 21st Century.

Signed by President Clinton a year ago last June, "TEA-21" is a record-level $200-billion investment in America's surface transportation system over six years.

We are also working on major improvements in the nation's air transportation system. As part of the federal Airport Improvement Program (AIP), the Federal Aviation Administration is providing $161 million for a third runway at Seattle-Tacoma Airport.

Improving our airports is absolutely essential to promoting U.S. exports. The amount of cargo shipped by air is expected to triple in value by 2015, growing from $20 billion a year to more than $60 billion a year. We also expect the number of business and tourist travelers to the United States to reach 226 million by 2010.

We have also been working hard to enhance our international air transportation system by supporting substantial liberalization on a bilateral basis. We have achieved open-skies agreements in nearly every part of the world.

We have achieved open skies agreements with thirty-six nations-five new agreements in the last 12 months alone. We have also liberalized our existing agreements with Canada, Japan and France and made significant progress in expanding air service opportunities in Brazil, China and Mexico.

Bilateral open skies agreements are a milestone for competition, but not our final destination. In the long run, multilateral or plurilateral arrangements should be considered. And the WTO is one forum in which such liberalization could be explored. But, our hard-won bilateral gains must be maintained.

We have also asked our open skies partners from around the world to meet with us in Chicago this coming December to look "beyond open skies" to the possibilities of a truly global international aviation system for the 21st century.

Last year we sought and obtained a major surface transportation bill in TEA-21. This year we targeted investment in our aviation infrastructure.

Next year we will seek major improvements in America's Maritime Transportation System, because 95 percent of our nation's overseas commerce by volume moves by ocean-borne transportation.

The basic principle that guides America's maritime relations with other countries, is to seek the same market access for U.S. carriers operating abroad as foreign carriers enjoy with the United States. America's ports have always been open to ships of nearly every nation. The great ports of the State of Washington have benefited enormously from this policy.

Unfortunately, U.S. maritime carriers still face significant restrictive practices around the world, including restricted access to ports and harbor facilities. We will continue to use all the tools available to gain equal access to foreign markets for our maritime carriers.

A review of services, including transportation, is built into the agenda for the New Round. Presently, the WTO's General Agreement on Trade and Services (GATS) presently covers only some forms of transportation-notably trucking and rail and some limited aspects of air transportation. However the real issue as we move forward is whether our trading partners around the world are willing to match our commitment to open skies and open ports.

The increased demand for U.S. goods and services and the vast physical distances between major trading regions of the world, requires a global transportation system that is safe, efficient and seamless.

As we put it in the U.S. Department of Transportation Strategic Plan, America's 21st century transportation system must be 'international in reach, intermodal in form, intelligent in character and inclusive in service.'

America must remain engaged with the world. In the past four decades global trade has grown fifteen-fold. We must resist narrow appeals to protectionism and isolationism, which only wall us off from prosperity itself. With

96 percent of the world's consumers beyond our borders, we must have the vision and the vigilance to expand American exports.

As Vice President Gore has said, "If economic growth is to be global; economic leadership must also be global." To that I would also add, "your transportation system must also be global."

President Clinton and his Administration are committed to making the case for participating in WTO and leading the effort to build a more open world. The President is confident, as I am, that American goods and services are the best in the world-and that Americans stand to benefit from a more fair and open trading system.

These benefits include good-paying American jobs, higher living standards, and the continued growth of the U.S. economy. But to fully realize these benefits we must create a transportation system equal to the challenges of the 21st century. If we succeed, as I am confident we will, 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 AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PANEL FOR SOUTH WEST WASHINGTON TRADE
AND TRANSPORTATION FORUM
VANCOUVER, WASHINGTON
OCTOBER 8, 1999

The Seattle WTO Ministerial will be a major historic event-the largest gathering of international trade officials ever in the United States. And we expect the ministerial to inaugurate a new round of global trade talks with the potential to significantly alter America's economic future-for the better.

President Clinton is firm in his belief that opening up new markets to American goods and services is critical to making this American economy-the strongest in a generation-move from strength to strength to even higher heights in the future.

The President's view is strongly supported by the evidence. The trade gains the United States has already won though WTO agreements have been a major contributing factor to our thriving economy. One-third of our economic growth in recent years comes from exports. When existing WTO agreements are fully implemented, we expect them to boost the U.S. Gross Domestic Product by $125 to $250 billion per year.

As the most trade-dependent state in the nation, Washington has a lot at stake at this ministerial. One in four jobs here is supported by trade, and more than $103 billion in exports either originate in Washington State or pass through Washington ports.

Seattle will also be the first WTO ministerial to highlight services issues, including transportation, on its agenda. The purpose of today's trade and transportation forum is to explore these issues.

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

Speech

"TRANSIT SOLUTIONS THAT CONNECT PEOPLE"
REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AMERICAN PUBLIC TRANSIT ASSOCIATION 25TH ANNIVERSARY
OCTOBER 11, 1999
ORLANDO, FLORIDA

Thank you -- and congratulations to the American Public Transportation Association on your 25th Anniversary!

In 1974, it was a different world. One thing that hasn't changed in 25 years is the human need to be connected to our families and friends. In fact, as we head into the new century where information technology so often seems to isolated us, rather than connect us, we feel that desire more keenly.

The Internet has brought us all kinds of new possibilities. You can use on-line chat rooms to keyboard in lines on a screen to communicate with people who share your personal taste in music, mystery novels or matchbox cars. It is fast. It is convenient. And for many people, it is fun. Some of us would have a hard time functioning without it.

But as convenient as e-mail can be, nothing beats real contact with real people. When I walk through my front door into my home, especially after a long-trip, nothing beats having my daughter Bridgette leap into my arms.

E-mail just wouldn't do it for me.

There are just times when we want our technology to just stay in the background, doing its thing smoothly and efficiently, without intruding on the things that truly enrich our lives.

This is certainly the case with the transportation systems we use to get from one place to another. We want to get home to loved ones or go to work on safe, reliable means of transportation that move swiftly, efficiently and safely in the background.

This is why improved public transit is such an important part of President Clinton and Vice President Gore's agenda to make our communities more livable. There is just no way, in the near-term, to make driving your own personal vehicle an experience where you "can leave the driving" to someone else.

And there is no way, as our population grows, that we will be able to make the roadways of our cities wide enough and numerous enough to avoid the very intrusive experience of congested traffic. Especially in our older cities and towns.

Public transit clearly has to be part of the solution to making our communities more pleasant places to work and live.

APTA has been the U.S. Department of Transportation's long-time partner in the journey to connect people to people and to reconnect people to the towns and cities where they live and work. As APTA celebrates its silver anniversary, I want to take this opportunity to "renew our vows," so to speak, for the next 25 years and beyond. Transportation is the 'tie that binds. Let's work together even more closely together as we move from strength to strength to 'higher heights.

One place to start is with the common goals we share. APTA's strategic plan emphasizes safety. So does ours. safety is President Clinton's top transportation priority -- the North Star guiding everything we do.

One important dimension of safety is preserving a sense of personal security. People just won't use transit if they don't feel safe.

I know that you are doing a better and better job in this area. The numbers tell the story. Thanks in large part to APTA's efforts, transit ridership -- all modes -- is the highest ever, with 9.8 billion transit trips every year in North America.

This Administration is committed to building on these successes and deepening our partnership with APTA by providing new resources to implement the new ideas we work out together.

We've made significant progress on the resource front with President Clinton's signing of the Transportation Equity Act for the 21st Century a year ago last June. "TEA-21" created a new transportation policy architecture for the 21st century -- an architecture that focuses on improving safety, meeting mobility needs and encouraging transit use.

For Fiscal Year 2000, the U.S. Department of Transportation has proposed spending a record $6.1 billion on public transit. We also propose $2.2 billion to implement the community-based transportation programs called for in TEA-1. Our focus will be to promote regional transportation strategies that improve existing roads and transit; and that encourage broader use of alternative transportation. And we are relying on our partnership with APTA to help us achieve these goals.

I think it is appropriate to pause for a moment and acknowledge the source of the vision that made this new level of investment in transit possible. Under President Clinton and Vice President Gore, this nation has established an unprecedented economic base for growth.

Their vision -- and the vigilance with which they have pursued that vision have led to the longest peacetime economic expansion in history, with more than 19 million new jobs, the lowest unemployment in 29 years and the lowest welfare rolls in 32 years.

We also have the first back-to-back federal budget surpluses in 42 years, the highest home ownership in history and the largest federal surplus ever -- some $115 billion for the fiscal year that ended September 30th.

It is these achievements that have made the unprecedented public investment in transportation infrastructure provided under TEA-21 possible.

And it is because so many Americans feel more comfortable financially, that families and communities across the nation have the energy and the resources to turn from raw survival issues to the finer things of life. Things like more greenspaces, more peace and quiet -- and even more beauty -- called for in President Clinton and Vice President Gore's vision of more livable communities.

We know this vision can work in transit because it already is working. And APTA members are leading the way to make it happen.

After the unrest of the early 90s, the people of Los Angeles felt more and more cut off from each other. So the Los Angeles County Metropolitan Transit Authority decided to do something to reconnect people with each other in 12 local neighborhoods. It was called the "Los Angeles Neighborhood Initiative" (LANI).

LANI went to the people of these 12 communities. Asked them what was needed to help renew a sense of community. And the people came up with answers. Answers like planting trees and painting light fixtures. Young people

came forward and created beautiful colored banners to hang out and celebrate the renewed life in the community. And people got involved in transit again.

In Corpus Christi, Texas, three years ago, the Regional Transit Authority built three spectacularly grand bus transfer facilities in predominantly Hispanic neighborhoods. Some called the new facilities "grandiose." When challenged as to why public money was spent on such regal structures, CCRTA replied, "Because the people deserve them."

And the people got the message. These new stations now serve as so much more than bus stations. They are the re-energized hubs of communities restored to new life. And guess what else? Bus ridership is up.

In Baltimore, the Maryland Mass Transit Authority knew that many busy parents often drove to work, even though they might prefer public transportation, because they faced a 'double commute' to go to and from the office and to and from a daycare center.

MTA responded with a "METRO TOT SHOP AND POLICE SUBSTATION," right at the Metro Stop. Now parents drop their children off on their way to work, In the first week, TOT SHOP had every single newborn slot filled. And seeing an opportunity, developers are now planning to build housing for seniors as well as office and retail space around this now popluar Metro stop.

There is a common theme in all of these Livable Community transit success stories. Transit people reached out to community people to come up with solutions. This kind of reaching out is what makes people feel connected. They have a voice in how their community will look. And they have the authority to create new answers to community challenges.

Right now there are 22 Livable Community demonstration projects underway across the country. Compared to other programs, these community success stories are not expensive; the total budget outlay is just $51 million dollars.

But the spectacular success of these projects proves that a relatively small investment in dollars, combined with a large investment of community creativity can work miracles.

As we work to make today's communities more livable, we must also pay attention to how these communities and the people in them are changing. The Baby Boom generation is aging...advances in rehabilitation mean that those with physical challenges are more mobile than ever...and more and more transit riders speak a language other than English.

Will transit stay connected to tomorrow's rider? Are the signs big enough for aging eyes to read them? Are the doors open long enough for someone slowed down by age to get on board safely? Do announcement systems sound loud and clear? Are the maps so clearly labeled that those with limited English language skills can find their way?

At the dawn of a new century and a new millennium, the challenge to transit is stay connected with people by keeping up with their changing needs. Reassuring the senior who can no longer drive, but who is afraid of public transportation; dependable performance for the former welfare recipient who must have a reliable way to get to work; access for the disabled who seeks to travel with dignity; and 'on-time, every-time' for the busy commuter who absolutely has to be there for the 9 a.m. meeting. Meet the new community.

One of the triumphs APTA can celebrate on this 25th anniversary is the explosion of innovation in transportation technology. One look at the 240,000 square-foot Expo floor out there tells you that innovation abounds in the transit industry. I know that a lot of our people are here in Orlando to identify new ideas developed in your community to share with other communities across America and around the world.

