DRAFT

PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GLOBAL SUMMIT ON INTERNATIONAL AVIATION INFRASTRUCTURE
WASHINGTON, DC
MONDAY, NOVEMBER 1, 1999

Acknowledgments:

- *(Welcome and introduction) Stephen Joel Trachtenberg, President, The George Washington University*
- *Conference Chair, The Honorable Norman Y. Mineta, former Congressman and Chairman, National Civil Aviation Review Commission*
- *Conference Co-chair, Dr. Darryl Jenkins, Director, GWU Aviation Institute*
- *John Leahy, Senior Vice President, Commercial Airbus Industrie (Plenary Speaker)*

We have gathered here in Washington to find ways to strengthen an aviation infrastructure system under significant stress. Last week's *Aviation Week & Space Technology* cover story called the current situation a "crisis in air travel" including congestion, capacity constraints and delays.

Air transport systems in the United States and Europe are the immediate focus of concern. But no region and no nation is exempt from the gravitational forces of global economic integration. As the world economy expands, aviation must rise to the challenge of an expected tidal wave of additional passengers and cargo.

This enormous surge in business could strain air traffic systems everywhere, just as it is beginning to strain our infrastructure capacity on both sides of the Atlantic.

When all runways are available in their optimumal configuration and weather patterns are normal, America's aviation infrastructure system does a remarkable job of getting aircraft in and out on time. But under less than optimum conditions, delays are increasingly common. In Europe, cross-border coordination issues create an additional cause for delays.

The aviation infrastructure crisis is not a new crisis. Three U.S. Presidential commissions have warned of the challenges facing our air traffic system, the most recent being the one led by Congressman Mineta, our conference chairman here at GW this week.

Nor is it fair to characterize this as a crisis that has been ignored. By 2004 the FAA will have spent $26.5 billion dollars under three administrations to modernize the Air Traffic Control (ATC) system.

Not everything that has been done has been effective, but we have recognized the issues and made progress toward resolving them.

Every day we continue to enhance safety by using technology to provide more precise, more complete weather information.

Every day we continue to reinforce the round-the-clock reliability and integrity of our Air Traffic Control (ATC) system by installing additional modern equipment.

And every day we continue to expand basic infrastructure capacity through airport expansion, such as the billion-dollar projects underway at the Miami airport, at DFW, Salt Lake City, St. Louis and Orlando. Major expansion projects are also planned or in the works for 20 other large airports around the nation.

I also want to emphasize that we have kept the Air Traffic Control (ATC) system operating safely, even as we have pursued this ambitious improvement program.

Future infrastructure improvements must continue to meet the highest standards of safety, which remains President Clinton's top transportation priority—and the North Star guiding all of our policies at the U.S. Department of Transportation.

I know that you have come here today because you are committed to effective action, rather than finger pointing. We start with the shared premise that there is no single remedy for airline delays.

All of the stakeholders in the air transport system here today must work together if we are to get where we want to go.

As President Clinton has said, *"Now is not a time to rest, but a time to build."*

There are already some common-sense solutions on the table. Congressman Mineta's commission urged us to restructure the ATC system so it could be managed and funded like a business. The U.S. Department of Transportation accepted the Mineta recommendations and made them part of this year's FAA reauthorization request to the Congress.

The heart of this proposal is to create a Performance-Based Organization for Air Traffic Services to manage the system. The House and the Senate have passed differing versions of this pending legislation. These differences still need to be worked out in conference. However, both versions of the bill retain features of the Mineta proposal.

I believe there is a broad consensus behind this common sense idea. And I urge the Congress to send the President a FAA Reauthorization bill he can sign before going home this fall.

As we discuss the urgent need for improvements in aviation infrastructure, let us not forget that unprecedented growth is a distinct improvement over economic stagnation.

When President Clinton and Vice President Gore were first elected back in 1992, the U.S. budget deficit was measured in triple digits and the airline industry was experiencing its third consecutive year of heavy financial losses.

The crisis was so serious that just weeks after taking office, the President flew out to Seattle to meet with industry leaders to help work out an Action Plan.

The plan worked. Today, U.S. aviation—like the rest of our economy—is back on track. President Clinton and Vice President Gore's commitment to putting America's financial house in order has paid off. We are now enjoying the longest peacetime economic expansion in our history. And instead of a triple-digit deficit, we have a triple-digit surplus.

This unprecedented economic achievement has made it possible for the President to propose an equally unprecedented public investment in transportation infrastructure, including aviation, as we did this year.

Even without the threat of gridlock, we would want to significantly improve our nation's aviation infrastructure because we know that aviation will be a driving force for global economic growth in the new century and the new millennium.

Travel, combined with tourism, is already the world's largest industry. And U.S. aerospace is already America's largest manufacturing exporter, employing more than two million people.

Five years ago, world aviation directly accounted for more than $1 trillion dollars of economic activity. By the year 2010, the direct economic impact of aviation will approach $2 trillion dollars.

Aviation even plays a crucial role in the growth of e-commerce. As Dennis Jones of Federal Express puts it, *"What often gets lost in discussions about Internet Commerce and the digital economy are the physical aspects of doing business."*

You can order "Steaks from Omaha" on line, but you can't download them to your plate. Overnight delivery still requires planes, as well as trucks and highways, to move a product from the warehouse to your house.

The growth of e-commerce is one of the reasons why we expect the value of cargo shipped by air to triple in value by 2015.

As this conference proceeds, we should also keep in mind that not all "infrastructure" consists of runways, global positioning satellites or large-scale hardware systems.

Some of the most important features of our international aviation system architecture fall under the heading of political, governmental and regulatory policy.

Two of the most important of these governmental policies are *airline deregulation* and bilateral *"open skies"* agreements between nations.

In the United States, airline deregulation has brought average fares down by one-third over the past 20 years. However, success can add additional strain on an already overburden system. Deregulation has caused passenger traffic to more than double.

We want the aviation industry to grow, but we need to factor that growth into our infrastructure plans.

"Open Skies" agreements are fast becoming the worldwide standard, which is good.

The U.S. now has 37 agreements around the world, and I am proud of the record-number of these agreements negotiated during this Administration.

Again, there is an infrastructure cost for success. Some of these agreements have led to as much as a six-fold increase in traffic.

As we move forward into the 21st century, I anticipate additional improvements in international aviation arrangements that will increase traffic.

As successful as bilateral open skies agreements are, they remain limited in their ability to generate the broad, multinational market access needed for tomorrow's integrated global economy.

We need a new approach that moves beyond today's thousands of bilateral agreements toward a regime that integrates all of our partners and all of *their* partners in a comprehensive agreement.

To that end, I have invited Transport Ministers and Directors General from 70 countries with whom the U.S. has bilateral aviation relations, to join me in Chicago next month for a major conference on "Aviation in the 21st Century—Beyond Open Skies."

Representatives of U.S. and foreign airlines and airports, international organizations, trade associations, manufacturers, other representatives from the private sector will also participate.

The Beyond Open Skies conference will look at ways to overcome restrictions and barriers to the growth of civil aviation, including considering multilateral aviation agreements that could move us beyond the traditional bilateral aviation system.

We also plan to offer a unique opportunity for countries that have committed to "open skies" aviation policies, to meet multilaterally to discuss possible next steps.

The Beyond Open Skies meeting will be just one additional step in a long process; it will not be the final step. We anticipate coming out of Chicago with plans for like-minded countries to meet again to move this process forward.

I strongly believe that the Chicago meeting and this week's meeting on aviation infrastructure in Washington are both part of a larger process of global economic integration that will dominate the first part of the next century.

And this, I believe, is the positive vision that compels intelligent preparation for growth at this conference.

As President Clinton said in his speech to the International Monetary Fund 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 the opportunity."*

By working together to craft workable solutions to infrastructure issues here in Washington this week, we are reaching toward this opportunity in the field of aviation.

Transportation is about a lot more than "concrete, asphalt and steel." Aviation brings families together across continents and links customers to businesses across oceans. The business we are in is a people business.

Transportation is the tie that binds. And in the 21st century, aviation can be the key to economic development and a better quality of life for even the poorest nations.

Aviation allows newly emerging countries to quickly establish a working connection to the global economy and "leapfrog" decades—perhaps centuries—of traditional infrastructure development.

As President Clinton has said, *"If we lead boldly and resolutely, pairing solid principles with concrete proposals...we can expand the circle of opportunity and share the promise of prosperity more widely than ever. We can, in short, put a human face on the global economy."*

With that in mind, this week's aviation infrastructure conference is not just a major forum for problem solving. This is also an opportunity to advance the entire human agenda.

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REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E SLATER
NATIVE AMERICAN HERITAGE MONTH
NOVEMBER 3, 1999
WASHINGTON, D.C.

On behalf of President Clinton, Vice President Gore, and the 100,000 employees of the U.S. Department of Transportation, welcome to the opening ceremony in celebration of National American Indian Heritage Month -- *the First Nation Leading the Way into the New Millennium*.

American Indians and Alaska natives -- the first Americans -- have made, and continue to make, enormous contributions to this great nation.

Native American culture contributes to our country's customs and traditions -- to the rich fabric of American life.

As the great Chief Seattle said more than 100 years ago, *"Humankind has not woven the web of life. We are but one thread within it. Whatever we do to the web, we do to ourselves. All things are bound together. All things connected."*

American Indians are not just an important part of America's past; they are also a vital part of today's America and will play an even greater role in America's future.

Today's program is an excellent educational opportunity for all of us. The more we talk to each other, learn about each other, the faster the barriers come down.

Last fall a report from the President's Initiative on Race found that Americans ***really do*** want to bring our people together across racial lines. But to do that successfully, we must learn to respect -- to celebrate -- our differences while we embrace our commonalities.

President Clinton, in his State of the Union address, talked about the long journey this nation has traveled in trying to bridge the racial divide among our people.

And when we look back on this century we ***do*** see our progress. When real hope, real fairness and real opportunity have been extended to every American, they have taken up the challenge and moved our nation forward.

I, and many of you in this room, are products of that progress. I, who once picked cotton to earn money for a bicycle, now have the opportunity to serve my nation. The chance, as U.S. Transportation Secretary, to remove the roadblocks on America's road to opportunity.

And I believe the work we do is about more than concrete, asphalt and steel. It is about people and their pursuit of happiness. It is about connecting them to opportunity -- to a better quality of life.

President Clinton is committed to ensuring that Native Americans -- all Americans - continue to have the opportunities to fulfill their dreams of a better life.

Today, in support of that commitment, I would ask Mr. John Cheeks and Mr. Robert Chiago to join me.

As part of DOT's efforts to address the under representation of Native Americans in our work force, the Department has awarded a contract to our Tribal Colleges and Universities partners to administer our Native American Serving Institutions student summer internship program.

They did an excellent job with the program last summer, and we want to substantially increase the program for next summer. So, Mr. Cheeks, Mr. Chiago, it is my great pleasure to present you with this check for $208,688 to further transportation-related educational opportunities for Native American students.

As the President has emphasized, "Now is not a time to rest, but a time to build." By supporting this summer internship program, DOT is helping to build a 21st century in which all Americans have the opportunity to reach their full potential.

This month, we honor the accomplishments of our Native American citizens and pledge to continue to work together to honor our common commitment to the human spirit and America's ideals.

Our national motto says it all: "E Plurbius Unam." Out of Many, One.

Congratulations and best wishes for a successful 1999 National American Indian Heritage Month.

Thank you very much.

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Office of Public Affairs
Washington, D.C.
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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GLOBAL SUMMIT ON INTERNATIONAL AVIATION INFRASTRUCTURE
WASHINGTON, D.C.
NOVEMBER 1, 1999

Loss of Egyptair 990

We open today's Global Aviation Summit with the sobering news of the loss of Egyptair 990. Let me begin by expressing my sadness over this tragedy. The thoughts and prayers of the American people are with the families and friends of those who perished.

The Coast Guard is on the scene and the Federal Aviation Administration is supporting the National Transportation Safety Board, which has the lead on investigating this incident. We will also work closely with the Government of Egypt to do everything we possibly can to find the cause of this tragedy and avert future tragedies.

Worldwide media coverage of the loss of Egyptair 990 underscores the global interest in aviation news and the global nature of the aviation community.

Global Aviation Summit

The focus of this Global Aviation Summit is not directly on the safety of our air navigation system, but on congestion, capacity constraints and delays. However, this tragedy reminds us of our continuing need to improve all aspects of the system, including the infrastructure that supports it. We must continue to meet the highest standards of safety, which remains President Clinton's top transportation priority.

Safety is also the "North Star," guiding aviation infrastructure investment at the U.S. Department of Transportation. Every day we continue to enhance safety by upgrading technology to provide more precise, more complete weather

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information. And every day we continue to reinforce the round-the-clock reliability and integrity of our Air Traffic Control (ATC) system by installing additional modern equipment.

Air transport operations in the United States and Europe are the immediate focus of concern at this Summit. However no region and no nation is exempt from the gravitational forces of global economic integration that are driving the pressures on system capacity. As the world economy expands, aviation must rise to the challenge of an expected tidal wave of additional passengers and cargo.

Unless more appropriate action is taken, this enormous surge in business could strain air traffic systems everywhere, just as it is beginning to strain our infrastructure capacity on both sides of the Atlantic.

When all runways are available in their optimal configuration and weather patterns are normal, America's aviation infrastructure system does a remarkable job of getting aircraft in and out on time. But under less than optimum conditions, delays are increasingly common. In Europe, cross-border coordination issues create an additional cause for delays.

The possibility of aviation infrastructure gridlock is not a new concern. Three U.S. Presidential commissions have warned of the challenges facing our air traffic system, the most recent being the one led by Congressman Mineta, our Summit chairman.

Nor is it fair to characterize this as an issue that has been ignored. By 2004, the FAA will have spent $26.5 billion dollars under three administrations to modernize the Air Traffic Control (ATC) system. The issues have been engaged and progress made toward resolving them. Yet even more needs to be done.

In addition to the changes in our ATC system, we are also continuing to enhance basic infrastructure capacity through airport expansion. These efforts include the billion-dollar projects underway at the Miami airport, at Dallas-Ft. Worth, Salt Lake City, St. Louis and Orlando. Major expansion projects are also planned or in the works for 20 other large airports around the nation.

Despite these efforts, much more must be done to fully prepare aviation infrastructure systems here and abroad for the opportunities of the new century and the new millennium. As President Clinton has said, *"Now is not a time to rest, but a time to build."*

We start with the shared premise that there is no single remedy for these challenges. All of the stakeholders in the air transport system here today must work together if we are to get where we want to go.

There are already some common-sense solutions on the table. Congressman Mineta's commission urged us to restructure the ATC system so it could be managed and funded like a business. The heart of this proposal is to create a Performance-Based Organization for Air Traffic Services to manage the system.

The U.S. Department of Transportation supported the Mineta recommendations and made them part of this year's FAA reauthorization request to the Congress. To date, the House and the Senate have passed differing versions of this pending legislation.

It is vitally important that Congress send to the President a bill this year that truly supports an aviation system appropriate for the 21st century. At highest priority, we hope the bill will include the provisions enabling the air traffic control system to work like a business.

As we discuss the urgent need for improvements in aviation infrastructure, let us not forget that unprecedented growth is a distinct improvement over economic stagnation.

When President Clinton and Vice President Gore were first elected back in 1992, the U.S. budget deficit was measured in triple digits and the airline industry was experiencing its third consecutive year of heavy financial losses.

The crisis was so serious that just weeks after taking office, the President flew out to Seattle to meet with industry leaders to help work out an Action Plan.

That plan worked. Today, U.S. aviation -- like the rest of our economy -- is back on track. President Clinton and Vice President Gore's commitment to putting America's financial house in order has paid off. We are now enjoying the longest peacetime economic expansion in our history. And instead of a triple-digit deficit, we have a triple-digit surplus.

This unprecedented economic achievement has made it possible for the President to propose an equally unprecedented public investment in transportation infrastructure, including aviation, as he did this year.

Even without the threat of gridlock, we need to significantly improve our nation's aviation infrastructure because we know that aviation will be a driving force for global economic growth in the new century and the new millennium. Travel, combined with tourism, is already the world's largest industry. And the U.S. aerospace industry is already America's largest manufacturing exporter, employing more than two million people. Five years ago, world aviation directly accounted for more than $1 trillion of economic activity. By the year 2010, the direct economic impact of aviation will approach $2 trillion.

Aviation even plays a crucial role in the growth of e-commerce. As Dennis Jones of Federal Express puts it, *"What often gets lost in discussions about Internet Commerce and the digital economy are the physical aspects of doing business."*

The growth of e-commerce is one of the reasons why we expect the value of cargo shipped by air to triple in value by 2015. You can order "Steaks from Omaha" on line, but you can't download them to your plate. Overnight delivery still requires planes, as well as trucks and highways, to move a product from the warehouse to your house.

E-commerce will not only stimulate more air traffic, it will also provide us with new ways to simplify and speed up operations. Adding machine-readable bar codes to boarding passes can cut the boarding time for wide-body aircraft by as much as 50 percent.

As this conference proceeds, we should also keep in mind that not all "infrastructure" consists of runways, global positioning satellites or large-scale hardware systems. Some of the most important features of our international aviation system architecture fall under the heading of political, governmental and regulatory policy.

Two of the most important of these policies are *airline deregulation* and bilateral *"open skies"* agreements between nations. In the United States, airline deregulation has brought average fares down by one-third over the past 20 years. However, success can add additional strain on an already overburdened system. Deregulation has caused passenger traffic to more than double.

We want the aviation industry to grow, but we need to factor that growth into our infrastructure plans.

"Open Skies" is the other policy area driving increasing demands on infrastructure systems. These agreements are fast becoming the worldwide standard, which is good. The U.S. now has 36 agreements around the world, and I am proud of the record-number of these agreements negotiated during this Administration. Again, there is an infrastructure cost for success. Some of these agreements have led to as much as a six-fold increase in traffic.

As successful as bilateral open skies agreements are, they remain limited in their ability to generate the broad, multinational market access needed for tomorrow's integrated global economy.

As we move forward into the 21st century, we need a new perspective retaining the positive features of today's thousands of bilateral agreements, yet also moving us toward a regime that integrates all of our partners and all of *their* partners in a more comprehensive approach.

To that end, I have invited Transport Ministers and Directors General from 100 countries to join me in Chicago next month for a major conference on "Aviation in the 21st Century -- Beyond Open Skies." Representatives of U.S. and foreign airlines and airports, international organizations, trade associations, manufacturers, other representatives from the private sector will also participate.

This conference will be held in the same location as the Chicago Aviation Conference met 55 years ago today. While that earlier conference considered creating a post-World War II multilateral framework for international aviation, the results fell short of the mark.

It is time to revisit the ideal of multilateralism. The Beyond Open Skies conference will look at ways to overcome restrictions and barriers to the growth of civil aviation, including considering multilateral aviation agreements.

We also plan to offer a unique opportunity for like-minded countries that have committed to "open skies" aviation policies, to meet multilaterally to discuss possible next steps.

The Beyond Open Skies meeting will be just one additional step in a long process; it will not be the final step. We are coming together to listen and to learn, rather than agree on a specific plan. We anticipate coming out of Chicago with a commitment to meet again to move this process forward.

I strongly believe that next month's Chicago meeting and this week's Summit in Washington are both part of a larger process of global economic integration that will dominate the first part of the next century.

Fifty-five years ago today, President Franklin D. Roosevelt opened the Chicago Aviation Conference by saying that it is our task to work together in the field of aviation to *"open the highways of friendship, of commerce and of thought."* It is our hope that the aviation community of this generation will complete the process that FDR put in motion more than a half-century ago.

Transportation is about a lot more than "concrete, asphalt and steel." Aviation brings families together across continents and links customers to businesses across oceans. The business we are in is a people business.

And in the 21st century, aviation can be the key to economic development and a better quality of life for even the poorest nations. Aviation allows newly emerging countries to quickly establish a working connection to the global economy and "leapfrog" decades --perhaps centuries -- of traditional infrastructure development. Transportation is the tie that binds.

As President Clinton has said, *"If we lead boldly and resolutely, pairing solid principles with concrete proposals...we can expand the circle of opportunity and share the promise of prosperity more widely than ever. We can, in short, put a human face on the global economy."*

With that in mind, this week's aviation infrastructure Summit is not just a major forum for problem solving. This is also an opportunity to advance the entire human agenda.

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

REMARKS AS PREPARD FOR DELIVERY
KEYNOTE ADDRESS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
TRANSPORTATION IN AN AGING SOCIETY
NATIONAL INSTITUTES OF HEALTH
BETHESDA, MARYLAND
SUNDAY, NOVEMBER 7, 1999

Good morning! On behalf of President Clinton and Vice President Gore, I am delighted to add our welcome to this vital international conference on the transportation needs of an aging society.

I was with the President last Thursday and Friday, as he visited Hartford, Connecticut, Newark, New Jersey, Hermitage, Arkansas, and Chicago, Illinois to encourage private sector investment in America's New Markets. These new markets are inner cities and rural communities with significant growth potential that have not fully participated in this country's remarkable economic growth surge over the past six and one-half years.

One reason I was with the President is that lack of appropriate transportation is an important reason why these communities have lagged behind. In the case of inner cities, transportation is also the "to" in the President's Welfare to Work and Access to Jobs programs. As the Vice President puts it, "You can't go to work, if you can't get to work."

Transportation is not only the tie that binds people and communities together, it also connects them to potential markets, here and abroad, for the goods and services they could offer. Without transportation, there can be no trade. And without transportation, older adults cannot meet their essential needs for a decent life.

I mention this to emphasize that the U.S. Department of Transportation's support for this conference -- and our considerable efforts on behalf of the mobility of older Americans -- is not a side issue for this Administration. We are responding to the guidance and direction given to us by the President and Vice President. As we begin a new century and a new millennium, they are determined that ' No one be left out' as this country and the world advances to higher heights than anyone dreamed possible only a few years ago.

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This vision of the America we seek for our children and our children's children also includes us, our parents -- and in an increasing number of cases, our parent's parents. Even the oldest American has the right to stay in contact with family and friends and to enjoy the richly deserved benefits of their later years.

This conference represents the next step in a process that gained new energy at the White House Conference on Aging in the early 1990s. In response to that general conference, my predecessor -- Secretary Peña -- directed the Department to draw up a more focused study on how to improve transportation for an aging society. That study, published in 1997, led DOT to adopt, as a departmental planning goal, Safe Mobility, for Life.

I would like to reiterate, for the record, that we understand this goal to require efforts in five areas:

First, keeping people operating cars as late in life as possible, as long as they can do so safely. Older Americans tend to retire in the same house where they raised their children -- houses located in widely dispersed suburban communities designed for people with access to automobiles. Vice President Gore has strongly expressed the hope that the Livable Community of the future he and the President are promoting will feature safe, attractive transportation alternatives for those who cannot or chose not to drive.