Around the world. Surprising as it may seem to some, public transit at the turn of the millennium has an international dimension. And there is much more to come. APTA and our Federal Transit Administration have agreed to a Memorandum of Understanding on joint international activities, including stimulating the sale of American-made transportation products overseas.

Its purpose is to promote business opportunities abroad, and to share information and experiences among transit agencies around the world. This Memorandum of Understanding will be signed at this conference.

Just as the Internet connects people in virtual neighborhoods, transit technology will increasingly connect people in global neighborhoods. And transit must deploy this technology in a way that makes sense for transit riders.

Using the Internet as our model, the transit industry must make the transition from Webpage to Portal, to become the AOL or Netscape homepage for transportation that connects transit systems across state lines and organizational boundaries as a seamless web meeting people's transit needs.

As he was leaving office, former New York City Mayor David Dinkins said "We've proven that even in tough times you can make a difference through compassion and innovation."

Connect innovation with compassion. Transportation is about so much more than 'concrete, asphalt and steel.' It's about people and about meeting people where they are with what they need. We can do more than move people from place to place. If we move them with compassion, we have the power to move their hearts as well.

APTA's first 25 years have been crowned with spectacular achievements. And APTA's partnership with U.S. DOT has contributed to these silver anniversary achievements. Now it is time, working together, to "go for the gold."

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6.53

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
UNITED STATES PANAMA BUSINESS COUNCIL - PANAMA WEEK '99
WASHINGTON, D.C.
OCTOBER 14, 1999

I am delighted to join you for this 1999 Panama Week Celebration -- and the last Panama Week the Council will celebrate during the 20th century.

At Midnight on December 31, as we usher in a new century and a new millennium, we will also usher in a new era in Panama-United States relations. The Panama Canal Commission will become the Panama Canal Authority, reflecting the transfer of ownership of the Canal from the United States to the people of Panama.

This shift in control is symbolic of other dramatic changes underway in the relationships among nations throughout this hemisphere. Tonight you will honor one of the important architects of those changes -- President Clinton's former Chief of Staff, and later Special Envoy to the Americas, "Mack" McLarty -- with your Friendship Award.

Mack has contributed as much as anyone to the sea change in U.S. relations with the rest of the Americas, including Panama.

Mack made over 40 trips as Special Envoy. During those missions he earned the trust and respect, as well as the friendship and affection, of leaders from the Caribbean to Central America -- and from Canada to South America.

Mack combines vision with vigilance. As the President said, it was Mack "Who helped us realize that the Americas must become a cornerstone of America's prosperity and security for the 21st century."

Mack McLarty has helped to change the way Americans see Latin America and, "just as important, the way Latin America sees us."

So I join you in acknowledging the outstanding contribution Mack has made, not only to the President and the United States, but also to the people of our hemisphere.

- more -

A healthier and more balanced relationship among the nations of the Western Hemisphere is a centerpiece of the President's long-term strategy for U.S. economic growth.

During the past five years, more than one quarter of U.S. economic growth has come from increased exports. And trade with the rest of the Americas has been the fastest growing component of our external trade.

For the period 1986 through 1996, the dollar value of U.S. exports to Latin America -- much of them transiting the Canal -- grew from strength to strength at an annual average rate of 13 percent, a growth rate more than three-times that of U.S. exports to Europe. By the year 2010, the Western Hemisphere will be a larger market for the United States than Western Europe and the Pacific Rim combined.

This rapidly growing intra-hemisphere trade reflects the success of both democracy and open markets. Thirty-four of the 35 nations of the hemisphere are democratic. And from Barrow Point, Alaska, to Tierra del Fuego in Argentina, we constitute a market of 800 million people, generating over $9 trillion in economic activity.

And it seems almost every day that we grow closer by adopting more liberal rules of investment and trade, rules that are creating trade opportunities that will benefit our people.

Last year's dramatic tariff cut makes Panama the most liberal trade regime in Latin America. And Panama clearly benefits by operating the largest free trade zone outside of Asia, in Colon. Panama is also unmatched in Latin America for the zeal with which state enterprises are being sold off, notably in the electric power industry.

I want to take this opportunity to praise the leaders and members of the United States-Panama Business Council for serving as a key partner in the dialogue with the Panamanian Government -- a dialogue that has produced a business-friendly framework for investors.

As a result of all of these efforts, Panama is now well positioned, both with respect to democracy and open markets to succeed in the 21st century.

Just what are Panama's prospects? As we look to Panama's future for at least the first portion of the next millennium, there are several key points to keep in mind:

First, despite changing patterns and flows of trade, the Panama Canal will remain a vital transportation artery for U.S. and hemispheric commerce for the foreseeable future.

For 85 years, the Canal has been open to all nations, providing a cost-effective alternative route to the 5,000-mile trip around South America. And approximately 66 percent of all vessels transiting the Canal carry goods from or bound for the United States.

The canal is likely to retain this key role for at least several decades to come. U.S. trade through the Canal is concentrated in certain commodities many of which have no cost-effective alternative to the Canal.

The Tripartite Commission, formed by Japan, Panama and the United States, began to study alternatives to the existing Panama Canal back in 1986. Options considered were building another sea-level canal, enlarging the existing canal with more locks, improving the canal to complement upgraded rail and road facilities, or continuing with existing facilities.

When the Commission completed its work in September 1993, it essentially concluded that the present canal, with a widened Gaillard Cut, could handle shipping requirements at least to the year 2020.

My second point is that the Canal transfer seems to be on track and well managed on both sides.

As we approach the transfer of administration, I am confident that Panama has taken all of the necessary steps to insure the smooth flow of commerce through this vital transportation link. The Commission and the Canal Authority have been working in close coordination, and most of the steps in the Transition Milestone Plan have been completed.

I think the decision to freeze user rates for the next five years was a wise move, one that is likely to reassure canal users about the impact of the transition. I am also impressed by the Commission's efforts to seek ISO certification and I applaud the Director's efforts to run the Canal as a competitive business.

My third point -- and this is crucial -- both business and government in Panama seemed poised to take advantage of some of the new opportunities for economic development created by the transfer of ownership.

The Government of Panama is undertaking what some have called "the biggest real estate project of the century" as it finds productive uses for the land and facilities being transferred to Panama by the U.S. military. International investors from 10 countries have already committed $800 million to maritime, industrial, tourism and commercial projects utilizing these properties.

One of the most interesting projects will be at Fort Clayton, which will become the headquarters of the "City of Knowledge," a consortium of graduate-level educational programs and research centers. The City of Knowledge will become Panama's first technology park, where companies will manufacture and develop medium and high-technology products for export.

One sign that American companies are also "bullish" on Panama is that a number of major companies are investing heavily right now:

AES -- a big energy company headquartered just across the river in Rosslyn -- just bought two big power plants and will be building a huge hydroelectric dam as part of Panama's privatization of the electric power industry.

And *Continental Airlines* and *Marriot* are both banking on increased eco-tourism to take advantage of Panama's wonderful flora and fauna. *Mobil, Enron* and many other American companies are investing in Panama's future.

Panama is also looking at ways to develop value-added services for ships, crews and passengers already passing through the Canal. With 14,000 annual transits through the Canal each year, and almost 700,000 passengers and crewmembers, there is enormous potential for economic development.

To cite just one example, 200 cruise ships pass through the Panama Canal every year without stopping in Panama. There is enormous potential here for bringing passengers ashore where they can take advantage of recreation and shopping opportunities.

Taken together, these three factors point toward significant growth opportunities for Panama, despite changing patterns of trade. Panama -- and the Panama Canal -- will continue to serve the hemisphere and the world for decades to come.

This Sunday, I will be flying from Washington to Curitiba, the first stop on a 6-day transportation and trade mission to Brazil, Chile and Peru.

The goal of our mission is to increase regional cooperation, assist U.S. industry in expanding into new and growing markets, and to make the Western hemisphere's transportation system safer and more efficient.

As I pass near Panama on my travels, I will remember that our hemisphere's transportation system already has a hub that works -- and works well.

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U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
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News

FOR IMMEDIATE RELEASE
Thursday, October 14, 1999
Contact: Bill Adams
Tel.: (202) 366-5580
DOT 164-99

Statement of U.S. Secretary of Transportation Rodney E. Slater Concerning House Passage of H.R. 2679, the Motor Carrier Safety Act of 1999

I would like to commend the membership of the House, particularly Transportation and Infrastructure Committee Chairman Shuster, Ranking Member Oberstar, Ground Transportation Subcommittee Chairman Petri and Ranking Subcommittee Member Rahall, on their passage of the Motor Carrier Safety Act of 1999.

With safety as the top transportation priority of the Clinton-Gore administration, in May, I set a goal of 50 percent reduction in fatalities from motor carrier-related crashes over the next ten years. The department has redoubled its efforts over the past year, implementing a series of actions to strengthen our program. To date we have doubled the number of compliance reviews accomplished by safety investigators each month, and tripled the number of federal investigators at the U.S.-Mexico border and reduced the backlog of enforcement cases by two-thirds.

The Senate will take up their companion bill soon and I urge them to consider other elements for inclusion, including requiring new CDL applicants to have alcohol and drug-free driving records for three years prior to applying to operate a motor vehicle, requiring on-board recorders where appropriate, and replacing the withholding penalty with a provision requiring transfer of up to five percent of a state's federal-aid highway funds to its Motor Carrier Safety Assistance Program grant. In addition, I would urge the Senate to use this bill to address the nationwide highway-railroad grade crossing and railroad trespasser problem by promoting individual railroad notification programs, endorsing the development of model state legislation to deter grade-crossing violations, and submit key grade crossing data to increase our ability to identify those crossings posing the highest safety risk.

I am pleased the Senate bill includes the word "safety" in the title of the new agency and I look forward to working with the Senate as they begin to move their legislation. With enactment of a strong motor carrier safety measure, we can move forward to meet our goal of reducing commercial motor vehicle related fatalities by 50 percent in the next ten years.

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Briefing Room

6.54

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
NATIONAL DISABILITY EMPLOYMENT AWARENESS MONTH
WHITE HOUSE PRESS BRIEFING
OCTOBER 14, 1999
WASHINGTON, D.C.

I am delighted to join all of you for this afternoon's White House Press Briefing on National Disability Employment Awareness Month.

Creating new employment opportunities for Americans with disabilities is not a side issue for President Clinton and Vice President Gore. It is central to what this Administration is all about -- putting people first, with no one left out.

My job this afternoon is to provide an overview of the Administration's efforts and accomplishments on behalf of the disability community in the employment arena.

I will also briefly describe what we are doing at the U.S. Department of Transportation to help Americans with disabilities to get and to keep jobs.

The centerpiece of our administration's strategy on behalf of the disabled is the same as our strategy for all Americans who want to work -- creating and maintaining an unprecedented level of economic growth. This indeed is "the rising tide that lifts all boats."

As a result of the President and Vice President's leadership, we have created the longest peacetime economic expansion in history -- with more than 19 million new jobs, the lowest unemployment in 29 years and the lowest welfare rolls in 32 years. Many Americans with disabilities have benefited from these economic advances.

We also have the first back-to-back surpluses in 42 years and the largest federal budget surplus ever -- some $115 billion for the fiscal year that ended September 30th. By putting our economy on a sound financial footing, President Clinton and Vice President Gore have created the economic base to support programs that help Americans with disabilities and other groups to participate in the new opportunities created by economic growth.

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Our record 101-economic expansion benefits all Americans -- but no other single Administration policy does more to create job opportunities for the disabled.

We have also taken specific action to help Americans with disabilities gain access to the workplace, to health care, to community services and to technology. Our seven other speakers this afternoon will discuss Administration efforts in each of these specific areas in some detail. But first, I would like to give you an overview of what we are doing to help Americans with disabilities get and keep jobs:

Near the top of our list of accomplishments is the Work Incentives Improvement Act (WIIA) -- an historic bill produced through the bipartisan efforts of Senators Jeffords, Kennedy, Roth and Moynihan. These Senate leaders worked closely with the Administration and leaders of the disability community to craft the innovative provisions of this law.

This legislation provides several new incentives to promote the employment of Americans with disabilities. These incentives include extending Medicare coverage, for the first time, to people with disabilities who return to work; the bill also provides Medicaid benefits for returning workers with specific mental or physical impairments. Vocational rehabilitation service providers who train Americans with disabilities will also receive a portion of the benefits saved, if someone they train achieves substantial earnings as a result of that training.