The second component of safe mobility for life is to promote technology and training that supports those with functional or cognitive deficits so they can continue to operate vehicles safely. Some of this technology need not be expensive or complex. Making road signs brighter and larger not only helps older drivers to see them, but also helps all drivers to operate their vehicles more safely, especially during conditions of limited visibility.

The Federal Highway Administration has developed a manual of *Highway Design for Older Drivers* and is now training engineers to use it.

The third component is to improve screening and evaluation techniques to detect when people should no longer be operating a vehicle. This effort requires close collaboration among state agencies and I commend the Maryland Motor Vehicle Administration Research and Development Consortium for their exemplary efforts to develop a national model for this and other components of the Safe Mobility agenda.

The National Highway Traffic Safety Administration has put out a *Safe Mobility for Older People Notebook* that provides guidance to states and local communities on how to develop and implement safe driving and transportation programs for older drivers. NHTSA is also working on a screening and assessment system for older drivers.

Fourth, we need to provide alternative transportation for older adults who can no longer drive.

With last year's passage of the Transportation Equity Act for the 21st Century, we now have expanded funding levels to support such programs at the local level. The Federal Transit Administration also has several projects underway, including a workbook describing current best practices in this area.

And fifth, we need to better educate the public on how to maintain safety as they plan for their transportation needs in later years. This area of concern underscores the importance of a broad national dialog that includes older adults as part of the process. Earlier this year we cosponsored forums in five states in cooperation with the Eno Foundation, the American Automobile Association Foundation for Traffic Safety, the AARP, USAA, and various state offices of highway safety.

At these sessions we discussed state-of-the-art programs with transportation professionals, medical and social service providers, and the agencies and public interest groups who deal with the elderly on a day-to-day basis. These forums were followed by a series of focus group interviews with older people and their lay caregivers -- usually their children -- to discuss their perspectives on elderly driving and the difficulties associated with driving cessation.

While on the subject of public beliefs and ideas, I also want to mention the need to educate the general public on the facts regarding driving safety and the elderly. This audience knows that older drivers exhibit the lowest crash rate of any age group. This is because older drivers tend to drive less after retirement. Most older drivers also limit their risk by avoiding rush hour traffic, night driving and speeding. And as their driving ability declines, most retire from driving gradually and responsibly.

However, older drivers are involved in a traffic crash, they are more likely to be killed or injured. It is for this reason that I have directed the Department to focus on the challenges helping this growing segment of the population to travel safely.

I opened my remarks by characterizing this conference as 'vital.' That is because the root meaning of vital is 'alive.' The ability to move about freely is synonymous with the life worth living for people of any age.

This concept is deeply rooted in human nature. The ancient philosophers used the ability to intentionally move about to distinguish living from nonliving things. And the great French psychologist *Jean Piaget* tells us that a child's evolving concept of what is alive, depends whether something can move on its own or not.

For those of us with school-age children here in the United States, our job as parents often seems to consist of driving them to and from school meetings, soccer games and shopping malls. And getting a driver's license has become the central right-of-passage marking the transition from childhood to young adulthood. In fact, with the passage of the "motor-voter" law in the United States, we have directly linked getting a driver's license with the supreme symbol of citizenship and political participation -- registering to vote.

We should not be surprised then, to find that being deprived of a driver's license feels like a loss of citizenship. Mobility has become central to our idea of 'freedom.' And especially here in the United States, freedom of movement is wedded to our ability to get into an automobile and drive where we want to go, when we want to go.

When seniors speak about their 'top ten worries,' loss of the ability to drive is Number One on their list of fears -- ahead of the health of their spouse or children, ahead of financial worries, even ahead of their fear of cancer, loss of vision or loss of memory.

While this fear is not new, the number of people affected by this fear is fast becoming one of the central social issues of our time. With less than two months remaining in the 20th century, an unprecedented demographic revolution is underway. Some have called it "the graying of America."

This phenomenon will grow in the years ahead. As Baby Boomers begin to retire in 2011, the number and percentage of elderly in this country will increase rapidly -- and this increase will continue for at least 50 years. As Dr. Rosenbloom from the University of Arizona will point out later this morning, between 1996 and 2050, the number of senior Americans will more than *double,* to more than 78 million people.

We are entering the era of the "four-generation" society, a world in which people will routinely grow up knowing their great-grandparents as well as their parents and grand parents. As the draft national agenda Damien Kulash will present in a few minutes will show, by the year 2030, fully 25 percent of all U.S. drivers will be 65 or older. And the fastest-growing segment of our population will be those over 80.

These oldest Americans face special risks as motorists and pedestrians. They are much more fragile and vulnerable to injury. People over 80 years of age are four times as likely to die in a crash as a 20-year old. But none of this is news to this distinguished audience.

Gathered here today at the National Institutes of Health, we have the world's leading academic and scientific scholars on the issue of aging and mobility. You have speakers from Finland, from Ireland, and from Canada on the agenda. To them, let me add a very special welcome.

From my point of view, Dr. Caird's presentation on *Intelligent Transportation Systems and Older Drivers,* based on his work at the University of Calgary, is particularly timely. I will be flying up to Toronto early tomorrow morning to participate in the World Congress on Intelligent Transportation Systems.

The presence of these international experts reminds us that the issue of transportation in an aging society, like transportation itself, transcends national boundaries. In fact, because of this participation, this conference counts as part of the United States' official participation in the United Nations Year of Older Persons. And I note with interest that on the day after this conference, an OECD conference on aging will begin in downtown Washington.

The goal of this conference is as ambitious as it is important. In your workshops you will address the priorities for future research and help us develop a research plan. You will also help the department establish a national agenda to guide future efforts to meet the transportation needs of the elderly.

We are proud of what we have accomplished so far, but clearly there is much more to be done. As President Clinton has said, "This is not a time to rest, but a time to build."

We have designated our efforts in this area as a departmental 'flagship' program, with the intention of accommodating the 50 percent growth in older adults between now and 2020 with a transportation system that is safe, accessible, integrated, efficient -- and one that offers flexibility of choice.

As Bob Skinner mentioned in his generous introduction, I like to emphasize that transportation is about a lot more than 'concrete, asphalt and steel.' It is about people's needs -- and about helping people stay connected with those whom they love and cherish.

For older Americans it is about assuring access to jobs for those who continue to work, access to health care, to educational opportunities and, yes, to shopping malls and all the social activities that contribute to quality of life.

I am delighted to be with you this morning, to help launch one of the most important conferences ever held on the subject of transportation and mobility in an aging society.

You have a lot of work to do -- but you also have the knowledge and the determination to make things happen. With your help, people of all ages can look forward to a brighter, safer and more fulfilling life in the new millennium. Thank you.

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6.32

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
6TH WORLD CONGRESS ON INTELLIGENT TRANSPORTATION SYSTEMS
OPENING PLENARY SESSION KEYNOTE
TORONTO, CANADA
NOVEMBER 8, 1999

ITS: AT THE DAWN OF THE NEW MILLENNIUM

On behalf of the U.S. delegation, I'd like to bring you greetings from President Clinton and Vice President Gore. They share your commitment to the values of innovation that guide your work.

Thank you, Mr. Collins, for your welcoming remarks and for all you're doing to support ITS. I thank Chairman Gerald Conover and the World Congress Board of Directors for inviting me to speak, and for their efforts in making this the finest Congress yet. I express my appreciation to Prime Minister Chrétien, Mayor Lastman, and the people of Canada for their generous hospitality.

I'm pleased to join my colleagues -- Minister Collenette, Minister Sekiya, and Commissioner Kinnock. Our success in ITS comes partly from the efforts of the partnerships we support -- ITS America, Ertico, and Vertis -- and I applaud the similar spirit of collaboration that is reflected at this Congress.

This is the final ITS World Congress of this millennium -- and it's an appropriate occasion to look back on what we've accomplished -- and then to look forward to the 21st century. And then I'd like to look even farther ahead, to newer technologies, because what we have achieved so far is only the beginning of a renaissance that will transform transportation.

This renaissance is creating a transportation system that is truly international in reach -- intermodal in form -- intelligent in character -- and inclusive in service. If these "four I's" sound familiar to our Canadian hosts, it's because Minister Collenette has called for "four *S's*"--a transportation system that is safe, smart, sustainable, and strategic. Both Minister Collenette and I see our roles as encouraging our respective departments to be visionary and vigilant stewards of our transportation systems. These easily recalled phrases describe how our transportation systems can ensure prosperity and quality of life.

- more -

Envisioning the future can be stimulating: when I travel around the country, I ask people to picture this future: zipping to work knowing that you're taking the quickest path given current traffic conditions ... not having to stop at one red light after another ... knowing that the trucks alongside you are truly safe ... having your car automatically slow down when you're going too fast on a curve ... not having to fumble for change at tolls ... having help automatically dispatched to you in an emergency.

Now, this audience knows that many of these technologies are already being tested around the U.S. and other nations; all of them are well into development. And while we in the transportation profession may already take these advances for granted, the public doesn't; they are excited about what the transportation future holds for them.

All of you at this conference are the key players in this future -- because ITS -- or telematics -- is *essential* to achieving transportation's full potential. This is why we strongly support U.S. investment in ITS. And it is why ITS is so important to the Department of Transportation.

After years of research and hundreds of operational tests, we know that the promise of ITS is clear. ITS can save lives by preventing crashes -- it can give us the capacity we need at less cost than new construction -- and it can save money by making transportation more efficient. And that efficiency can also reduce pollution and energy consumption.

In the U.S., we have invested more than a billion dollars in ITS since President Clinton and Vice President Gore took office. We have supported research -- aided in the setting of standards and the creation of an architecture -- provided training and technical assistance -- and contributed seed money for deployment.

The promising results of these efforts inspired us to set an ambitious goal of deploying a basic, fully integrated ITS infrastructure across America within a decade. This new infrastructure will cut travel times by 15 percent in our 75 largest cities, and produce comparable benefits for rural areas and commercial trucking.

Through our Intelligent Vehicle Initiative we are making travel safer by reducing crashes using collision avoidance and other technologies. Through ITS we are developing new kinds of emergency notification and weather information systems to aid travelers in rural areas. Soon electronic corridors will speed

commercial travel, and automated tracking systems will support just-in-time deliveries.

And our International Border Clearance Program will speed crossings to Mexico and Canada.

To ensure that we take full advantage of this foundation, President Clinton and Vice President Gore have committed us to sustained implementation of ITS. We are focusing on several key areas.

First, we will continue moving from development to deployment, emphasizing investments that have direct public benefits. Our federal funding will be focused roughly half on deployment and half on continued research, standards development and training. The basic ITS technologies are proven; they can provide real results *now* through improved system operations and management; all of us should use these technologies to address *today's* transportation challenges.

Second, we are focusing on integration. To be successful, ITS projects cannot stand alone: there must be interoperability between technologies -- integration among modes -- and integration across jurisdictions – and even across international borders. We will support integration through funding, architecture and standards, and new institutional partnerships. For us, transportation remains the tie that binds.

We already have made progress. Today, 36 of our 75 largest cities have ITS systems with medium to high levels of integration, and another 10 cities will join them soon. The recent decision to make radio spectrum available for ITS will enable further progress. And we are continuing to pursue such related goals as a single, nationwide telephone number for travel information.

Finally, we are continuing to provide resources for ITS, and directing them in the right way. In addition to dedicated ITS funds, we also give our states and localities the flexibility to use most of their federal highway and transit funds for ITS. This dramatically expands the resources available to them.

And we will continue to leverage private and other non-federal funds for ITS projects through seed money and through innovative financing. We encourage

you to take a similar approach: providing the crucial margin of funding that is needed, but leaving implementation to the private sector and to local officials whenever possible. Into the 21st Century

Vice President Gore, who has been among America's strongest voices for technological innovation, has said, "the promise of new discovery and new technology has made it possible to renew and strengthen our oldest and most cherished values." And so it can be for transportation.

Last June, I hosted "The Spirit of Innovation" conference" conference at the Volpe National Transportation Center in Cambridge, Massachusetts.

At that meeting, several distinguished panels met to suggest federal transportation goals of research into cybertechnology, advanced materials, alternative fuel sources, and microelectronics and namotechnology. The panel also discussed the role of the federal government in supporting transportation research and innovation. They also discussed how a well-educated workforce is essential to influencing how the transportation enterprise learns.

This conference has helped us frame a strategy or "architecture" that fosters a continuing and sustainable innovation climate for our national transportation enterprise. With this architecture in place the U.S. DOT and the transportation community will continue to act as agents of change in fostering an environment that encourages innovation essential for achieving national transportation goals for the 21st century.

We will soon cross into a new century -- and a new millennium. And a thousand years from now, when our descendants look back to this moment, I want them to say, "they understood the promise of the future, and they embraced it."

So let me look at three opportunities that ITS can be part of in the new millennium.

The first is the *telecommunications revolution*. The Internet is changing everything from finance to shopping, and it will do the same for transportation. The Internet offers opportunities for rapid, mass communication of information and managing the flow of people and goods -- things that ITS is well positioned to apply.

We need to go beyond early uses, such as travel information, and identify new applications to take full advantage of the Internet's breakthrough possibilities. At the same time, we need to consider how ITS can help meet the challenges created by the Internet -- for instance, the increased delivery trips that may result from the growth of electronic commerce.

A second opportunity for ITS comes from the information age. The growth of high-end computing -- with processing speeds and capacities thousands, if not millions, of times greater than those available today. These are capabilities that can help to make intelligent vehicles, highways and operations commonplace sooner than we think.

The third opportunity is the one offered by nanotechnologies -- the atomic-scale building blocks of tomorrow. These building blocks promise to produce miniaturized equipment that can accomplish far more than what is available today --- and at far less cost. They will enable us to build transportation systems that adapt to people, rather than the other way around.

These new technologies are within our grasp; we must apply them to ITS.

Three centuries ago, Sir Isaac Newton said, "If I have seen farther it is by standing on the shoulders of giants." Let those who follow say the same of us -- that we constantly built on the achievements we have inherited.Closing

Let me close my remarks by urging you to help ITS realize its promise.

I hope you will be aggressive in setting your goals -- establishing what Dan Goldin, who heads America's space program, calls "stretch goals." These stretch goals can push us towards greater achievements than we can now imagine. Dan Goldin's space agency has experience in such things. A generation ago President John Kennedy set a stretch goal when he committed to putting a human being on the moon within a decade. He set that goal before the technology was in place to achieve it -- but with full confidence that it could be done.

We need to do the same thing for ITS. We shouldn't take the easy route, and attempt only what we know is possible; let us set stretch goals, and then push ourselves to reach them. As we do so, let us keep in mind the values that guide us. As President Clinton has said, "we must continue to see that science serves humanity, not the other way around."

And that is what the opportunities of ITS are really all about -- ensuring that what we build strengthens us, and remembering that transportation is about more than concrete, asphalt, and steel -- and it's about more than silicon chips and fiber optics -- it's about people.

ITS offers the promise of giving people the opportunity to lead safer, more prosperous, more fulfilling lives. We have made a great start in this decade on realizing that promise. And we are going to continue moving from strength to strength, working together to provide all of our peoples with better lives.

Working together, we can ensure that -- throughout the world -- our best days are yet to come. Thank you.

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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
Thursday, November 18, 1999

Contact: Kara Gerhardt
Telephone: 202-366-5580

Media Advisory

U.S. Transportation Secretary Slater To Address Electric Vehicle Industry Conference in Atlanta

U.S. Transportation Secretary Rodney E. Slater on Friday, Nov. 19, 1999, will address the 1999 North American Electric Vehicle and Infrastructure Conference and Exposition in Atlanta. The conference is the North American electric vehicle industry's largest gathering of industry experts and most extensive trade show of electric vehicles and associated equipment.

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

WHAT: Address those attending the 1999 North American Electric Vehicle and Infrastructure Conference and Exposition (NAEVI '99)

WHEN: 1:30 p.m. Friday, Nov. 19, 1999

WHERE: Hall C, Cobb Galleria
2 Galleria Parkway
Atlanta

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6.35

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

Speech

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Transportation Renaissance

This is the final ITS World Congress of this millennium -- and it's an appropriate occasion to look back on what we've accomplished -- and then to look forward to the 21st century. And then I'd like to look even farther ahead, to newer technologies, because what we have achieved so far is only the beginning of a renaissance that will transform transportation.

This renaissance is creating a transportation system that is truly international in reach -- intermodal in form -- intelligent in character -- and inclusive in service. If these "four I's" sound familiar to our Canadian hosts, it's because Minister Collenette has called for "four *S's*"—a transportation system that is safe, smart, sustainable, and strategic. Both Minister Collenette and I see our roles as

encouraging our respective departments to be visionary and vigilant stewards of our transportation systems. These easily recalled phrases describe how our transportation systems can ensure prosperity and quality of life.

Envisioning the future can be stimulating: when I travel around the country, I ask people to picture this future: zipping to work knowing that you're taking the quickest path given current traffic conditions ... not having to stop at one red light after another ... knowing that the trucks alongside you are truly safe ... having your car automatically slow down when you're going too fast on a curve ... not having to fumble for change at tolls ... having help automatically dispatched to you in an emergency.

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The U.S. Commitment

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Focus on Progress

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Three Opportunities

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And that is what the opportunities of ITS are really all about -- ensuring that what we build strengthens us, and remembering that transportation is about more than concrete, asphalt, and steel -- and it's about more than silicon chips and fiber optics -- *it's about people*.

ITS offers the promise of giving people the opportunity to lead safer, more prosperous, more fulfilling lives. We have made a great start in this decade on realizing that promise. And we are going to continue moving from strength to strength, working together to provide all of our peoples with better lives.

Working together, we can ensure that -- throughout the world -- our best days are yet to come. Thank you.

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6-31

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
U.S. COAST GUARD VETERANS DAY CEREMONY
NOVEMBER 11, 1999
ARLINGTON, VIRGINIA

Ladies and gentlemen, on behalf of President Clinton and Vice President Gore, I am honored to join you for this 1999 Veterans Day commemoration.

Americans enjoy the fruits of peace, freedom, and prosperity in a world where too many must still struggle to live their lives free from conflict, violence, and repression.

As leaders in the fight for liberty, we have sought to advance the cause of freedom and democracy to people all over the world. The credit for our own freedom, as well as our continued security, belongs overwhelmingly to the men and women who have served our nation -- our veterans. Had they not been there yesterday, were they not here today -- our world would be a far different place.

This afternoon, we gather at the memorial of the gallant men of the *U.S. Coast Guard Cutter Tampa* to pay tribute to the 130 brave souls who made the ultimate sacrifice, in the name of freedom and democracy. Our nation is indebted to them and to their families.

The 111 Coast Guardsmen of the *Tampa* truly lived the Coast Guard motto, *Always Ready -- Always There*. In a little over one year, they escorted 18 convoys -- protecting more than 350 vessels from submarine attacks during World War I. On that fateful September night -- after successfully completing its escort mission in the Bristol Channel -- the Tampa was sunk by a German U-Boat and all hands on board perished.

Today we honor the memory of the Coast Guardsmen of the *Tampa* and for their bravery and sacrifice we posthumously award them one of America's highest military honors -- the Purple Heart.

Our nation has been truly blessed by the service of these men -- by the service of all of the men and women of the U.S. Coast Guard, who set an extraordinary example of courage and devotion to country.

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If, as President Clinton has said, America is the world's indispensable nation, then *you* are America's indispensable men and women.

You represent the great traditions of the Coast Guard as protectors of our borders, rescuers of people in distress, enforcers of American laws and treaties on the high seas. As the 30 battle and campaign streamers flying from the Coast Guard flag show, you stand ready to serve in armed conflict as those who came before you have in every major war since 1790.

You are our first --and last --line of defense against a world of danger, ensuring that we and future generations can enjoy the life, liberty, and pursuit of happiness promised by America's founders.

We honor your commitment to our nation, and we revere the sacrifices you have made in her defense and in the preservation of liberty around the world.

Today, on Veterans Day, we, a grateful nation, say thank you.

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6-30

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
BUTLER UNIVERSITY
INDIANAPOLIS, INDIANA
NOVEMBER 15, 1999

It is indeed a pleasure to return to this great city. Last April I had the opportunity to address the Indiana Legislature during my Intermodal Tour -- where I visited states from the Canadian to Mexican borders.

I am so delighted to join Senator Evan Bayh and the people of Indianapolis for today's session.

Clearly you have a strong and committed advocate working hard on behalf of the Hoosier State. Senator Bayh did a phenomenal job as your governor and now he continues that outstanding effort in Washington. I have truly enjoyed working with your Senator on a host of transportation issues to connect the people of Indiana to opportunity and to a better quality of life.

Thank you Professor Susan Bayh for extending the invitation to visit the beautiful and historic Butler campus. Let me also thank the Office of Alumni and Parent Programs for hosting this community forum.

President Geoffrey Bannister, under your watch Butler University has enjoyed tremendous success. Your bold and innovative leadership over the past decade has propelled this institution to greatness.

For the past 10 years Butler University has been ranked one of the Top Ten Regional Universities in the Midwest by U.S. News and World Report. Butler also ranks tops in the nation for the number of graduates who go on to earn masters and doctoral degrees. The Butler Institute for Study Abroad -- one of the largest in the nation -- connects Butler students to a global learning experience.

But leading by example is nothing new to Butler University. In 1869 Butler was the first institution in Indiana, and only the second in the nation, to admit women on an equal basis with men. One year later, Butler University became the first in the nation to establish an endowed chair specifically for a female professor.

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Clearly, your founder, Ovid Butler, laid a solid foundation for learning and growing. Begun in 1855 with five faculty and 113 students, nearly 150 years later Butler University is reaching even higher heights at the dawn of a new century and a new millennium.

The rich learning experience taking place at Butler University is building the leadership our nation will need -- will demand -- to successfully compete in the global economy.

When I was growing up, I wanted to know if we could compete with someone from across town or the next town over. But now our young people have to wonder whether they can compete with their counterparts around the world.

We must prepare them for that competition -- and Butler University is well ahead of the game plan. That is what President Clinton, Vice President Gore and this Administration have been all about. Creating opportunity for all, requiring responsibility from all, building a sense of community for all.

Education is what will drive us into the new century. For as Thomas Jefferson said: "No nation can remain ignorant and free. To hope for that is to hope for what has never been and never will be."

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

President Clinton is pushing the greatest education expansion since the 1960s. He is making college more affordable through tuition tax credits, education IRAs, more generous Pell grants and better student loan programs.

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

Since 1993, President Clinton and Vice President Gore have worked hard to unleash the power of information technology and to bridge the digital divide. They set a goal of connecting every classroom and library to the Internet. Today, more than half of classrooms and 90 percent of schools have been connected to the Internet.

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

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

At the Department of Transportation we are responding to these challenges through our Garrett A. Morgan Technology and Transportation Futures Program. We are partnering with education institutions and transportation organizations to promote technology education and training.

In just two short years, we have exceeded our goal of reaching out to more than 1 million students.

Through internships, mentoring and other activities, the Garrett A. Morgan Program is encouraging young people to consider careers in transportation and to study science and math. We are letting students know what they will need to qualify for transportation jobs in the new millennium.