Last January 13th, President Clinton announced a new proposal that offers a tax credit to workers with disabilities to help cover the costs associated with getting or keeping a job. Covered costs include the special transportation services they may require. This tax credit will help ensure that 200,000 to 300,000 Americans with disabilities have the support structure they need to return to work.

On March 13th of last year, President Clinton signed an executive order creating a National Task Force on Employment of Adults with Disabilities. Last December he accepted the Task Force Report and took action on all of its formal recommendations. These recommendations included support for a strong Patient's Bill of Rights and other specific proposals.

One of those proposals was to remove barriers for people with mental illness who federal employment. Tipper Gore actively promoted this recommendation, and on June 4th, the President signed an executive order that assures federal job applicants with psychiatric disabilities the same hiring opportunities as persons with mental retardation or severe physical disabilities.

Last year, the President also signed the Workforce Investment Act (WIA) that improves options for job seekers with disabilities who participate in vocational rehabilitation and other job programs. This new law helps individuals with disabilities develop better job search plans and upgrades one-stop career centers throughout the country.

On February 12th of this year, Vice President Gore announced new regulations that increase the amount of income Americans with disabilities receiving Social Security Disability Insurance or Supplemental Security Disability Income may earn, and still receive cash and medical benefits. At least 250,000 Americans with disabilities will benefit from this regulatory change.

President Clinton also deserves credit for the Family and Medical Leave Act, which makes workplaces more accommodating to the many families that must care for a child or an adult with a disability. In his 1999 State of the Union message, the President proposed extending the benefits of the Family and Medical Leave Act to ten million additional American workers.

As Vice President Gore has said, "*You can't go to work if you can't get to work.*"

This is the rationale behind the President's Welfare-to-Work and Access to Jobs programs. At the U.S. Department of Transportation, we are the "to" in Welfare to Work, and the "to" in Access to Jobs.

Some of those having the hardest time moving from welfare to work are people with disabilities. Recognizing the special needs of this group and other hard-to-place job seekers, the 1997 Balanced Budget Act included $3 billion dollars to assist long-term welfare recipients obtain jobs.

The Fiscal Year 1999 budget expanded welfare-to-work activities and the President has announced that he will propose an additional $1 billion for Welfare-to-Work in his FY 2000 budget.

Accessibility is a civil right and every American is entitled to it. On July 26th, this nation celebrated the 9th anniversary of signing of the landmark Americans with Disabilities Act (ADA). ADA ensures that Americans with disabilities can enjoy that civil right -- the access and mobility to get to school, to daycare, to entertainment -- and to work.

As part of the ADA celebration, I announced a new policy and new action items on behalf of the U.S. Department of Transportation to ensure that the safest, most efficient, world-class transportation system is accessible to *all* Americans.

We have made great progress in this effort -- many full-size public transit buses are now lift or ramp-equipped; most key transit and commuter rail stations are elevator- and ramp-accessible; paratransit is available to those who cannot use fixed route systems. I am particularly proud of our Administration's efforts to make "Over the Road" intercity buses fully accessible

Our new departmental policy establishes a "ONE DOT Accessibility Task Force," representing all of our transportation modes, to develop programs and benchmarks to ensure transportation access for all Americans:

- One of its first tasks will be to create a Pedestrian Access Initiative to ensure ADA compliance to pedestrian access. Sidewalks, bus stops, street crossings, and trails are arguably one of the most basic and most important links in our nation's transportation system;

- We have also released the first of a two-part report, "Designing Sidewalks and Trails for Access," which gives designers and engineers the tools they need to design and build pedestrian facilities that are accessible for all Americans;

- Beginning this month, we will partner with the U.S. Access Board to develop ADA standards for pedestrian public rights-of-way;

- With the assistance of the Equal Employment Opportunity Commission and The Architectural and Transportation Barriers Compliance Board, we have published a new advisory to help airports achieve maximum accessibility, ensuring that air travel is fully inclusive for all Americans;

- We have also issued a final rule to eliminate airline baggage liability limits on wheelchairs. The rule recognizes that wheel chairs and other special equipment for travelers who are disabled differ from other baggage in that they are essential to the daily activities of travelers with disabilities;

- We are granting $2 million in federal funds to help modify over-the-road buses for wheelchair accessibility We will soon issue a broad set of regulations for modifying cars, trucks and vans that are altered to meet the needs of persons with disabilities. We are also proposing a new rule to ensure the safety of those who use vehicles equipped with mobility lifts;

- And finally, we are unveiling a new DOT website www.fhwa.dot.gov/ada to provide the public with information about transportation access issues.

Our greatest challenge in the new century and the new millennium is to build a transportation system that is international in reach, intermodal in form, intelligent in character, and inclusive in nature. Inclusivity means more than access to a seat on a bus. Inclusivity also has to mean full access to the economic opportunities created by transportation.

There is still much to be done to fulfill the promise of the ADA. As the President has said, "This is not a time to rest, but a time to build." Every American deserves a transportation system that is accessible -- one that will carry them to jobs, give them independence, and enable them to participate in the economic prosperity of this nation as we move forward from 'strength to strength'

As President Clinton has said "we should go into the 21st century leaving no one behind." The programs I have briefly described in this opening briefing demonstrate that we are backing this commitment with vision and with vigilance.

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6.55

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CELEBRATE "ONE AMERICA" CONVOCATION
OCTOBER 14, 1999
WASHINGTON, D.C.

Thank you. I am honored and delighted to represent the Cabinet at this important celebration of "One America" and the One America resolution, approved by unanimous consent in the House of Representatives yesterday.

I want to thank Congressman Charles Rangel and Congressman Benjamin Gillman for sponsoring this historic resolution -- and former Congressman Frank Guarini, chair of the Italian American Foundation, who supported it and organized today's Celebrate One America program here in Statuary Hall.

I also want to acknowledge all the leaders and members of the Congress and the representatives of ethnic, religious and social justice organizations who are here and, especially, the students from Alice Deal Junior High who read the Unity Resolution, and the members of the Duke Ellington High School Choir who are here to celebrate One America in song.

For it is our young people who will benefit most from the One America that this resolution celebrates -- and the One America we on the road to becoming at this dawn of a new century and a new millennium.

We know that in the future, the rest of the country will look like Miami or Hawaii look today, where there is no majority. And what we need to ask is, "what are we going to be like?" That is a decision we have to make.

That is a decision we have to make. That is what the One America resolution is challenging us to think about.

Dealing with this problem began a long time ago for the President. When I first came to know of him in the late 1970s, I was in law school at the University of Arkansas, and he and his wife were law professors. Other African American students told me that they were at the forefront of thinking about what it takes to live up to our national motto, *E Pluribus Unum* -- "Out of many, one."

When Bill Clinton became Attorney General of Arkansas and hired a staff for the first time, he took many students with him. And what impressed me was that he hired not just one African American, or one female, but a number of students,

because he knew you couldn't integrate with just one. And let me say, that as our President, he has built an Administration that looks like America. And his Race Initiative and One America Initiative reflect his continuing commitment.

This resolution addresses the central issue of human history, not just here in America, but everywhere:

As President Clinton has said, *"The biggest problem is the oldest problem of the human heart -- the fear and hatred of people that are different."*

It is also the biggest problem he has faced as our President, in his responsibilities around the world in dealing with racial, ethnic, religious and tribal conflicts.

As he puts it, *"They continue to believe what is different about them is more important than their common humanity. They fear people who are different from them and get to the point where they look down on them and in some places, God forbid, they think it is even OK to kill them."*

President Clinton and Vice President Gore believe that their Initiative for One America is not just a good idea -- but also the core for America's strategy in the 21st century.

As Vice President Gore said in his acceptance speech as a candidate back in 1992 -- *"The United States must once again prove there is a better way. Just as we accepted as a people, on behalf of all humankind, the historic mission of proving that political freedom is the best form of government and that economic freedom is the best engine of prosperity, we must now accept the obligation of proving that freedom from prejudice is the heart and soul of community -- that, yes, we can get along."*

The President reminded us of this commitment a few weeks ago, when he said *"This is America at its best -- a diverse nation, now the most diverse in our history, and growing increasingly so. In a global economy, in a global society, our diversity can be a God-send if we make the most of it, if we enjoy it, if we respect it, if we honor it, and if we believe that the common humanity that unites us is more important than all the differences among us."*

This is the cause and commitment we celebrate today. Creating the foundation for America's future in a world where our greatest strength is our diversity.

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

News

For Immediate Release
October 14, 1999

Contact: Kara Gerhardt
Tel: (202) 366-5565

ADVISORY

U.S. Transportation Secretary to hold Press Briefing on Transportation and Trade Mission to Brazil, Chile, and Peru

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

WHAT: **PRESS BRIEFING on Transportation and Trade Mission to Brazil, Chile and Peru**

WHEN: **10:00 a.m. Friday, October 15, 1999**

WHERE: **DVC Studio at former USIA HQ**
301 4th Street, SW, 5th Floor

NOTE: Call for access to the building at 202-205-9913 or call DOT at 202-366-5565

U.S. Secretary of Transportation Rodney E. Slater will travel to Curitiba, and Rio de Janeiro, Brazil on October 17-20 to tour transportation projects and sign a liberalized Maritime agreement between the U.S. and Brazil. On October 21, he will travel to Santiago, Chile to sign an aviation agreement with President Frei. On October 22, the Secretary will travel to Lima, Peru to discuss transportation issues and projects. In all of the cities the Secretary and the business delegation will meet with local and national government and business leaders.

The trip will seek to promote U.S. technology in transportation, encourage trade with U.S. companies and expand our support in regional transportation systems and infrastructure to improve safety and efficiency.

The trip will be comprised of three delegations with 9-11 business leaders participating in each country. Some participants will do more than one mission. The sectors represented in the delegation include aviation, transit, railroad, highways and maritime.

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6.52

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CURITIBA LETTER-OF-INTENT SIGNING CEREMONY
U.S.-SOUTH AMERICA TRANSPORTATION AND TRADE MISSION
MONDAY, OCTOBER 18, 1999
CURITIBA, BRAZIL

I am tremendously pleased to join Governor Jaime Lerner for the signing of this Letter of Intent between the United States and the State of Parana'.

We pledge to promote cooperative activities on a host of transportation issues such as urban planning, safety and security, environment, innovative technology and economics.

This historic cooperation will not only facilitate the open exchange of information, but it will strengthen relationships between the governments of Parana' and States throughout America.

It is entirely appropriate that we announce our pledge of cooperation here in Curitiba during this U.S.-South American Transportation and Trade Mission. Today's meeting has brought together government and businesses from Parana' and the United States to discuss how we can increase cooperation, expand markets and improve trade in the new century and the new millennium.

This signing is an excellent example of the commitment to increase cooperation made by Brazil, the United States, and a host of countries from the Americas, during last November's very successful Western Hemisphere Transportation Ministerial.

And this historic cooperation advances President Clinton's and Vice President Gore's goal of forming partnerships with other nations and regions to facilitate global traded and investment.

Let me speak, for a moment, to Curitiba's outstanding bus rapid transit system. Clearly, it is a model of transportation excellence for the rest of the world to follow.

- more -

And I am delighted to have the opportunity to tour this facility later this afternoon. The Curitiba Bus Transit System efficiently and effectively connects the people of this great city to jobs, to opportunity and to an improved quality of life -- a must for our transportation system in America.

With a daily ridership of more than 300,000, this transit system helps reduce congestion and emissions. As a result, Curitibans are breathing cleaner air and reducing fuel consumption by 30 percent -- even with one of the highest automobile ownership rates in Brazil.

Bus rapid transit is truly a visionary approach to providing high quality transit service. A service that is essential to ensuring mobility and access for thriving communities throughout Parana' and throughout the United States.

We look forward to working with you as we launch our new Bus Rapid Transit demonstration program in the United States. Today's signing will ensure that cities in Parana' and cities in America can build on Curitiba's outstanding accomplishments.

I congratulate Governor Jamie Lerner, who not only served three terms as mayor of Curitiba, but 34 years ago he was one of the architects of Curitiba's Master Plan -- a forward-thinking plan that integrated economic development, community development and transportation infrastructure development.

Today Curitiba is renowned for its work in integrated transportation planning. It truly is the "Best City in the World."

I am proud today to begin building a strong, collaborative partnership with the City of Curitiba by signing this Letter of Intent with Governor Lerner and the State of Parana'.

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60.51

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
CMS ENERGY ACQUISITION SIGNING CEREMONY
U.S.-SOUTH AMERICA TRANSPORTATION AND TRADE MISSION
TUESDAY, OCTOBER 19, 1999
BRASILIA, BRAZIL

Good morning. It is indeed a pleasure to join you. I thank *CMS Energy* and *Grupo Companhia Paulista de Energia Electrica* for their generosity in allowing us to witness the signing of this acquisition agreement.

This strategic partnership is an excellent example of what we are promoting on this U.S.-Chile Transportation and Trade Mission – to increase cooperation in the region and to assist U.S. industry in expanding into new and growing markets. This will result in safer and more efficient transportation systems for our neighbors in the Western Hemisphere.

We are witnessing the exciting results of that cooperation and expansion with today's signing and with the events taking place throughout this week.

Yesterday, we signed a letter of intent with Governor Jamie Lerner and the State of Parana' to work togther and to exchange information on a host of transportation issues. We are excited about this partnership.

The City of Curitiba is doing an outstanding job with integrated transportation planning. Their Bus Rapid Transit System is a model for others to follow and we are looking to Curitiba to learn how to replicate that success in America and throughout Parana'.

Tomorrow we will sign a maritime bilateral agreement with the Brazilian government to improve shipping opportunities for commercial shippers both here and in the United States. And on Thursday in Chile, we will sign a new Open Skies Aviation Agreement with the Chilean government. That agreement will bring more service and lower fares between the U.S.-Chile market.

This historic cooperation advances the Clinton-Gore Administration's goal of forming partnerships with other nations and regions to promote global trade and investment.

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President Clinton and Vice President Gore believe that a strong, properly constructed global trading system is good for all the nations of the world. They believe that we can make our individual economies even stronger and make open trade an even greater force for peace and prosperity in the new century. I stand with them in that belief.

I congratulate CMS Energy and *Grupo Companhia Paulista de Energia Electrica* on their new partnership and wish them great success in serving the people of Brazil.

Working together, ever visionary and vigilant, we can build a global economy – a global trading system – that benefits all of the people of our nations in the new century and the new millennium. I truly believe our best days are yet ahead.

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6.47

TALKING POINTS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GOVERNMENT-INDUSTRY ROUNDTABLE
RIO DE JANEIRO, BRAZIL
OCTOBER 20, 1999

1. Thank you Consul General Orozco for the kind introduction and to your staff for organizing the fine program we have ahead of us. And, thank you all for welcoming me to the Rio de Janeiro Federation of Industries. Brazil is the largest single economy among the United States' major export markets in Latin America and the Caribbean region, and Rio de Janeiro is at the heart of this unprecedented economic activity.

2. I am indeed delighted to be here today to hear about ongoing and planned transportation-related projects in Brazil, discuss transportation trends in the region, and identify new ways to strengthen our growing transportation and trade relationship.

3. I believe that we share a common goal -- to develop the safest and most efficient transportation system within our reach -- in order to ensure increased trade and economic growth throughout the Americas. I hope that this forum will allow us to begin to examine together, from a multi-faceted commercial perspective, the challenges and opportunities that achieving this goal presents.

4. U.S. and Brazilian companies are already working together in many important ventures. For example, U.S. rail and rail-related companies have partnered with Brazilian business interests to upgrade and replace rolling stock, such as locomotives and freight- and tank- cars. The privatized Brazilian railroads will require approximately $400 million worth of equipment, and the U.S. rail industry is ready to respond to this demand.

5. The business executives who accompany me today possess a unique combination of talent and expertise in transportation and related fields. Their companies are widely recognized as leaders in their lines of business and are known for consistently delivering the highest quality of services and products.

6. I urge you to get to know these companies, whose interests include heavy construction, institutional reform and modernization, strategic planning, infrastructure rehabilitation, air traffic control and vessel tracking technologies, international air services, communications applications to support transportation management, and many other areas.

7. I am pleased to introduce to you the U.S. business delegation. Later this morning, we will hear from each delegation member about his or her business objectives in Brazil and the region. I am looking forward to the discussion.

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6.48

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRASPORTATION RODNEY E. SLATER
U.S.-CHILE RECEPTION TOAST - U. S. AMBASSADOR'S RESIDENCE
OCTOBER 20, 1999
SANTIAGO, CHILE

Ladies and gentlemen ... Ambassador Gabriel Guerra Mondragon ... to the U.S. business delegation and to the Chilean delegation, to the members of the board of the American Chamber of Commerce and to the U.S. Embassy Staff.... let me, on behalf of President Clinton and Vice President Gore, welcome you to the Chilean portion of the U.S.-South America Transportation and Trade Mission.

And thank you Minister (Claudio) Hohmann and Minister Juan Gabriel Valdes Soublette for so graciously welcoming us to the beautiful city of Santiago.

I have a long-held belief that transportation is about so much more than concrete, asphalt, and steel. It is about our people, and providing them with opportunities. We represent two nations of people who want to live in vibrant and growing economies that produce jobs and improve their quality of life.

They would want us to come together to determine how to build integrated transportation systems that moves people and goods safely and efficiently, throughout the Americas. Without it our economies would have little chance of continuing the dynamic growth between them we have seen. So, I urge that we continue working toward achieving concrete outcomes in the transportation sector.

To my new friends from Chile, let me propose a toast to celebrate tomorrow's historic signing of the U.S.-Chile Open Skies Aviation Agreement. I say to you that Chileans and Americans look across the borders that link us to see a future of great opportunity in the new century and the new millennium. For without cooperation among nations, we could never prosper and grow.

So, I raise my glass to the success of our efforts to break down barriers of restriction and create *"open skies"* of opportunity between our two nations.

Thank you very much.

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6.49

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AMERICAN CHAMBER OF COMMERCE IN BRAZIL LUNCHEON
RIO DE JANEIRO, BRAZIL
OCTOBER 20, 1999

On behalf of President Clinton and Vice President Gore, I am very pleased to join Minister Eliseu Padilha in signing this historic agreement.

I thank Administrator Clyde Hart and his dedicated staff at the Maritime Administration, Dr. Armando Fregeido and the members of the Brazilian maritime delegation for their extraordinary leadership in negotiating this agreement.

I would also like to thank the U.S. Department of State, the American Embassy in Brazil, and the U.S. maritime industry, including both carriers and shippers, for their strong support throughout the negotiating process.

Today's signing will go far to improve maritime trade and competitive access for national-flag carriers of both the United States and Brazil.

This agreement provides the foundation for strong bilateral maritime relationships and for continued efforts to further open shipping markets in the U.S.-South America trade.

Free trade and fair competition is the most effective way to encourage efficient shipping services at favorable costs. Such shipping conditions will only increase foreign trade and enhance the growth of our respective economies.

Our agenda is not only about strengthening maritime relations between our two nations, it is about the economic future of our diverse peoples.

Every day, the world grows smaller and closer together. In fact, we are fast becoming a world without borders. And it seems we grow closer by adopting more liberal rules of investment and trade, rules, like today's agreement that, are creating trade opportunities to benefit all of our people.

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President Clinton believes that a strong, properly constructed global trading system is good for all the nations of the world. He believes that we can make our individual economies even stronger and make open trade an even greater force for peace and prosperity in the new century. I stand with him in that belief.

Transportation is the crucial link -- it is the tie that binds. Open and liberal transportation and trade agreements are key to expanding and strengthening that global trading system. Clearly, we are making great strides today with the signing of this Bilateral Maritime Agreement.

Working together, moving from strength to strength, we are building a strong and dynamic U.S.-Brazil partnership for the new century and the new millennium.

I am delighted with this opportunity to brief the American Chamber in Brazil.

The Chamber here has worked diligently to promote commerce and improve relations between our two nations since 1919. And I believe this week's U.S. transportation and trade mission to Brazil, Chile and Peru will advance that high purpose.

We have called this a "transportation and trade mission."

At each stop, we are meeting with government leaders responsible for transportation programs and policies. And as the maritime agreement we just signed demonstrates, we are not just talking -- we are taking action.

As part of our mission, we are also meeting with U.S. companies that are well positioned to supply transportation products and services in Latin America. However, they need an equal playing field to compete. We are here to speak on their behalf.

And we are also here to listen and to learn.

After visiting with Minister of Transportation Padilha and other senior officials in Brazilia, I had the great privilege of meeting with President Cardoso yesterday afternoon. I listened. I learned. Our meeting went very well. I think it will bear good fruit in due season.

The first official stop on our mission to Brazil was Curitiba. I was deeply impressed with Curitiba's low-coast but highly effective. The United States has much to learn about Bus Rapid Transit and community development projects from the Curitiba model. We liked what we saw. Our host were interested in how the latest U.S. technology could make the system even better.

U.S. companies can help Curitiba with clean propulsion technologies that reduce pollution, electronic "smart cards" that simplify fare collection. New Geographic Positioning Satellite Systems could help Curitiba manage traffic in real time by tracking the exact location of every transit vehicle.

We concluded the day, by signing a letter of intent pledging us to work together.

I came away feeling our mission was off to a great start. I can't emphasize enough how important it is that these conversations are "win-win" conversations for all participants. Sustainable development" requires sustainable agreements.

In addition to bilateral transportation and trade issues, our mission also has a broader purpose. In just five years the western hemisphere will need a transportation system for our hemisphere that is able to support the free trade zone of the Americas our elected Chiefs of State promised to create at the Miami Summit of the Americas.

The economic potential of a hemispheric free trade agreement is enormous. Even without an agreement, the dollar value of U.S. exports to Latin America grew at an annual rate of 13 percent between 1986 and 1996, a rate more than three times that of U.S. exports to Europe.

By the year 2010, the Western Hemisphere will be a larger market for the U.S. than Western Europe and the Pacific Rim combined. Our 800 million people already generate over $ 9 trillion in economic activity.

To support this massive growth we will need the kind of transportation system envisioned by last December's Western Hemisphere Transportation Ministerial in New Orleans: "A seamless network of highways, rail lines, shipping routes and aviation corridors stretching from the Yukon to Tierra del Fuego.

I strongly believe that aviation will be a driving force for this emerging network in the new millennium. Tomorrow in Santiago, I will join President

Eduardo Frei to an Open Skies Aviation Agreement between the governments of the United States and Chile.

We expect this aviation agreement to generate more service and lower fares in the U.S.-Chile market and to inaugurate direct service between more cities in both countries. We also expect this agreement to stimulate competition by encouraging new carriers to enter the marketplace.

With this signing, Chile will join 35 other nations, worldwide, that have negotiated open skies agreements with the United States.

We would like to conclude an Open Skies agreement with Brazil. The U.S. enjoys good civil aviation relations here. And with nearly three million passengers in 1998, Brazil is the largest of the U.S.-South American passenger markets. And despite this past year's economic slowdown in Brazil, several U.S. airlines are eager to expand service here.

What are the prospects for a U.S.-Brazil Open Skies Agreement? Let me just say that this is on my agenda here this week.

While I am excited by our new bilateral agreement with Chile and the possibility of an eventual agreement with Brazil, our ultimate hope is to replace the thousands of bilateral aviation markets created by the existing system with a single, open, international aviation market.

The United States is therefore calling upon all our Open Skies aviation partners to join us for an aviation conference in Chicago this coming December to address what comes after Open Skies? in the 21st century.

The connection between transportation and trade is clear. As President Clinton has said, *"An efficient, safe and well-integrated transportation system is crucial to the Western Hemisphere's continued growth and prosperity."*

The economic logic of the case for free trade in this hemisphere is also clear.

We are neighbors; we will always be neighbors. It's a matter of geography.

This logic motivated Simon Bolivar and Benito Juarez to promote better hemispheric trade relations during the first half of the 19th century.