In many ways, the Garrett Morgan Program is helping to ensure that America will have the 21st century workforce it needs to move people and goods and to compete in the global economy.

In the next century, our transportation system will be intelligent in its character. Cars that talk to roadways and roads that communicate with people. Satellites that guide traffic in the air and on the ground. We will be bringing the science and technology together with the concrete, asphalt, and steel as one.

We are already witnessing a telecommunications revolution. The Internet is changing everything from finance to shopping, and it will do the same for transportation. The Internet offers opportunities for rapid, mass communication of information and managing the flow of people and goods.

The Information Age has brought the growth of high-end computing -- with processing speeds and capacities thousands, if not millions, of times greater than those available just a few years ago. These are capabilities that can help to make intelligent vehicles, highways and operations commonplace sooner than we think.

Nanotechnologies will be the atomic-scale building blocks of tomorrow. These building blocks promise to produce miniaturized equipment that can accomplish far more than what is available today -- and at far less cost. They will enable us to build transportation systems that adapt to people, rather than the other way around.

Many of these technologies are already transforming our daily lives. In just six short years we have seen rapid Internet growth. In 1993 there were only 1.3 million computers connected to the Internet and only 130 sites on the web.

Today over 56 million computers are connected to the Internet which hosts 3.6 million web sites. More than 100 million Americans now have access to the Internet, and electronic commerce could reach $1.5 trillion by 2003 in the U.S. alone.

During the last three years, the information technology industry has accounted for one third of the U.S. economic growth -- and is generating jobs that pay almost 80 percent more that the average private sector wage.

I know Butler University students will be well prepared to embrace these new technologies in the new century and the new millennium.

Butler's innovative core curriculum ensures that every graduate of this University possesses the highest proficiency in language, math, computers, and the ability to think critically and communicate effectively -- essential skills for the workforce of the 21st century.

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

And our nation is thriving. . . Six and one half years ago, President Clinton and Vice President Gore put into place a new economic strategy to successfully move the American people into the new century and the new millennium.

This Administration put our nation's fiscal house in order, invested in our people and expanded trade in American goods and services. By making some tough decisions, the American people have reaped rich rewards -- nearly 20 million new jobs and rising wages; the longest peacetime expansion in history; the

highest home ownership ever; a 30-year low in unemployment; a 32-year low in welfare rolls; a 30-year low in the crime rate and the first back-to-back balanced budget in 42 years.

We've made these record accomplishments by adopting the principles of what President Clinton and Vice President Gore call the Third Way.

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

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

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

Two weeks ago I was with the President as he visited Hartford, Connecticut; Newark, New Jersey; Hermitage, Arkansas; and Chicago, Illinois to encourage private investment in America's New Markets. These new markets are inner cities and rural communities with significant growth potential that have not fully participated in this country's remarkable economic growth.

The lack of transportation is a key factor in why these communities have lagged behind economically. Particularly in the case of rural and inner cities, transportation is the "to" in welfare to work and Access to Jobs programs. As Vice President Gore puts it, "you can't go to work , if you can't get to work."

That is why we are changing the conversation about transportation -- why I always say it is about so much more than concrete, asphalt and steel. Transportation is about connecting people to opportunity -- to a better quality of life.

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

Let me close on this: Students, I encourage you to take advantage of every opportunity that comes your way. This is an age that lets us do more than imagine a better world -- we can make it possible. But nothing about this New World is guaranteed.

We all must work hard and use our talents to meet the challenges we face, and to make the most of the opportunities we find.

As did the Butler Alumni who came before you, commit yourself to making an impact -- not just an impression. Let your actions speak louder than your words. And know this, in spite of the extraordinary accomplishments made by Butler graduates over the last 144 years, the best is 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
BUTLER UNIVERSITY
INDIANAPOLIS, INDIANA
NOVEMBER 15, 1999

It is indeed a pleasure to return to this great city. Last April I had the opportunity to address the Indiana Legislature during my Intermodal Tour -- where I visited states from the Canadian to Mexican borders.

I am so delighted to join Senator Evan Bayh and the people of Indianapolis for today's session.

Clearly you have a strong and committed advocate working hard on behalf of the Hoosier State. Senator Bayh did a phenomenal job as your governor and now he continues that outstanding effort in Washington. I have truly enjoyed working with your Senator on a host of transportation issues to connect the people of Indiana to opportunity and to a better quality of life.

Thank you Professor Susan Bayh for extending the invitation to visit the beautiful and historic Butler campus. Let me also thank the Office of Alumni and Parent Programs for hosting this community forum.

President Geoffrey Bannister, under your watch Butler University has enjoyed tremendous success. Your bold and innovative leadership over the past decade has propelled this institution to greatness.

For the past 10 years Butler University has been ranked one of the Top Ten Regional Universities in the Midwest by U.S. News and World Report. Butler also ranks tops in the nation for the number of graduates who go on to earn masters and doctoral degrees. The Butler Institute for Study Abroad -- one of the largest in the nation -- connects Butler students to a global learning experience.

But leading by example is nothing new to Butler University. In 1869 Butler was the first institution in Indiana, and only the second in the nation, to admit women on an equal basis with men. One year later, Butler University became the first in the nation to establish an endowed chair specifically for a female professor.

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Clearly, your founder, Ovid Butler, laid a solid foundation for learning and growing. Begun in 1855 with five faculty and 113 students, nearly 150 years later Butler University is reaching even higher heights at the dawn of a new century and a new millennium.

The rich learning experience taking place at Butler University is building the leadership our nation will need -- will demand -- to successfully compete in the global economy.

When I was growing up, I wanted to know if we could compete with someone from across town or the next town over. But now our young people have to wonder whether they can compete with their counterparts around the world.

We must prepare them for that competition -- and Butler University is well ahead of the game plan. That is what President Clinton, Vice President Gore and this Administration have been all about. Creating opportunity for all, requiring responsibility from all, building a sense of community for all.

Education is what will drive us into the new century. For as Thomas Jefferson said: "No nation can remain ignorant and free. To hope for that is to hope for what has never been and never will be."

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

President Clinton is pushing the greatest education expansion since the 1960s. He is making college more affordable through tuition tax credits, education IRAs, more generous Pell grants and better student loan programs.

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

Since 1993, President Clinton and Vice President Gore have worked hard to unleash the power of information technology and to bridge the digital divide. They set a goal of connecting every classroom and library to the Internet. Today, more than half of classrooms and 90 percent of schools have been connected to the Internet.

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

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

At the Department of Transportation we are responding to these challenges through our Garrett A. Morgan Technology and Transportation Futures Program. We are partnering with education institutions and transportation organizations to promote technology education and training.

In just two short years, we have exceeded our goal of reaching out to more than 1 million students.

Through internships, mentoring and other activities, the Garrett A. Morgan Program is encouraging young people to consider careers in transportation and to study science and math. We are letting students know what they will need to qualify for transportation jobs in the new millennium.

In many ways, the Garrett Morgan Program is helping to ensure that America will have the 21st century workforce it needs to move people and goods and to compete in the global economy.

In the next century, our transportation system will be intelligent in its character. Cars that talk to roadways and roads that communicate with people. Satellites that guide traffic in the air and on the ground. We will be bringing the science and technology together with the concrete, asphalt, and steel as one.

We are already witnessing a telecommunications revolution. The Internet is changing everything from finance to shopping, and it will do the same for transportation. The Internet offers opportunities for rapid, mass communication of information and managing the flow of people and goods.

The Information Age has brought the growth of high-end computing -- with processing speeds and capacities thousands, if not millions, of times greater than those available just a few years ago. These are capabilities that can help to make intelligent vehicles, highways and operations commonplace sooner than we think.

Nanotechnologies will be the atomic-scale building blocks of tomorrow. These building blocks promise to produce miniaturized equipment that can accomplish far more than what is available today -- and at far less cost. They will enable us to build transportation systems that adapt to people, rather than the other way around.

Many of these technologies are already transforming our daily lives. In just six short years we have seen rapid Internet growth. In 1993 there were only 1.3 million computers connected to the Internet and only 130 sites on the web.

Today over 56 million computers are connected to the Internet which hosts 3.6 million web sites. More than 100 million Americans now have access to the Internet, and electronic commerce could reach $1.5 trillion by 2003 in the U.S. alone.

During the last three years, the information technology industry has accounted for one third of the U.S. economic growth -- and is generating jobs that pay almost 80 percent more that the average private sector wage.

I know Butler University students will be well prepared to embrace these new technologies in the new century and the new millennium.

Butler's innovative core curriculum ensures that every graduate of this University possesses the highest proficiency in language, math, computers, and the ability to think critically and communicate effectively -- essential skills for the workforce of the 21st century.

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

And our nation is thriving. . . Six and one half years ago, President Clinton and Vice President Gore put into place a new economic strategy to successfully move the American people into the new century and the new millennium.

This Administration put our nation's fiscal house in order, invested in our people and expanded trade in American goods and services. By making some tough decisions, the American people have reaped rich rewards -- nearly 20 million new jobs and rising wages; the longest peacetime expansion in history; the

highest home ownership ever; a 30-year low in unemployment; a 32-year low in welfare rolls; a 30-year low in the crime rate and the first back-to-back balanced budget in 42 years.

We've made these record accomplishments by adopting the principles of what President Clinton and Vice President Gore call the Third Way.

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

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

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

Two weeks ago I was with the President as he visited Hartford, Connecticut; Newark, New Jersey; Hermitage, Arkansas; and Chicago, Illinois to encourage private investment in America's New Markets. These new markets are inner cities and rural communities with significant growth potential that have not fully participated in this country's remarkable economic growth.

The lack of transportation is a key factor in why these communities have lagged behind economically. Particularly in the case of rural and inner cities, transportation is the "to" in welfare to work and Access to Jobs programs. As Vice President Gore puts it, "you can't go to work , if you can't get to work."

That is why we are changing the conversation about transportation -- why I always say it is about so much more than concrete, asphalt and steel. Transportation is about connecting people to opportunity -- to a better quality of life.

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

Let me close on this: Students, I encourage you to take advantage of every opportunity that comes your way. This is an age that lets us do more than imagine a better world -- we can make it possible. But nothing about this New World is guaranteed.

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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
U.S. COAST GUARD VETERANS DAY CEREMONY
NOVEMBER 11, 1999
ARLINGTON, VIRGINIA

Ladies and gentlemen, on behalf of President Clinton and Vice President Gore, I am honored to join you for this 1999 Veterans Day commemoration.

Americans enjoy the fruits of peace, freedom, and prosperity in a world where too many must still struggle to live their lives free from conflict, violence, and repression.

As leaders in the fight for liberty, we have sought to advance the cause of freedom and democracy to people all over the world. The credit for our own freedom, as well as our continued security, belongs overwhelmingly to the men and women who have served our nation -- our veterans. Had they not been there yesterday, were they not here today -- our world would be a far different place.

This afternoon, we gather at the memorial of the gallant men of the *U.S. Coast Guard Cutter Tampa* to pay tribute to the 130 brave souls who made the ultimate sacrifice, in the name of freedom and democracy. Our nation is indebted to them and to their families.

The 111 Coast Guardsmen of the *Tampa* truly lived the Coast Guard motto, *Always Ready -- Always There*. In a little over one year, they escorted 18 convoys -- protecting more than 350 vessels from submarine attacks during World War I. On that fateful September night -- after successfully completing its escort mission in the Bristol Channel -- the Tampa was sunk by a German U-Boat and all hands on board perished.

Today we honor the memory of the Coast Guardsmen of the *Tampa* and for their bravery and sacrifice we posthumously award them one of America's highest military honors -- the Purple Heart.