In his speech to the American Chamber in Sao Paulo last year, Ambassador Fisher, pointed out that the United States was already Brazil's largest export market back in 1876 when Dom Pedro II came to Washington to help us celebrate our Independence Centennial.

U.S. Secretary of State James Blaine actually convened a hemispheric conference in Washington, whose goal was hemispheric free trade, back in 1889.

However, these 19th century hopes for free trade in our hemisphere were never realized.

And during the 20th century, U.S. President Franklin Roosevelt's "Good Neighbor Policy" and President John Kennedy's "Alliance for Progress" also failed to live up to our mutual expectations.

What makes us think that our current efforts at the dawn of a new century and a new millennium will enable us to move to higher heights where earlier efforts fell short of the mark?

The short answer is that today, unlike yesterday, we share a common vision and common values as well as geographic proximity:

- All 34 democratic republics of the hemisphere share a faith in democracy;

- And we all share the belief that the free market, under the rule of law -- with an effective safety net for the less fortunate -- is the best means of developing economies and reducing poverty.

As President Cardoso said to the Council on Foreign Relations in New York a few years ago, "The values that Brazilian society has elevated in a desire for reform [include] the consolidation of democratic institutions; a market economy; respect for human rights; the non-proliferation of nuclear arms; and respect for the environment."

These shared values make a new, enduring, equal partnership possible. However, success is not guaranteed. The negotiations to create a hemispheric free trade zone are demanding. And some of the most important negotiations must take place *within* our respective nations, as well as among them.

In the United States we still do not have a consensus on the way forward with trade, especially with respect to environmental and labor issues.

Under President Clinton's leadership we are attempting to build a consensus in favor of free trade, in advanced next month's historic World Trade Organization meeting in Seattle. I was in Washington State earlier this month to participate in to explain the WTO meeting to a cross-section of community groups.

I believe we will finally succeed in building a consensus in favor of free and fair trade because it's in the best interest of everyone.

The success of these two regional arrangements have been dramatic:

Since the 1991 Treaty of Asuncion, intra-Mercosul trade has increased over 400 percent. And as of last year, Mercosul's exports to the rest of the world had increased by over $20 billion.

With NAFTA in place, the United States more than doubled its annual trade to Mexico, reaching $198 billion annually in 1998. Our yearly trade with Canada exceeds $300 billion.

As President Clinton said at last year's Santiago Summit, the nations of this hemisphere are now in a position to create a *"New partnership for a new century...to grow in freedom and opportunity and cooperation...[so that] the Americas can be a model for all the world in the 21st century."*

One of the hemisphere's greatest living writers, Carlos Fuentes has said. *"So many barriers that used to keep us apart have disappeared. We are more and more united.*

Unity of vision, pursued with vigilance is the firm foundation upon which we can move from strength to strength, to build a community of nations in which no one is left out of the circle of prosperity.

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6-50

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
SIGNING OF THE BILATERAL MARITIME AGREEMENT
U.S.-SOUTH AMERICA TRANSPORTATION AND TRADE MISSION
WEDNESDAY, OCTOBER 20, 1999
RIO DE JANEIRO, BRAZIL

On behalf of President Clinton and Vice President Gore, I am very pleased to join Minister (Eliseu) Padilha sign this historic Bilateral Maritime Agreement.

I thank Administrator Clyde Hart and his dedicated staff at the U.S. Department of Transportation's Maritime Administration, Dr. Armando Fregeido and the members of the Brazilian maritime delegation for their extraordinary leadership in negotiating this agreement.

I would also like to thank the U.S. Department of State, the American Embassy in Brazil, and the U.S. maritime industry, including both carriers and shippers, for their strong support throughout the negotiating process.

Today's signing will go far to improve maritime trade and competitive access for national-flag carriers of both the United States and Brazil.

This agreement provides the foundation for strong bilateral maritime relationships and for continued efforts to further open shipping markets in the U.S.-South America trade.

Free trade and fair competition is the most effective way to encourage efficient shipping services at favorable costs. Such shipping conditions will only increase foreign trade and enhance the growth of our respective economies.

I am pleased to note the dynamic growth of U.S.-Brazil maritime trade, which nearly doubled from $7.5 billion in 1993 to $12.2 billion in 1996. And when the global financial crisis of the past couple of years posed great challenges for economic and trade growth, Brazil weathered the storms much better than many expected.

I commend the strong actions and sound economic policies that the Brazilian government has taken to lay the right foundation for moving forward. Strengthening our commercial shipping ties are key to economic success for both our nations in the new century and the new millennium.

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Our agenda is not only about strengthening maritime relations between our two nations, it is about the economic future of our diverse peoples.

Every day, the world grows smaller and closer together. In fact, we are fast becoming a world without borders. And it seems we grow closer by adopting more liberal rules for trading, investing and doing business across national borders, rules like today's agreement that are creating opportunities to benefit all of our people.

President Clinton believes that a strong, properly constructed global trading system is good for all the nations of the world. He believes that we can make our individual economies even stronger and make open trade an even greater force for peace and prosperity in the new century. I stand with him in that belief.

Transportation is the crucial link -- the tie that binds. Open and liberal transportation and trade agreements are key to expanding and strengthening that global trading system. Clearly, we are making great strides today with the signing of this Bilateral Maritime Agreement.

Working together, moving from strength to strength, we are building a strong and dynamic U.S.-Brazil partnership for the new century and the new millennium.

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REMARKS AS PREPARED FOR DELIVERY
SERETARY OF TRANSPORTATION RODNEY E. SLATER
U.S.-BRAZIL RECEPTION - U.S. CONSUL GENERAL'S RESIDENCE
OCTOBER 19, 199
RIO DE JANEIRO, BRAZIL

Ladies and gentlemen ... U.S. Consul General (Cristobal) Orozco ... to the U.S. delegation and to the Brazilian delegation, to the U.S. Embassy Staff.... let me, on behalf of President Clinton and Vice President Gore, welcome you to the Brazilian portion of the U.S.-South America Transportation and Trade Mission.

I thank our hosts for so graciously and so warmly welcoming us to the beautiful city of Rio de Janeiro.

Let me say, this is an historic time for the United States and Brazil. For tomorrow we will sign a U.S.-Brazil bilateral maritime agreement. Yesterday, Governor Lerner and I pledged to work closely together devise 21st century solutions for urban transportation issues. I am excited about the future for our two nations. This is our opportunity to forge new ground, to reach even higher heights in the new century and the new millennium.

I raise my glass to you and to this new and generous spirit of cooperation between our two nations. Working togther, ever visionary and vigilant, I know our best days are yet to ahead.

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6-64

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

Speech

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E.SLATER
DELTA LISTENING SESSION
VICKSBURG, MISSISSIPPI
OCTOBER 2,1999

Good morning. It is indeed a pleasure to join you in Vicksburg for our third Delta Listening Session. I thank Mayor Robert Walker and the Vicksburg Convention Center for the warm Southern hospitality. Let me say, you have certainly rolled out the red carpet, and in great style, for today's listening session. Vicksburg truly lives up to its reputation as the "Red Carpet City of the South."

Yesterday, we had an excellent session in Baton Rouge. We had outstanding participation and we came away with some great ideas on how we can move the Delta Region forward in the new century and the millennium.

We have a full day ahead of us, and I am encouraged by the many participants who gave up part of their weekend for this very important conversation. I know we will accomplish much. I thank you for your participation, for rolling up your sleeves and getting down to the business at hand -- the business of defining the Delta's next steps for continued success.

We came here today to engage you -- the people who live and work here -- who know best what needs to be done.

I believe what we do today will help the people of the Mississippi Delta reach even higher heights at the dawn of a new century and a new millennium.

Clearly, our most famous native son, President Clinton, is this region's strongest supporter -- our greatest advocate.

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.

We are seeing the benefits of the Clinton-Gore Administration's commitment to advance economic opportunity in the Mississippi Delta Region.

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Unemployment, while still above the national average in many areas, is on the decline. President Clinton's Workforce Investment Act of 1998 is providing record opportunity. Infant mortality is down and we are seeing successes inside the classroom. Empowerment Zones and Enterprise Communities grants are helping to build sustainable communities.

We are connecting the people of the Delta to opportunity -- to a better quality of life.

Today I am announcing nearly $11 million in federal grants to assist the City of Jackson with transit improvements -- part of the City's efforts to develop an intermodal transportation complex and connectors linking Jackson's Central Business District, the Jackson State University area, Interstates 55, 20, and 220 and the Jackson International Airport.

Here in Mississippi, we are helping the rural poor make the critical transition from poverty to self-sufficiency. Mississippi received nearly $300,000 (FY99), from the U.S. Department of Transportation's Job Access and Reverse Commute program, to connect low-income residents to jobs in hard to reach locations. As Vice President Gore has often said, "you can't *go* to work if you can't *get* to work."

Under the DOT's Borders and Corridors program, the Delta Region was awarded a $10 million grant for environmental studies of the proposed I-69 corridor. When constructed, it will be one of our nation's major economic development investments of the 21st century and the Delta Region is well positioned to reap the benefits.

Math and reading scores are on the rise in the Delta. To continue those classroom successes, President Clinton and Education Secretary Riley yesterday announced $350 million in Title I funds for the Delta Region.

Birthplace of the blues and home to *Robert Johnson*, *Muddy Waters*, and *John Lee Hooker* -- Clarksdale, Mississippi is working on a renaissance of its own. With the help of a $1.6 million Transportation Enhancement grant, the newly renovated Illinois Central Railroad Freight Depot is the new home of the Blues Museum. This is the first phase of the "Blues Alley" revitalization plan for downtown Clarksdale.

Here in Vicksburg, $1.6 million in Transportation Enhancement Funds will help build pedestrian and bike paths along the Old Mississippi River Bridge. This summer, Transportation Enhancement funds ($35,000) also help sponsor an Urban Youth Corps program.

These are just a few of the many great stories we are witnessing in the Mississippi Delta.

You can read more about these success in *The Mississippi Delta: Beyond 2000* -- our interim report released a week ago Thursday. You should already have a copy. You can also find the report on our new web site, **www.dot.gov/delta.** The site links you to the many federal agencies involved in this initiative. And we have a toll-free number, 1-888-273-4117.

Clearly, our progress has been considerable. But, "we have miles to go before we sleep." As the President often says, this is not a time for complacency -- not a time to rest, but a time to build.

We still have too many families living in poor rural areas. These stubborn pockets of poverty *must* be included in America's bounty.

Our challenge is to find ways to connect rural communities here in the Delta Region -- and across America -- to opportunity so that they, too, can realize the American dream.

President Clinton and Vice President Gore are working hard to ensure that as we go into the 21st century no community -- no American -- will be left behind.

In the 1960's government didn't have all the answers. In the 1980's, the market didn't either; our economy moved forward, but more and more Americans were left behind.

President Clinton's and Vice President Gore's New Markets Initiative is a third way -- government and business work together to inject new capital, new investment, and new opportunity into hard-pressed communities.

Transportation plays a critical role in this initiative. There is a direct correlation between transportation and economic growth; investments in infrastructure translate into investments in people. It is the tie that binds.

The connection between transportation investment and the creation of new market opportunities for job creation is both immediate and direct.

I often say that transportation is about so much more than concrete, asphalt and steel -- it is about people.

Let me close on this. Under President Clinton's and Vice President Gore's leadership, this country is fundamentally a better, fairer place than it was a generation ago. But we have "miles to go before we sleep."

Much work remains to be done to bring sustained opportunity and hope to all of the people of the Mississippi Delta Region. Our goal for today's listening session, and in Cape Girardeau on Monday, is to outline a blueprint for success in 2000 and beyond.

We must continue to move from strength to strength, working together to provide all of our people with greater opportunities to lead safer, happier, more fulfilling lives.

We, as a nation, can move into a period of limitless opportunity if we are ready, if we are prepared -- limitless opportunity in a new century and a new millennium. Let us march forward together -- strong and courageous and with the understanding that if we seek, we shall find, if we ask *and* give, we shall receive.

And know this, that by working together at the dawn of a new century and new millennium, we can ensure that the Delta Region's best days -- America's best days -- are yet ahead of us.