Our nation has been truly blessed by the service of these men -- by the service of all of the men and women of the U.S. Coast Guard, who set an extraordinary example of courage and devotion to country.

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If, as President Clinton has said, America is the world's indispensable nation, then *you* are America's indispensable men and women.

You represent the great traditions of the Coast Guard as protectors of our borders, rescuers of people in distress, enforcers of American laws and treaties on the high seas. As the 30 battle and campaign streamers flying from the Coast Guard flag show, you stand ready to serve in armed conflict as those who came before you have in every major war since 1790.

You are our first --and last --line of defense against a world of danger, ensuring that we and future generations can enjoy the life, liberty, and pursuit of happiness promised by America's founders.

We honor your commitment to our nation, and we revere the sacrifices you have made in her defense and in the preservation of liberty around the world.

Today, on Veterans Day, we, a grateful nation, say thank you.

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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
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SIGNING CEREMONY - DOT PROGRAMS, POLICIES & PROCEDURES AFFECTING ON AMERICAN INDIANS, ALASKA NATIVES AND TRIBES
NOVEMBER 16, 1999
WASHINGTON. D.C.

It a pleasure to join you for today's signing ceremony.

This event symbolizes the ONE DOT commitment to build more effective day-to-day working relationships with our tribal government partners -- a commitment based on respect for the rights of self-governance and self-determination established by the principles of tribal sovereignty.

I would like to extend a personal thank you to Ms. Francine Shaw-Whitson, who so ably led the ONE DOT Task Force in drafting this policy. And I also thank the Native American/Alaska Native (NAAN) Coalition as well as each task force team member for their dedication and commitment to this very worthwhile ONE DOT effort.

President Clinton and Vice President Gore are working hard to strengthen the special government-to-government relationship between the sovereign nations of Indian Country and the Federal Government. The Administration's efforts embody the fundamental belief that people of widely varied and diverse cultures can join together to build a great nation.

The U.S. Department of Transportation supports this effort with the new DOT Order 5301.1 "Department of Transportation Programs, Policies, and Procedures Affecting American Indians, Alaska Natives and Tribes." This order formalizes our effort to work better together to build a transportation system that is "inclusive in nature" for all Americans in the new century and the new millennium.

Therefore I am delighted today to sign this Order ensuring that all DOT programs and policies are responsive to the needs and concerns of our tribal government partners.

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REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE DOT 32nd ANNUAL AWARDS CEREMONY - PART THREE
REMARKS FOR GOLD MEDAL AWARD
NOVEMBER 17, 1999
WASHINGTON, D.C.

Now it is my pleasure to announce the recipient of the Gold Medal Award. It is a team of individuals, from across DOT, who came together in a ONE DOT effort to devise a strategy to meet the goals of the Garrett A. Morgan Technology and Transportation Futures Program.

Two years ago, President Clinton challenged us to ensure that all American children have marketable skills for 21st century jobs. I made a commitment to support the President's efforts and announced that the U.S. Department of Transportation would reach out to one million students, through tutoring and teaching, by December 31, 2000. A very ambitious goal, yes, but I knew, working together -- ever visionary and vigilan t -- we would succeed.

The ONE DOT Education Task Force and the 11 regional Garrett A. Morgan Technology and Transportation Futures Program teams enthusiastically took up the challenge. You mobilized thousands of DOT employees to introduce hundreds of thousands of students to careers in transportation.

And in February 1998 we celebrated our first success -- 700 students on our first Groundhog Job Shadow Day -- the highest number of any federal agency. One year later we hosted 6,000 students throughout DOT offices across the country.

The Task Force along with the regional network have been the backbone of dozens of teams who've planned and developed everything from publications to website development; from nationwide Groundhog Job Shadow Day activities to National Transportation Week activities; from delivering computers to Memphis schools to connecting with high school students in Seattle.

I am delighted to announce that we reached our goal -- in fact we exceed it -- eighteen months ahead of schedule. More than one and a half million students have been introduced to transportation careers through the Garrett A. Morgan Technology and Transportation Futures Program.

Your efforts have made our program a phenomenal success -- attracting numerous partners from private companies to federal executive boards, to trade associations and labor unions. You've created dynamic partnerships that are introducing our students to math, science, and computers -- the high-tech skills they will need to succeed in the new century and the new millennium.

The outstanding work you do is laying the foundation for a workforce with the skills to develop, design and operate the high-tech transportation system of the 21st century.

(The announcer will introduce a Prince George's county student who has benefitted from the program. Following his/her remarks - you will present the citation.)

One behalf of the DOT Education Task Force, will Administrator Kelley Coyner and Associate Administrator Glenda Tate please step forward to receive the 1999 Gold Medal Award and will all the members of the team please stand.

In fact, will everyone who played a role in the success of the Garrett A. Morgan Technology and Transportation Futures Program please stand. Our achievements would not have been realized without your dedication and commitment to this ONE DOT effort. ***(You will now read the citation)***

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6.27

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DOT'S 32nd ANNUAL AWARDS CEREMONY - PART TWO
REMARKS FOR GOLD MEDAL AWARD
NOVEMBER 17, 1999
WASHINGTON, D.C.

It is now my distinct pleasure to announce the recipient of the 1999 Gold Medal Award. It is a team of individuals, from across DOT, who came together in a ONE DOT effort to devise a strategy to meet the goals of the Garrett A. Morgan Technology and Transportation Futures Program.

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6-28

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE SECRETARY'S 32ND ANNUAL AWARDS CEREMONY - PART ONE --
INTRODUCTORY REMARKS
NOVEMBER 17, 1999
WASHINGTON, D.C.

Good afternoon to all of our honorees, and their families, and guests. Let me say, it is an honor to be among those to whom honor is due.

Today we are finding the good and we are praising it. I am so delighted to have the privilege of recognizing more than 170 outstanding employees and employee teams dedicated to carrying out the mission of the U.S. Department of Transportation.

As exemplary members of a visionary and vigilant DOT, you are leading the way to transportation excellence in the new century and the new millennium. And you are doing it in a truly ONE DOT fashion. We are working better together -- across organizations -- across modes -- and across areas of expertise.

Because of our ONE DOT effort, we can all look back on this year with a great sense of satisfaction in the accomplishments we have made in support of our strategic goals -- improving safety -- expanding mobility -- supporting economic growth and trade -- protecting our environment and supporting America's national security efforts.

Our system is safer. We remain the most mobile society in the world. Our work and our system have supported the longest peace-time economic expansion in history. Millennium Trails and our Livability Initiative continue to improve the environment and the Coast Guard enhanced the security of our nation this year with record level drug seizures.

Safety as you know, is President Clinton's and Vice President Gore's number one transportation priority. We at the DOT have declared that safety is our North Star by which we are guided and willing to be judged. Traffic deaths in are at an all time low, seat belt use is at an all time high, railroad grade crossing

deaths are steadily declining as well as the incidents of drunk driving, the Coast Guard continues to save lives -- more than 500 in the aftermath of Hurricane Floyd alone.

And, notwithstanding some high profile aviation incidents over the year, our skies remain the safest in the world and we are committed to making them ever safer. With our Safer Skies Initiative directing our efforts and working together with our industry partners, we are committed to reducing aviation crashes by 80 percent over a decade. We have also adopted a similar "stretch goal" for improved motor carrier safety, as we craft a plan with our partners to reduce crashes involving motor carriers over a decade.

We are 43 days away from the Year 2000 date change, and we can proudly say that DOT is Y2K ready. Because of *your* efforts our mission-critical systems are 100 percent ready. Our top priority is safety, and through vision and vigilance our nation's transportation system will operate as safely in the new year and the new century as it does today.

International in Reach

In the last three years we have signed Open Skies agreements with 38 of our international partners -- from Africa to Europe to Asia to South America and beyond. We have also improved access to Mexico and increased the number of flights to China – a burgeoning trading partner. We hosted two international ministerials with ministers of transport from the Western Hemisphere and from the nations of Africa. During our recent Latin America trade mission we signed a bilateral agreement to liberalize maritime trade between the U.S. and Brazil. Next month we host an international aviation conference and conduct a trade mission to the Caribbean.

Intermodal in Form

In the past year this Department, along with our industry partners, has committed ourselves to a long-term marine transportation system vision for the new century and the new millennium. Amtrak has reinvented itself with improved service and a better bottom line. Ridership continues to grow and we are poised for the inaugural of Acela high-speed rail service along the Northeast corridor early in the new year. Our FAA reauthorization plan will provide even better air service for the American people. And the Transportation Equity Act of the 21st century -- a record $200 billion investment over the next six years -- will help us build the safest, world-class transportation system for the American people in the new century and the new millennium.

Intelligent in Character

In the next century, our transportation system will be intelligent in its character. Cars that talk to roadways and roads that communicate with people. Satellites that guide traffic in the air and on the ground. We will be bringing the science and technology together with the concrete, asphalt, and steel as one.

Through our Intelligent Vehicle Initiative we are making travel safer by reducing crashes using collision avoidance and other technologies. Through ITS we are developing new kinds of emergency notification and weather information systems to aid travelers in rural areas. Soon electronic corridors will speed commercial travel, and automated tracking systems will support just-in-time deliveries.

Inclusive in Service

The work you do has helped us to change the conversation about transportation. The public now understands what we mean when we say transportation is about so much more than concrete, asphalt and steel. It is about connecting people to opportunity -- connecting them to school, to work, to recreation, to a better quality of life.

We are ensuring that America has a transportation system that is inclusive in nature. But it's not just about inclusivity -- it's also about accessibility. Our new departmental policy statement underscores the rights of people with disabilities to have access to *all* modes of transportation; and our new policy working with Native American tribal governments will ensure improved access to an enhanced quality of life for those who live in Indian Country across America.

Close

Working together, ever visionary and vigilant, we are building a world-class transportation system that is international in reach, intermodal in form, intelligent in character and inclusive in service for the American people in the new century and the new millennium.

These outstanding accomplishments could not have been achieved without you -- without your dedication and commitment to the people of this great nation.

Two years ago, I stood before you at the 30th Annual Awards ceremony and asked you to help me build a visionary and vigilant Department of Transportation. To help me build a Department that understands that transportation is about more than concrete, asphalt and steel.

And clearly you have done that and so much more. And I thank you, and I praise you for all the good work you have done and continue to do. To the 100,000 U.S. Department of Transportation employees, thank you for a job well done.

Before I close, let me take a few moments to honor an outstanding veteran of the U.S. Coast Guard. Captain Fox will you join me on stage?

Captain Earl R. Fox retires tomorrow as America's oldest service member and the last World War II veteran on active duty in the Armed Forces of the United States.

A warrior and a lifesaver, Captain Fox has served this nation for the past 60 years. While serving in the Navy during World War II, he fought in the Pacific Theater, commanding PT boats and a boat squadron before shifting to the *silent service*, eventually becoming commander of a submarine. He received the Silver Star for gallantry before the enemy and the Bronze Star and other testaments to his bravery and service.

After the war, he attended medical school and was a general practitioner for twenty years before retiring from private practice.

Soon thereafter, he was called to serve once again. After donning a flight suit to fly out and treat a heart attack victim on a merchant ship, he knew he had found a new career.

Captain Fox signed up and spent 16 years as a flight surgeon back in the days when flight surgeons really did fly. He made more than a dozen helicopter rescues and consulted on hundreds of other cases. Since coming back to earth, he has made significant contributions to Coast Guard medicine: upgrading health care for remotely stationed Coast Guard people, leading the clinic at Cape May Recruit Training Center to the highest level of AMA certification, and overseeing the Coast Guard's physical disability evaluation system.