# # # #

TALKING POINTS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SANTIAGO, CHILE GOVERNMENT-INDUSTRY ROUNDTABLE/LUNCHEON.
OCTOBER 21, 1999
SANTIAGO, CHILE

1. Thank you, Minister Hohmann, for the warm welcome to Santiago. Chile is the fifth largest economy among the United States' major export markets in Latin America and the Caribbean region. I am, as you well know, extremely pleased to have just signed an open-skies civil aviation agreement with Chile. We in the United States highly value every aspect of our bilateral trading relationship with Chile and want it to continue to prosper.

2. I have found that the Chilean business sector is one of the most dynamic, most outward-looking, and most open to innovation and entrepreneurial challenges in the region. This is partly because it is supported and encouraged by the progressive economic policies and reforms that have been put in place by the Chilean Government.

3. There are many topics of common interest for us to discuss today. The privatization of maritime ports, for example, comes to mind. It is important for both the public and private sectors to join forces if the full benefits of privatization are to be realized.

4. I am indeed delighted to be here today, in this beautiful setting, to learn about ongoing and planned transportation-related projects in Chile, discuss transportation trends in the region, and identify new ways to strengthen our growing transportation and trade relationship.

5. I believe that we share a common goal -- to develop the safest and most efficient transportation system within our reach -- in order to ensure increased trade and economic growth throughout the Americas. I hope that this luncheon is the beginning of a lasting dialogue that moves us to face together the challenges and opportunities that achieving our common goal presents.

6. The business executives who accompany me today possess a unique combination of talent and expertise in transportation and related fields. Their companies are widely recognized as leaders in their lines of business and are known for consistently delivering the highest quality of services and products.

7. I urge you to get to know these companies, whose interests include heavy construction, institutional reform and modernization, strategic planning, infrastructure rehabilitation technologies, air traffic control and seaport vessel tracking technologies, international air services, and many others.

8. I am pleased to introduce to you these prominent U.S. business leaders, from whom you will learn directly about their companies and business objectives in Chile.

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
OPEN SKIES AVIATION AGREEMENT
U.S.-SOUTH AMERICA TRANSPORTATION AND TRADE MISSION
THURSDAY, OCTOBER 21, 1999
SANTIAGO, CHILE

On behalf of President Clinton and Vice President Gore, I am tremendously pleased to join President Eduardo Frei in the signing of a new Open Skies Aviation Agreement between the governments of the United States and Chile.

We expect this aviation agreement to generate more service and lower fares in the U.S.-Chile market; direct service to more communities in both our countries and support the entry of new carriers into the market benefitting both travelers and businesses as well as the economies of these two nations

This is an important step forward in the Clinton-Gore Administration's effort to create open markets for aviation services throughout Latin America and the world. It builds on our Open Skies relationships with Peru and Argentina, as well as with six Central American countries, to provide travelers and shippers convenient service to more cities in the region than ever before.

With this signing, Chile joins 35 other nations, worldwide, that have negotiated open skies agreements with the United States.

This latest agreement will greatly liberalize the U.S.-Chile aviation market. And the agreement comes at a critical time as our respective economies enter a new era in the global marketplace of the 21st century.

Today, record high exports account for fully one-third of America's economic growth. So it is absolutely critical that our transportation system be international in reach to support this growth.

And expanding that reach is exactly what this agreement does. It will expand the aviation market between the United States and Chile. And it will let U.S. airlines fly to Chile without restriction. This is good because greater access to Chile means greater access to the rest of South America.

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I strongly believe that aviation will be a driving force for economic growth in the new millennium. Today's agreement is enormously important for the future social, as well as economic, development of our two countries, carrying both nations and their citizens to higher heights.

While I am excited about this new bilateral agreement, I want to emphasize that our ultimate hope is to replace the thousands of bilateral aviation markets created by the existing system with a single, open, international aviation market.

The United States is therefore calling upon all our aviation partners to join us for an aviation conference,"Beyond Open Skies," in Chicago from December 5 through 7 to address international aviation in the 21st century.

Every day, our world grows smaller. In fact, we are fast becoming a world without borders. And it seems we grow closer by adopting more liberal rules for trading, investing and doing business across national borders, rules -- like today's open skies aviation agreement -- that are creating opportunities to benefit all of our people.

President Clinton and Vice President Gore believe that a strong, properly constructed global trading system is good for all the nations of the world. They believe that we can make our individual economies even stronger and make open trade an even greater force for peace and prosperity in the new century. I stand with them in that belief.

Transportation is the crucial link -- the tie that binds. Open and liberal transportation and trade agreements are key to expanding and strengthening that global trading system. Clearly, we are making great strides today with the signing of the U.S.-Chile Open Skies Agreement.

Working together, moving from strength to strength, we are building a strong U.S.-Chile partnership to ensure that our respective nations can reach even higher heights and greater achievements in the new century and the new millennium.

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6:46

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

Speech

REMARKS AS PREPARED FOR DELIVERY
US SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE CHILEAN-AMERICAN CHAMBER OF COMMERCE
SANTIAGO, CHILE
OCTOBER 21, 1999

I am delighted with this opportunity to brief the Chilean-American Chamber of Commerce on this week's U.S. Transportation and Trade Mission to Brazil, Chile and Peru.

I am especially pleased to be addressing the AmCham, because of your influential role as the leading advocate of free trade and investment between Chile and the United States.

We have called this a "transportation and trade" mission because without transportation there can be no trade.

At each stop on this mission, we are seeking new government partnerships to strengthen the transportation channels through which all trade must move.

We are also providing an "encouraging word" where we can, about American companies offering transportation products and services in the region.

President Clinton has said that *"An efficient, safe and well-integrated transportation system is crucial to the Western Hemisphere's continued growth and prosperity."*

This will be even truer tomorrow than it is today. Our elected Chiefs of State promised to create a Free Trade Area of the Americas (FTAA) at the Miami Summit of the Americas five years ago. To support the FTAA, we should make the best investments for the transportation systems of the Western Hemisphere by 2005.

The economic potential of a hemispheric-wide free trade agreement is enormous. The 800 million people of the Americas already generate over $9 trillion in economic activity.

By the year 2010, the Western Hemisphere will be a larger market for the United States than Western Europe and the Pacific Rim combined.

- more -

But our shared economic progress will stall if our region's transportation system infrastructure is unable to safely and efficiently handle the rapid increase in multilateral trade we expect.

To sustain our economic growth, we will need the kind of transportation system that Chilean Minister Claudio Hohmann, I and 32 other ministers envisioned at the Western Hemispheric Transportation Ministerial I hosted in New Orleans last December.

That vision called for *"A seamless network of highways, rail lines, shipping routes and aviation corridors stretching from the Yukon to Tierra del Fuego."*

As the current U.S. strategic plan puts it, we need a system that is "international in reach, intermodal in form, intelligent in character and inclusive in service."

In the 21st century, the transportation plan will be written from a global perspective through partnerships both in the public and private sectors, and through an enduring commitment to invest in the fundamentals.

That is exactly the approach taken by President Clinton and Vice President Gore when they took office six and a half years ago.

Their first order of business was to put our nation's fiscal house in order. Look at the results:

-- The longest peace-time economic expansion in U.S. history with more than 19 million new jobs;

-- The lowest unemployment rate in 29 years and the lowest welfare rolls in 32 years;

-- The highest homeownership levels in a generation;

-- Elimination of a $290 billion deficit, leading to the first back to back budget surpluses in 42 years -- including a $115 billion surplus just this past year.

And now that our fiscal house is in order, we can build from strength to strength in our country and throughout the Americas.

After our heads of state committed the hemisphere to a free trade area at the Miami Summit, we transport ministers began work on a comprehensive transportation initiative responding to the challenge of a significant increase in regional trade.

Our initiative represents the ideas and hard work of many leaders from many nations. I want to give particular credit to Minister Hohmann, who hosted the 1996 meeting of transport ministers here in Santiago, where the initiative was formally adopted.

I would also like to acknowledge my predecessor, Federico Pena, who was a driving force behind this initiative.

Our proposal was added to the agenda of the Second Summit of the Americans, held here in Santiago, in April of last year.

Significant portions of the initiative were incorporated as part of the summit's final action agenda.

We have a lot of work ahead of us to implement this initiative, but we are headed in the right direction.

Later this morning, Minister Hohmann and I will join President Frei (FRAY) for the signing of the new Open Skies Aviation Agreement between the governments of our nations.

Chile will join 35 other nations around the world which have joined the U.S. in Open Skies.

We expect this agreement to lead to expanded service and lower fares for consumers. We can also look forward to new direct service between additional communities in both countries. This agreement will benefit travelers and businesses, as well as the economies of both nations.

But as excited as I am about this new agreement, I believe our long-range goal must be for a world in which the thousands of bilateral agreements are replaced with a single, open, international regime.

This may take time, and must be done with appropriate deliberation, but we can take some steps right now.

That is why I am delighted that Minister Hohmann willl represent Chile among the many nations joining us for an important aviation conference in Chicago this coming December. There, we will begin to address the future of commercial aviation "Beyond Open Skies."

I also know that Chile will also join us for next month's World Trade Organization meeting in Seattle.

What is the purpose of the WTO? Consider this: there are now six billion people living on the Earth. Half of them live on two dollars a day or less. Two dollars a day or less.

As President Clinton put it last week, *"One of the reasons I want to expand the reach of global trade is because I want more people to be able to lift themselves up."*

Lift themselves up.

Last month in Atlanta, I hosted a meeting of transportation ministers from Africa to explore ways we could further President Clinton's goal of partnering with African nations to build their economies by improving their transportation systems.

Everywhere around us we see these signs of a new world emerging: in Africa, at the WTO in Seattle, in NAFTA, through Mercosul, in the Free Trade Area, to right here in the bi-lateral relationship of Chile and the U.S.

It is a world where the gravitational pull of the global economy makes us closer neighbors than ever before in history.

We need to pledge ourselves -- and we certainly pledge ourselves -- to a world that works for everyone in the new millennium -- with no-one left out.

As nations working together, in the private and public sectors, with a commitment to investment, this can be -- must be -- our legacy to the generations ahead in the new millennium.

As President Clinton said in his speech to the IMF a few weeks ago, *"We have before us perhaps as great an opportunity as the people of the world have ever seen. We will be judged -- by our children and our grandchildren -- by whether we seize that opportunity. I hope and I believe that we will do so."*

# # # #

6.42

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
LIMA PERU GOVERNMENT-INDUSTRY ROUNDTABLE
OCTOBER 22, 1999
LIMA, PERU

1. Thank you Mr. Vice Minister for welcoming us to Peru's Ministry of Transportation. As the sixth largest economy among the United States' major export markets in Latin America and the Caribbean region, Peru is a much valued U.S. trading partner. Peru's potential for attractive investment projects is one of the reasons U.S. companies are eager to establish closer bonds with the Peruvian Government and business sectors.

2. I am indeed delighted to be here today to hear about ongoing and planned transportation-related projects in Peru, discuss transportation trends in the region, and identify new ways to strengthen our growing transportation and trade relationship.

3. I believe that we share a common goal -- to develop the safest and most efficient transportation system within our reach -- in order to ensure increased trade and economic growth throughout the Americas. I hope that this meeting will allow us to begin to examine together the challenges and opportunities that achieving this goal presents.

4. The business executives who accompany me today possess a unique combination of talent and expertise in transportation and related fields. Their companies are widely recognized as leaders in their lines of business and are known for consistently delivering the highest quality of services and products.

5. I urge you to get to know these companies, whose interests include heavy construction, privatization, institutional reform and modernization, strategic planning infrastructure rehabilitation, new technologies, international air services, and many others.

6. It is my pleasure to introduce to you these U.S. business leaders from whom you will hear directly about their companies and business objectives in Peru.

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
RAIL SAFETY AGREEMENT SIGNING CEREMONY
LIMA, PERU
FRIDAY, OCTOBER 22, 1999

I am tremendously pleased to join Minister Alberto Pandolfi for the signing of this Memorandum of Intent between the U.S. Department of Transportation and the Peruvian Ministry of Transport, Communications, Housing and Construction.

We pledge to cooperate on a host of issues to improve safety in rail operations and to promote the environmental and energy aspects of rail transportation.

Safe transportation systems are a priority for President Clinton and for President Fujimori. This historic cooperation will not only facilitate the open exchange of information, but it will strengthen relationships between the governments of Peru and the United States.

It is entirely appropriate that we announce our pledge of cooperation here in Peru at the close of the U.S.-South America Transportation and Trade Mission.

Let me say, we have had an excellent week and we have accomplished much. I had the pleasure of meeting with governments and businesses throughout Peru, Chile, and Brazil to discuss how we can increase cooperation, expand markets and improve trade between the Americas.

This signing is an excellent example of the commitment to increase cooperation made by Peru, the United States, and a host of countries from the Americas, during last November's very successful Western Hemisphere Transportation Ministerial.

And this historic cooperation advances President Clinton's and Vice President Gore's goal of forming partnerships with other nations and regions to facilitate global traded and investment.

Today we open the door to a strong partnership to enhance the safety of Peruvian and U.S. rail transportation systems in the new century and the new millennium.

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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AMERICAN CHAMBER OF COMMERCE OF PERU
LIMA, PERU
OCTOBER 22, 1999

I am delighted with this opportunity to brief the American Chamber of Commerce in Peru about this week's U.S. transportation and trade mission to Latin America.

I am especially pleased to be addressing AmCham, because of your influential role as an advocate of free trade and investment between Peru and the United States.

We have called this a "transportation and trade" mission because without transportation there can be no trade.

At each stop on this mission, we are seeking new bilateral arrangements to strengthen the transportation channels through which all trade must move.

We are also providing an 'encouraging word,' where we can, on behalf of U.S. companies offering transportation products and services in the region.

President Clinton has said that *"An efficient, safe and well-integrated transportation system is crucial to the Western Hemisphere's continued growth and prosperity."*

This will be even truer tomorrow than it is today. Our elected Chiefs of State promised to create a Free Trade Area of the Americas (FTAA) at the Miami Summit of the Americas five years ago. To support FTAA we should make the best investments for the transportation system of the Western Hemisphere by 2005.

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- more -

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After our heads of state committed the hemisphere to a free trade area at the Miami Summit, we transport ministers began work on a comprehensive transportation initiative responding to the challenge of a significant increase in regional trade.

Our initiative represents the ideas and hard work of many leaders from many nations.

I would like to acknowledge my predecessor as U.S. Secretary of Transportation, Fredrico Peña, who was a major force behind the initiative.

Our proposal was added to the agenda of the Second Summit of the Americas, held in Santiago, Chile in April of last year.

Significant portions of the initiative were incorporated as part of the summit's final action agenda.

We have a lot of work ahead of us to implement this initiative, but we are headed in the right direction.

Yesterday in Santiago, I signed a new Open Skies Aviation Agreement with President Eduardo Frei and Transport Minister Claudio Hohmann.

Chile joins Peru and 34 other nations around the world which have joined the U.S. in Open Skies.

While on the subject of aviation cooperation, I also want to express my appreciation to President Alberto Fujimori and Minister Pandolfi for Peru's response to the International Civil Aviation Organization's request for information on Y2K preparedness.

What is now left to do is for Peru to provide additional information to the ICAO that shows that all Y2K work has been completed and that air traffic system control and monitoring systems have been fully prepared. It is also my understanding that a comprehensive report is needed on the Y2K status of Aeroperu.

We are pleased with our new bilateral agreement with Chile. But as excited as I am, I believe our long-range goal must be for a world in which the thousands of bilateral agreements are replaced with a single, open, international regime.

This may take time, and must be done with appropriate deliberation, but we can take some steps right now.

That is why I extend an invitation to Minister Pandolfi to join me, and host of other nations, for an important aviation conference in Chicago on December 5th through the 7th. There we will begin to address the future of commercial aviation "Beyond Open Skies."

I also hope that Peru will join us for next month's World Trade Organization (WTO) Meeting in Seattle.

What is the purpose of the WTO? Consider this: there are now 6 billion people living on Earth. Half of them live on less than two dollars a day or less. Two dollars a day or less.

As the President put it last week, *"One of the reasons I want to expand the reach of global trade is because I want more people to be able to lift themselves up."*

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Last month in Atlanta, I hosted a meeting of transportation ministers from Africa to explore ways we could further President Clinton's goal of partnering with African nations to build their economies by improving their transportation systems.

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As President Clinton said in his speech to the IMF a few weeks ago, *"We have before us perhaps as great an opportunity as the people of the world have ever seen. We will be judged -- by our children and our grandchildren -- by whether we seize that opportunity. I hope and I believe that we will do so. "*

# # # #

6.40

RS/ AMERICAN TRUCKING ASSOCIATION VIDEO GREETING/ 10/26/99
Draft 1 (by Yvette) 2.2 minutes

Warm greeting to everyone attending the American Trucking Association's 1999 Management Conference and Exhibition.

The industry you represent is essential to the American economy, both now and in the coming century.

In 1997, the trucking industry generated $372 billion in gross revenues – 81 percent of the nation's freight bill – and employed 9.5 million people in trucking-related jobs, including over 3 million commercial truck drivers.

Commercial trucks travel more than 170 billion miles and transport 6.7 billion tons of goods every year – delivering vital products to every home, every school, every business, every community across America.

Clearly, our nation's economy rides on the wheels of commercial trucks. The positive growth we are seeing in the industry presents new safety concerns as more and more trucks appear on our roads.

Our challenge, in the new century and the new millennium, is to ensure the safety of commercial vehicles traveling on America's roads and highways.

The U.S. Department of Transportation has long partnered with the American Trucking Association to address commercial motor vehicle safety. We can be proud of our accomplishments.

But now we must move our level of achievement even higher. We must build the transportation system of the new century, moving from strength to strength, joined in a partnership to save lives.

I urge ATA members and industry leaders to work with the DOT to achieve the commercial motor vehicle safety goal – to reduce commercial vehicle-related deaths by 50 percent over the next decade.

Safety is a promise we make and keep together. Working together, ever visionary and vigilant, I know our best days are yet ahead.

Best wishes for a successful convention.

# # # #

6.41

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
METROPOLITAN BRANCH TRAIL - MILLENNIUM TRAIL OPENING
WASHINGTON, DC
OCTOBER 26, 1999

Good morning. I am delighted to be here for the opening of this first segment of the Metropolitan Branch Trail.

I would like to take a moment to acknowledge the passing of Senator John Chafee. A true friend to environmental and historic preservation, he served the people of Rhode Island and of this nation long and well. He always worked in a bipartisan manner with President Clinton and this administration in order to move America's business forward.

Senator Chafee was responsible for the creation of the Congestion Mitigation and Air Quality Improvement Program and transportation enhancement activities which support the hundreds of bicycle and pedestrian paths throughout our nation – living legacies that Americans will enjoy for generations to come.

I thank Executive Director Ellen Jones and the Washington Area Bicyclist Association for the invitation to participate in today's ribbon cutting ceremony. Let me say, you have demonstrated a most effective grass roots leadership effort to promote this trail.

Mayor Williams and the District of Columbia City Council have also shown extraordinary leadership in support of the Metropolitan Branch Trail. They have made an $8 million funding commitment and with the Mayor's nomination, this bicycle trail was selected as one of the 50 Millennium Legacy Trails announced by Mrs. Clinton last Thursday.

I want to thank Chairman Earl Blumenauer, the Bipartisan Congressional Bike Caucus, and in particular our local caucus members, Congresswoman Eleanor Holmes Norton and Congressmen Ben Cardin and Rick Boucher, for the work they have done to develop and fund the important programs which support projects like the Metropolitan Branch Trail.

Clearly, this is a shining example of what local communities, working together with federal partners, can accomplish.

- more -

At the U.S. Department of Transportation we are proud of the role we get to play in bringing walking and biking trails closer to every American home.

We are excited to join the First Lady and the White House Millennium Council as sponsors of our nation's Millennium Trails because trails were America's *first* surface transportation system. The recreational use of these trails will enhance the quality of life for millions of Americans.

For the thousands of Metropolitan Washington-area bicyclists, walkers, runners and skaters, the 25-mile Metropolitan Branch Trail will provide a safe non-motorized gateway from Union Station to Silver Spring, Maryland.

The bicycle trail will enhance the quality of life for residents and visitors in several ways. First, it will breath new life into underserved communities by providing them with urban parkland and recreational opportunities right at their doorstep; second, it will help to promote economic redevelopment of old industrial areas within the Takoma Park and Fort Totten neighborhoods; and third, in a truly intermodal manner, this trail connects pedestrians and bicyclists to Metro stops along the Red Line -- increasing ridership while providing more transportation choices.

I have said many times that transportation is about so much more than concrete, asphalt and steel. It is about providing opportunity for all. Our real product is not highways, or airplanes, or cars. Our real product is people -- and connecting them to opportunity -- to an enhanced quality of life.

Today's opening of the first segment of the Metropolitan Branch Trail is our first step to connect the people of this region to improved recreational opportunities and a better quality of life.

In less than three months, we will begin a new century and a new millennium. I can think of no better gift -- no finer legacy -- to our children and our children's children than the historic Metropolitan Branch Trail we open today.

In the years ahead, this trail will provide a route for children to walk to school, for commuters to bike to work, and for travelers of all ages and abilities to, see and connect with the Washington region's past.

Today's ceremony represents our vision for Metropolitan Washington's future and the vigilance with which we pursue that vision. As we move from strength to strength to higher heights in the new millennium, the Legacy Trail we open today will remain our generation's gift to the ages.

# # # #

THE SECRETARY DID NOT DELIVER REMARKS

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
RIBBON CUTTING CEREMONY FOR G STREET N.W. REOPENING
OCTOBER 25, 1999
WASHINGTON, D.C.

Acknowledgments
Honorable Eleanor Holmes Norton, Congresswoman
District of Columbia
Honorable Anthony Williams, Mayor
Honorable Jack Evans, City Council
Honorable Charlene Jarvis, City Council
Vanessa Dale Burns, Director, Department of Public Works

- The G Street reopening is an excellent example of the strong partnership between the Federal Government and the District of Columbia and it speaks to President Clinton's commitment to be a "good neighbor" to the Capital City.

- This reopening will help to improve the flow of traffic into and around the MCI Center. It restores the landscape and enhances the historic beauty of this area.

- The G Street reopening project is just one more step in the District's very successful efforts to revitalize downtown Washington, D.C.

- We at the Department of Transportation look forward to a long and fruitful partnership with the District of Columbia to improve the transportation infrastructure for the people who live, work, and visit this great city.

- I have said many times that transportation is about more than concrete asphalt and steel. It is about providing opportunity for all. Our real product is not highways, or airplanes, or cars. Our real product is getting people to school, to work, to play – to connect people to all the opportunities available to them.

- Working together, every visionary and vigilant, I know the District of Columbia's greatest days are yet ahead.

# # # #

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

Speech

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SAFER SKIES - A FOCUSED AGENDA CONFERENCE
OCTOBER 27, 1999
WASHINGTON, D.C.

It is indeed a pleasure to see so many of our industry and government partners join us for today's Safer Skies conference.

At the U.S. Department of Transportation, safety is our top priority -- our North Star, by which we are guided and willing to be judged. Your participation today speaks to that commitment to safety.

From Kitty Hawk to the International Space Station, America has pioneered the air frontier for nearly a century. Visionaries like the Wright Brothers and John Glenn set the first century of aviation on the right course.

Now it is up to us -- everyone in this room -- to be the visionaries, the pioneers for the next century of aviation.

As President Clinton often says, "this is not a time for complacency -- this is not a time to rest, but a time to build."

Just as the Wright Brothers met their historic responsibility, we must, building from strength to strength, meet ours to ensure that the safest skies in the world are even safer in the new century and the new millennium.

Safer Skies is Vice President Gore's ambitious, well coordinated plan to improve aviation safety. Our goal is to reduce the fatal commercial accident rate by 80 percent by 2007.

To get there, it is absolutely critical that we have full cooperation and full collaboration from every member of the aviation community. This must be a joint partnership between government, industry and the international community in order to realize our safety goals.