A remarkable career. A remarkable man. Captain Fox is the embodiment of the ideals of the Department.

Please join me in congratulating Captain Fox for 60 years of outstanding service to the American people.

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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
COMMUNITY FORUM ON TRANSPORTATION SAFETY
QUEENS COLLEGE, CITY UNIVERSITY OF NEW YORK
FLUSHING, NEW YORK
WEDNESDAY, NOVEMBER 17, 1999

Before beginning my prepared remarks, I'd like to ask Stanley Rosen, Interim President of Queens College, City University of New york (CUNY), to join me at the lectern for an important announcement.

One of the reasons we are holding this forum here at Queens College, is that CUNY is the home of one of our 33 University Transportation Centers across the country.

As Dr. Coyner mentioned this morning, University Transportation Centers play a key role in fostering safe and efficient transit systems and developing a cadre of future leaders to plan, build, and operate those systems.

This is certainly true of CUNY's University Transportation Research Center (UTRC).

Under the able direction of Buz Paaswell UTRC is deeply involved in a number of imaginative and effective research and planning programs.

I am particularly impressed with a major labor-management initiative that reduces the maintenance costs for public buses in Queens and other boroughs.

Under this innovative program, UTRC industrial engineering students work with the Transit Workers Union and management to help set standard times for core maintenance tasks for buses. One example of such a task might be, "how long should it take, on average, to remove and replace a water pump?'

Both union and management trust UTRC engineering students for their impartiality as well as for their expertise.

And this project makes a measurable difference -- saving the transit authority up to $11 million a year or more in maintenance costs.

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So it is my pleasure to announce that the U.S. Department of Transportation has awarded $890,000 to CUNY in 1999, to support the 12th year of operations for UTRC. And my personal congratulations to President Rosen, to Buz Paaswell and to all the faculty and students involved in the program, for a job well done.

I am delighted to be able to join you for this second of 10 Community-building forums we are conducting across the country over the next few months.

At each forum, we are bringing together regional and community leaders, along with representatives of public interest groups. These community-building sessions are designed to follow up on the U.S. Department of Transportation's March 1999 National Transportation Safety Conference.

It is our hope that each community forum will examine local transportation safety concerns in the light of "quality of life" issues raised by President Clinton and Vice President Gore, with respect to the Livable Communities Agenda.

"Quality of Life" means different things to different people. It includes safety, mobility, and the environment. It includes avoiding congestion and other issues commonly associated with 'smart growth.'

Many of these issues have a major transportation component:

In virtually all communities, the transportation system -- especially public transportation -- is a major determinant of whether people feel 'safe' while they travel.

The cleanliness and efficiency of transportation directly affects environmental quality.

And a community's economic development can be accelerated or retarded by its ability to transport people and goods quickly and safely.

Access to emergency services and health care also hinges on the transportation system.

Our shared goal must be to provide our communities with transportation systems that are safe, efficient, accessible and affordable to everyone. Transportation is truly the tie that binds people and communities together -- and the tie that links one community to another and to the larger world.

As President Clinton has said, we must move into the new century *"Leaving no one behind."*

This Administration is dedicated to serving "people first." As a truly visionary and vigilant U.S. Department of Transportation, we are committed to supporting President Clinton and Vice President Gore's efforts to empower citizens to build more Livable Communities for the 21st century.

Safer and less congested travel is a key component of the nationwide grass-roots movement to build more livable communities embraced by Vice President Gore in his speech to the *Brookings Institution* last September.

In his speech, the Vice President described a 'livable suburb or city' as one that, among other things, *"Lets us get home after work fast -- so we can spend more time with friends and family and less time stuck in traffic."*

On January 11th, the Vice President outlined the Administration's bold initiative to support America's communities in their goals of growing according to their best values.

He pointed out that livable communities -- places with a high quality of life -- are more economically competitive communities.

"By helping communities pursue smarter growth," the Vice President said, *"we can build an America for our children that is not just better off -- but better."*

Transportation is about so much more than concrete, asphalt and steel. It is about people and their pursuit of happiness. It is about getting parents to work, children to day care and to school. It is about creating opportunity and giving people the tools they need to succeed. It is about improving the quality of life in our communities.

Today's Community Forum will help the citizens to make better choices for their community's future. By working together we can move 'from strength to strength' to create a transportation system for our communities that is equal to the challenges of the new century and the new millennium.

At the end of the day, it is our intention that each Community-building session result in an Action Plan to improve that community's transportation system and the quality of life for everyone who lives in -- or travels through -- that community.

Your Forum sessions here in Queens this morning -- and on your agenda for this afternoon -- are clearly designed to move toward an effective Action Plan.

You are raising public awareness about such issues as "the hidden epidemic" of transportation injuries, as well as traffic and truck safety issues.

Equally important, you are using the opportunity of this forum to identify potential resources and formulate new initiatives to address safety and livability issues in Queens.

Again, I want to thank the Queens Borough President, Claire Shulman and the Forum planning committee for organizing this excellent session to address critical transportation, safety, livability and quality of life issues here in Queens.

With your help and your commitment, I am confident that America's -- and Queens -- best days are yet to come.

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6.25

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
NORTH AMERICAN ELECTRIC VEHICLE & INFRASTRUCTURE CONFERENCE AND EXPOSITION
ATLANTA, GEORGIA
NOVEMBER 19, 1999

It is clear that both the public and private sectors here in Atlanta are acting to meet the challenges of the 21st century.

The city of Atlanta and the State of Georgia are at the forefront of applying advanced technology to transportation. The city is a showcase for intelligent transportation systems and alternative fuel vehicles. The State of Georgia is second only to California in the number of electric vehicles on its roads.

With Mayor Bill Campbell and Governor Roy Barnes at the helm, I know that this region will continue to be on the cutting edge far into the 21st century.

I want to acknowledge the co-chairs of the Electric Vehicle Association of the Americas, John Wallace and Dick Brooks. They have helped to make your organization the voice for sustainable technologies in America. And I think that Kateri Callahan has done a great job as your executive director.

Let's give them all a hand for a job well done.

I am pleased to be here representing President Clinton and Vice President Gore. As the President has said, "a strong economy and a healthy environment go hand in hand." He and the Vice President recognize that EVs will play a central role in making this proposition a reality.

The President and Vice President have supported EVs and other advanced vehicle technologies not only with words but with deeds. They have fought for initiatives to make EVs an everyday reality for millions of Americans -- and to promote innovation and investment in the future.

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The Fiscal Year 2000 budget -- which the President and Congress agreed to this week -- continues this effort. It's a budget that meets our priorities, supports our values and invests in our future. The budget is a victory for our children, our communities and our environment.

This budget, the first of the 21st century, prepares us for the new century. The budget invests in education, in safer streets and schools, and in a cleaner environment.

It also helps give us the transportation system we need for the new century, with a record $50 billion for the Department of Transportation. This includes a six percent increase to make travel even safer.

The new budget also supports the innovation that is so crucial to our economy's growth and to our quality of life.

There is a $3 billion government-wide increase for the President's 21st Century Research Fund, which supports civilian research to meet a broad array of needs.

There is $1.1 billion for research and development of clean energy through the Climate Change Technology Initiative.

And the budget extends the Research and Experimentation Tax Credit through 2004. This will encourage companies to undertake the multi-year research projects we need for continued technology breakthroughs.

This commitment to supporting innovation has been a hallmark of the Clinton-Gore Administration. Even as we have put the nation's fiscal house in order today, we are investing for tomorrow.

In some respects, the future we are working towards is already here.

When I was in Chattanooga last year I rode on hybrid-electric shuttle buses -- the same ones on display during this conference.

I know first hand that the clean, quiet ride these vehicles provide will help us to reach our goal for more livable communities.

These vehicles, and others like them around the country, prove that electric power can be a key solution to the energy and environmental challenges we will face in the 21st century. These technologies are already real; the next step is to make them commonplace.

As part of this process, I am pleased to report another step forward for our Advanced Vehicle Technologies Program.

AVP promotes new technologies for buses, trucks and other larger vehicles. It complements the Partnership for a New Generation of Vehicles, which is creating "super cars" for the 21st century.

These programs are designed to force technology development. They are examples of what NASA Administrator Dan Goldin calls "stretch goals" -- ambitious goals that can push us towards greater achievements than we can now imagine.

Today I am announcing five AVP projects that we are awarding to help us to do this. These projects will be managed by the Southern Coalition for Advanced Transportation, based right here in Atlanta. These projects include:

-- A hybrid electric bucket truck -- with portable power capabilities -- that utilities can use after storms or other disasters...

-- A vehicle for the Army to use as a portable power generator...

-- Advanced components for the "super bus" developed by the Federal Transit Administration...

-- Fast charging ground support vehicles for Hartsfield Airport...

-- And community based workshops on electric transit buses -- the first of which was held here this week.

These projects will further technology development and promote real world use of EVs here in Atlanta and throughout the South, and I am proud that the Clinton-Gore Administration is supporting this effort.

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John Wilson, who heads the Southern Coalition for Advanced Transportation, is with us today, and he will oversee these projects. John is helping to bring these technologies to cities across the southern U.S. I would like him to stand up so we can thank him for the fine job he's doing.

AVP is just one federal program in the alternative fuels area. Shortly after taking office, the President and Vice President announced the Partnership for a New Generation of Vehicles as the centerpiece of the Administration's commitment to strengthening both our economy and our environment.

PNGV will give us cars comparable in safety, performance and comfort to today's vehicles -- but with fewer emissions and triple the energy efficiency.

The federal government is partnering with Ford, General Motors and DaimlerChrysler through PNGV to develop cars that will reach 80 miles per gallon. We expect to see concept cars by next year -- and actual production prototypes will come four years after that. DOT plays a major role in PNGV, ensuring that this new class of cars is even safer than today's fleet.

DOT has also taken the lead in testing and developing electric and other alternative fuels for mass transit use. The Federal Transit Administration supports this effort by promoting research and development and providing grants to purchase alternatively fueled buses.

One of the FTA's most successful programs in this area is the Demonstration of Universal Electric Transportation Subsystems -- or DUETS -- Program. Under DUETS, we are continuing to develop advanced hybrid electric technologies for transit buses, and it's already had a major success: New York's MTA plans to purchase hybrid buses based on the DUETS design.

In addition, DOT's Clean Fuels Formula Grant Program provides up to $200 million annually to help cities use new technologies to reduce emissions and clean their air. Under this program, cities can buy clean fuel vehicles, retrofit engines for clean fuels, and build or improve facilities to support these vehicles. The FTA is drafting guidelines on how these funds will be allocated, and I hope your cities will apply for them.

Lastly, DOT administers the Congestion Mitigation and Air Quality Improvement Program -- CMAQ. CMAQ supports many traditional traffic flow and transit improvements, but it also supports projects focused on vehicles and fuels. For example, CMAQ funds the conversion of transit fleets to clean fuels.

In fact, about $400 million in CMAQ funds has been used to develop and deploy alternative fuel vehicles, including EVs. The new budget includes a $278 million increase in CMAQ funds, so this is a program you should consider as a way to pay for electric vehicle and infrastructure projects.

We have laid a solid foundation for public-private EV partnerships over the past seven years, and we are building on these partnerships in a common-sense fashion.

Last June, I hosted "The Spirit of Innovation" conference at the Volpe National Transportation Systems Center in Cambridge, Massachusetts.

At that meeting, several distinguished panels met to discuss transportation goals of research into cybertechnology, advanced materials, alternative fuel sources – like these electronic vehicles we're viewing today, and microelectronic and nanotechnology. The panels also discussed the role of the federal government in supporting transportation research and innovation. Also discussed was how a well-educated work force is essential to influencing how the transportation enterprise learns.