I commend Administrator Jane Garvey for the visionary and vigilant leadership she has shown in bringing the aviation community together to address the Safer Skies initiative.

- more -

Let me also thank our government and industry co-chairs -- General Aviation Joint Steering Committee co-chairs -- Ms. Kathy Hakala (FAA Flight Standards) and Mr. Jack Olcott (National Business Aviation Assoc.) and Commercial Aviation Safety Team co-chairs -- Ms. Elizabeth Erickson (FAA Aircraft Certification) and Captain Ed Soliday (United Airlines) -- for all of the work they have done to keep us focused on the safety agenda.

Today we can all be proud of what we have accomplished over the past 18 months. We have improved cabin safety by implementing guidelines regarding passenger seat belt use, carry-on baggage, child restraints and passenger interference issues.

But clearly, the most significant accomplishment under our Safer Skies program is the Federal Aviation Administration and industry working together in new, collaborative and constructive ways.

Captain Soliday was on target when he said, "The things we have done well, we have done together."

Our next steps will be the toughest yet. In the areas of general and commercial aviation safety we have much work that remains to be done. We have implementation challenges that require us to work as a committed international community. Our ability to continue to work together will be key to our success.

Aviation can be for America in the 21st century what the Interstate Highway System has been for America in the last half of this century as it connected the communities and the states of our nation together.

Aviation can connect the communities of our nation with the communities of the world, and allow each to enjoy the fruits of unparalleled opportunity and prosperity.

Let us meet our historic responsibility to the American people by committing to work together -- ever visionary and vigilant -- to ensure that the safest skies in the world are even safer in the new century and the new millennium.

# # # #

6.38

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FAREWELL CELEBRATION FOR ADMINISTRATOR GORDON LINTON
FEDERAL TRANSIT ADMINISTRATION
OCTOBER 29, 1999
WASHINGTON, D.C.

Good morning. It is a such a pleasure to be here today to help send off a good friend and a dedicated colleague for the Department of Transportation.

Gordon Linton and I have worked very closely as part of the Clinton Administration on more things than I can remember. I have known him since I was sworn in as the Federal Highway Administrator in 1993, so you see, we go way back.

And we have a lot in common. I'm the 13th Secretary of Transportation and he is the 13th Federal Transit Administrator. However, unlike myself, he set a record. This is the first time in the 36-year history of FTA, previously known as UMTA, that an administrator has served for six years, what an incredible feat that is.

I want to tell you a quick story that exemplifies the character of this man.

March 12, 1997, is a day I remember very well. On that day, my good friend Gordon and I were at Union Station honoring Rosa Parks, the mother of the modern civil rights movement. She was receiving the APTA Lifetime Achievement Award.

Gordon and I were asked to give speeches. And we did. Now, my speech was great, I must admit, but *his*, well, it was absolutely exceptional. So much so that he received national attention. And I do mean national attention, not once but twice.

Gordon made a profound, yet personal statement that was cited numerous times, including in *Newsweek Magazine*.

His heartfelt statement was a testament to America that because of Rosa Parks and women and men like her, we can enjoy the liberties that we do today. Gordon said, "Because she sat where she sat, I can stand where I stand."

That was not only a powerful statement, but true.

That quote received national accolades, and rightly so. Not only did Gordon's quote make *Newsweek Magazine*'s regular weekly edition, but it was reprinted in its annual "notable quotables" list.

Gordon didn't just say that quote to be saying it; he lives it and breathes it. The man I know, continues to be mindful of the history and struggles that transit has seen in its time, and is quick to highlight transportation's vital role in America's growth.

The history of the Federal Transit Administration program will be divided into two parts: the part before Gordon J. Linton and the part, after Gordon J. Linton.

Gordon is to be commended for his talents, which truly reflect the priorities of the Clinton Administration.

His innovations have focused on improved customer service, increased efficiency in service delivery and making transit an integral part of the life of the community.

Under his leadership, FTA's electronic grant-making system won Vice President Gore's "Hammer Award" for reducing 94 percent of the paper work and 67 percent of the time involved in the grant making process.

Gordon was also instrumental in ensuring that FTA grantees have more flexibility and fewer restrictions in making decisions about their use of FTA funds.

Gordon launched several initiatives to promote complete integration of transit into the localities that it serves.

The first, FTA's Innovative Finance Initiative, encourages involvement of new kinds of investments to maintain transit's viability in the community.

The second, FTA's Livable Communities Initiative, strengthens linkages between transit and communities through promotion of customer-friendly, community-oriented transit services and facilities.

I can tell you first hand that Gordon has done many great things for this industry. He has brought a new vision and a new promise of vitality to America's public transit system.

His mission, to enhance the quality of American life through public transit, has become a springboard for many FTA programs. He firmly believes that transit can make our cities and towns work by alleviating congestion, ensuring low-cost mobility, and sustaining livable communities.

His guiding force is his unshakable belief that transit will help build America's bridge to the 21st century and beyond.

His focus has always been on maintaining America's leadership in safe, efficient, accessible, convenient transit systems that help support the sustainable development that keeps livable communities alive. He often says of his agency, the FTA, "We are people moving people into America's future."

And as he moves into another phase of society, we wish him well.

As Dr. Martin Luther King, Jr., once said, "the ultimate measure of a man is not where he stands in moments of comfort and convenience, but where the stands at time of challenge and controversy."

I can tell you exactly where this man has stood for six glorious years, not in the back of you, nor in the front of you, but always beside you, helping the DOT family strive for greater accomplishments.

Thank you Gordon. I, and the DOT family, wish you all of the best in your new endeavors. Good luck and God Bless.

# # # #

U.S. Department of Transportation
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Washington, D.C.
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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY SLATER
17TH ANNUAL MED WEEK DOT AWARDS CEREMONY
OCTOBER 28, 1999
WASHINGTON, D.C.

I am delighted to join you for today's Minority Enterprise Development (MED) Week Awards Ceremony. Thanks to the people we are here to acknowledge today, America is a fairer and more open place to do business.

For President Clinton and Vice President Gore, Minority Enterprise Development is not a side issue. They declared this to be Minority Enterprise Development Week because MED is central to what this Administration is all about -- putting people first, with no one left out.

As a result of the President and Vice President's leadership since 1993, America is enjoying a remarkable economic renaissance that has broadly benefitted most segments of society, including the African-American and Hispanic communities that did not fully participate in past recoveries.

This Administration has ushered in an unprecedented era of economic growth for the nation, with nearly 19 million new jobs and wages rising at twice the rate of inflation. And we are enjoying the lowest peacetime unemployment rate since 1957.

Today minority communities are moving from strength to strength, enjoying rising incomes, record levels of employment and the highest levels of minority home ownership in history.

But as the President has emphasized, *"Now is not a time to rest, but a time to build."* As America grows and prospers, we don't want to leave anyone behind.

That's the whole idea behind Minority Enterprise Development. While many minority-owned businesses are enjoying the fruits of this prosperity, we still have room for improvement.

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According to the U.S. Bureau of Census, minorities represent more than 25 percent of our population. Yet they own only 9 percent of U.S. businesses and receive less than 6 percent of the revenue generated by the U.S. economy.

The President and the Vice President are committed to changing these numbers. They have pledged to "mend, not end" affirmative action by ensuring that everyone has the opportunity to compete fairly. This Administration -- and the Department of Transportation -- are committed to expanding the circle of prosperity so that no one is left out.

To further this goal, The Department of Transportation has restructured our Disadvantaged Business Enterprise Program (DBE).

The newest DBE regulations are designed to promote fairness that is evenhanded, flexible and efficient.

And these changes are having an impact. When it comes to competing for federally assisted highway, transit and airport contracts, DBE regulations have leveled the playing field for minority-owned businesses, for women-owned businesses and for other disadvantaged small businesses.

The DBE program is essential for moving to 'higher heights' with respect to fairness. Anyone who tracks what happens at the state and local level knows that, without this program or a program like it, disadvantaged firms would disappear from the radar screen.

We're proud of our DBE Program. But we could not have initiated it without lots of outside support.

The current program is the result of listening. As we refined it, we took into account the more than 900 comments we received from around the country. We listened to many members of Congress from both political parties -- members who represent communities large and small, urban and rural, industrial and agricultural. They feel as strongly as we do, that the time has come for fairness.

And we are still seeking out additional views from those who have the most to gain from the success of DBE.

This past summer we launched a series of listening sessions in the lower Mississippi Delta, a region that has lagged behind in sharing our economy's growth.

We've been to West Memphis, Arkansas; we've been to Baton Rouge, Louisiana; we've been to Vicksburg, Mississippi and to Cape Girardeau, Missouri to hear what they have to say.

We sought the views of those with the most at stake in the Delta's future: the businesses, the institutions, the organizations and the people who live and work there. Even now, we are digesting all of the information we got about how to set the Delta's social and economic progress on track.

As we listen, we move forward. The U.S. Department of Transportation is proud to meet and exceed Administration goals for disadvantaged businesses.

Last year, DOT awarded more than 55 percent of our direct procurement dollars to small businesses. More than 14 percent went to socially and economically disadvantaged businesses under the authority of the 8 (a) provision, and some 4 percent went to women-owned businesses.

We are taking strong steps to increase these percentages.

For example, the U.S. Department of Transportation has entered into a Memorandum of Understanding with the Small Business Administration to develop special awards program to encourage support for women-owned businesses. During this afternoon's ceremony we will acknowledge two operating administrations for their dedication and exceptional leadership to the Women Owned Business Program.

And just this morning, we conducted a workshop to train people on the HUBZone Empowerment Contracting program.

DOT is also committed to using all the technology at our disposal to make it easier for disadvantaged businesses to take part in the nation's economic boom. The Internet has made it easier to announce procurement opportunities, to search for businesses, to buy goods and services and to pay vendors. And we are using the Internet to help minority firms compete for new business.

We use technology, we use partnerships, and we use legislative tools to open things up for businesses that have a right to equal footing. We have much work to do, but we are closer than we ever have been, thanks in large part to the people being honored here today.

Today, we celebrate those who have expanded the embrace of liberty to include people of every color and gender, and from all backgrounds.

And by an interesting coincidence, today is the one hundred and thirteenth anniversary of the dedication of one of the world's best known symbols of freedom, the Statue of Liberty.

President Clinton underscored this Administration's commitment to ensuring access to opportunity in his State of the Union message--

"Whether our ancestors came here on the Mayflower, on slave ships; whether they came to Ellis Island or LAX in Los Angeles; whether they came yesterday or walked this land a thousand years ago -- our greatest challenge for the 21st century is to find a way to be One America."

The Minority Enterprise Development program we honor today helps make sure that everyone, regardless of background has a chance to join in the prosperity of that One America.

And at the dawn of a new century and a new millennium, those whom we honor today deserve our gratitude for making it happen.

Congratulations, and thank you for making an enormous difference in the America that will be. Thanks to you, America's greatest days are yet to come.

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REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DON ITZKOFF WELCOME RECEPTION, HOPKINS & SUTTER
OCTOBER 27, 1999
WASHINGTON, D.C.

DON ITZKOFF:

This has been exciting year for Don -- new and exciting job with limitless opportunities and a new daughter, *Elizabeth Rose* (9 months old).

Don was Deputy Administrator of FRA for almost six years (January 1994 to September 1999).

He has been a committed & accomplished public servant -- working tirelessly for American people as he guided FRA to accomplish its goals.

BEFORE FRA:

Attorney at Washington office of Reed, Smith, Shaw and McClay.

Author of book *Off the Track.*

AS DEPUTY ADMINISTRATOR:

Oversaw FRA's rulemaking, legislative and budget initiatives.

Responsible for day-to-day administration of agency.

Instrumental in FRA's creation of Railroad Safety Advisory Committee; contributed substantially to success of FRA's Safety Assurance and Compliance program.

Played major role in FRA's innovative financing initiatives for rail -- assisted in development and implementation of Next Generation High Speed Rail Program.

LOOKING TO FUTURE:

I am confident that in his new position as a partner at Hopkins and Sutter, Don will continue to exhibit the kind of energy and sense of mission that made his time with us at DOT such a success.

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