This conference has helped us frame our transportation strategy for the 21st Century and craft a policy architecture that foster a continuing and sustainable innovation climate for our national transportation enterprise. With this architecture in place the U.S. DOT and the transportation community will continue to act as agents of change in fostering an environment that encourages innovation – essential for achieving national transportation goals for the 21st century.

As Commerce Secretary Bill Daley said during that forum, "the key to all our economic achievements since the beginning of this decade has been to let industry lead, and for government to provide the tools, and the climate, so it can succeed."

It is this new approach to innovation that we will take in the future.

First, we will provide leadership, fostering collaboration and partnership. We will continue the "third way" -- a partnership between the government and the private sector that brings together the strengths of both.

Second, we will provide funding -- investing in long term, high-risk research, supporting education and training and providing capital funding for deployment.

Third, we will promote an entrepreneurial environment that supports innovation -- one that supports the open markets that will be so important to the ultimate commercial success of EVs. By using a more efficient and market based approach, we can generate real results.

Earlier I mentioned NASA Administrator Dan Goldin's idea of stretch goals. As you leave this conference, I urge you to be aggressive in setting your own goals, and establish stretch goals for your own work.

Dan Goldin's space agency has experience in such things. A generation ago President John Kennedy set a stretch goal when he committed the nation to putting a human being on the moon within a decade. He set that goal before the technology was in place to achieve it -- but JFK knew America would rise to the challenge.

We need to do the same thing for EVs. We should not take the easy route, and attempt only what we already know is possible. Let us set stretch goals, and then push ourselves to reach them.

We must, to quote the philosopher James Allen, "dream lofty dreams."

As we do so, let us keep in mind the values that guide us. We are not proposing innovation for the sake of innovation -- but innovation to promote advances that will result in real improvements in people's lives.

As President Clinton has said, "we must continue to see that science serves humanity, not the other way around."

And that is what the opportunities of EVs are really all about -- ensuring that what we build strengthens us, and remembering that transportation is about more than concrete, asphalt, and steel -- and it's about more than batteries and fuel cells -- it's about people.

EVs offer the promise of giving people the opportunity to lead more prosperous, more fulfilling lives.

For American families EVs will mean lower energy costs and the potential for new economic opportunities.

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For our nation, EVs will mean more jobs, more innovation, increased international competitiveness, and greater energy security.

And for the world, EVs will mean better air quality and fewer emissions of the greenhouse gases that contribute to global warming.

We have made a great start over the past seven years in realizing the promise of EVs. And I am confident we are going to continue moving from strength to strength, working together to provide the American people with better lives.

We will soon cross into a new century -- and a new millennium. And a thousand years from now, when our descendants look back to this moment, I want them to say of us, "they understood the promise of the future, and they embraced it."

Thank you.

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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
COMMUNITY FORUM ON TRANSPORTATION SAFETY
QUEENS COLLEGE, CITY UNIVERSITY OF NEW YORK
FLUSHING, NEW YORK
WEDNESDAY, NOVEMBER 17, 1999

Before beginning my prepared remarks, I'd like to ask Stanley Rosen, Interim President of Queens College, City University of New york (CUNY), to join me at the lectern for an important announcement.

One of the reasons we are holding this forum here at Queens College, is that CUNY is the home of one of our 33 University Transportation Centers across the country.

As Dr. Coyner mentioned this morning, University Transportation Centers play a key role in fostering safe and efficient transit systems and developing a cadre of future leaders to plan, build, and operate those systems.

This is certainly true of CUNY's University Transportation Research Center (UTRC).

Under the able direction of Buz Paaswell UTRC is deeply involved in a number of imaginative and effective research and planning programs.

I am particularly impressed with a major labor-management initiative that reduces the maintenance costs for public buses in Queens and other boroughs.

Under this innovative program, UTRC industrial engineering students work with the Transit Workers Union and management to help set standard times for core maintenance tasks for buses. One example of such a task might be, "how long should it take, on average, to remove and replace a water pump?'

Both union and management trust UTRC engineering students for their impartiality as well as for their expertise.

And this project makes a measurable difference -- saving the transit authority up to $11 million a year or more in maintenance costs.

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So it is my pleasure to announce that the U.S. Department of Transportation has awarded $890,000 to CUNY in 1999, to support the 12th year of operations for UTRC. And my personal congratulations to President Rosen, to Buz Paaswell and to all the faculty and students involved in the program, for a job well done.

I am delighted to be able to join you for this second of 10 Community-building forums we are conducting across the country over the next few months.

At each forum, we are bringing together regional and community leaders, along with representatives of public interest groups. These community-building sessions are designed to follow up on the U.S. Department of Transportation's March 1999 National Transportation Safety Conference.

It is our hope that each community forum will examine local transportation safety concerns in the light of "quality of life" issues raised by President Clinton and Vice President Gore, with respect to the Livable Communities Agenda.

"Quality of Life" means different things to different people. It includes safety, mobility, and the environment. It includes avoiding congestion and other issues commonly associated with 'smart growth.'

Many of these issues have a major transportation component:

In virtually all communities, the transportation system -- especially public transportation -- is a major determinant of whether people feel 'safe' while they travel.

The cleanliness and efficiency of transportation directly affects environmental quality.

And a community's economic development can be accelerated or retarded by its ability to transport people and goods quickly and safely.

Access to emergency services and health care also hinges on the transportation system.

Our shared goal must be to provide our communities with transportation systems that are safe, efficient, accessible and affordable to everyone. Transportation is truly the tie that binds people and communities together -- and the tie that links one community to another and to the larger world.

As President Clinton has said, we must move into the new century *"Leaving no one behind."*

This Administration is dedicated to serving "people first." As a truly visionary and vigilant U.S. Department of Transportation, we are committed to supporting President Clinton and Vice President Gore's efforts to empower citizens to build more Livable Communities for the 21st century.

Safer and less congested travel is a key component of the nationwide grass-roots movement to build more livable communities embraced by Vice President Gore in his speech to the *Brookings Institution* last September.

In his speech, the Vice President described a 'livable suburb or city' as one that, among other things, *"Lets us get home after work fast -- so we can spend more time with friends and family and less time stuck in traffic."*

On January 11th, the Vice President outlined the Administration's bold initiative to support America's communities in their goals of growing according to their best values.

He pointed out that livable communities -- places with a high quality of life -- are more economically competitive communities.

"By helping communities pursue smarter growth," the Vice President said, *"we can build an America for our children that is not just better off -- but better."*

Transportation is about so much more than concrete, asphalt and steel. It is about people and their pursuit of happiness. It is about getting parents to work, children to day care and to school. It is about creating opportunity and giving people the tools they need to succeed. It is about improving the quality of life in our communities.

Today's Community Forum will help the citizens to make better choices for their community's future. By working together we can move 'from strength to strength' to create a transportation system for our communities that is equal to the challenges of the new century and the new millennium.

At the end of the day, it is our intention that each Community-building session result in an Action Plan to improve that community's transportation system and the quality of life for everyone who lives in -- or travels through -- that community.

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6-23

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
WOMEN IN GOVERNMENT RELATIONS TRANSPORTATION COMMITTEE
WASHINGTON, D.C.
MONDAY, NOVEMBER 22, 1999

Let me use this opportunity to thank Suzanne Sullivan, our Assistant Administrator for Government and Industry Affairs at the FAA, for the great job she has been doing representing us with the 106th Congress.

I would also like to acknowledge Mike Frazier, our Assistant Secretary for Government Affairs at DOT, who is also here today.

In addition to Suzanne, we have a growing number of women leaders at the U.S. Department of Transportation who are hard at work reshaping America's transportation future. Women like:

Jane Garvey, Administrator of the Federal Aviation Agency, who ensures that America's skies remain safe

Kelly Coyner, Administrator of the Research and Special Programs Administration, who has introduced more than 1 million students to transportation careers through our Garrett A. Morgan Transportation Futures Program

Melissa Allen, Assistant Secretary for Administration, directions our ONE DOT efforts to lead the way to transportation excellence in the 21st century

Jolene Molitoris, Administrator of the Federal Railroad Administration is improving safety at railroad and highway rail grade crossings

Nancy McFadden, our General Counsel

Gloria Jeff, Deputy Administrator of the Federal Highway Administration

Nuria Fernandez, Deputy Administrator of the Federal Transit Administration

Norma Krayem, my Deputy Chief of Staff

...and thousands of other women administrators, managers, supervisors,

-more -

professionals, technicians, and paraprofessionals who serve this Department with dedication and distinction.

The Clinton-Gore Administration has been committed, since 'Day One,' to an Administration that reflects America's diversity. And with respect to women in government, I am proud to say that we are well on the way to accomplishing that goal.

The increasingly vital role of Women in Government Relations is also evidence that progress is being made. I salute your President, Phyllis Hughes and all the other members and guests of the Transportation Committee who are here for this meeting.

The job of government relations is one of the most difficult in Washington. And you have risen to this challenge with energy, enthusiasm and talent.

So let me take this opportunity to thank all of you here today -- whether you work for government, the private sector or for a trade or professional association.

To my way of thinking, you are all "public servants" in the highest sense of the term:

- You help opposing interests find common ground
- You reconcile conflicts over ideas and over principles
- And, most impressive of all, you help the nation to reach a consensus on how to allocate public funds.

In the final analysis, it is government relations professionals like you, who help make governance in a democracy possible.

The Fiscal Year 2000 budget -- which the President and the Congress agreed to last week -- is an important government relation's success story. The new budget prepares us for the new century by investing in education, in safer streets and schools, and in a cleaner environment. It also provides for a record-level investment in transportation.

This achievement was made possible by the fact that President Clinton and Vice President Gore have put America's fiscal house in order over the past 6 and a half years. Under their leadership we now have a balanced budget, the strongest economy in a generation, nearly 20 million new jobs, and the lowest unemployment in 30 years.

The Fiscal Year 2000 budget builds on this achievement by advancing us toward the transportation system we need for the 21st century.

It provides a record $50 billion for the U.S. Department of Transportation -- a more than 3 percent increase over 1999 funding levels.

As the President has said, *"Now is not the time to rest, but the time to build."*

And this investment in our country's future is urgently required to build a strong foundation for growth. That is why overall transportation investment has increased by nearly 40 percent during the Clinton-Gore Administration.

We intend to do more than repair and mend our existing system. We intend to demonstrate that a clear vision, combined with vigilance in execution, can create a first-class transportation system appropriate to the new century and new millennium.

I am proud of the fact that the levels of transportation investment the new budget provides for were generally as requested by the Administration.

However, we did fall short of the mark in two important areas: aviation funding and restrictive earmarks.

Even though funding for aviation programs is $200 million -- or 2 percent over last year -- the inadequate levels of funding for aviation operations and capital programs trouble me. Funding for FAA operating programs is more than $400 million below the President's request.

This funding reduction will have the following severe effects on FAA operations:

- First, lack of funding will prevent important safety and security staffing increases requested by the President's budget.

- econd, lack of funding for security support and air traffic controller training will further delay needed improvements in security and efficiency.

- Third, lack of funding will limit or prevent FAA management improvements, such as implementing the new cost-accounting system and personnel reform.

In the coming year we will continue to press for the resources required to insure that America's Air Traffic Control System remains the best in the world.

I am also troubled by the widespread use of earmarking for discretionary highway and transit programs. Some programs are being selected without regard for sound investment criteria.

Many of these earmarks target projects still in the early stages of planning. As a result, funds will remain unused for some time. This deprives "ready-to-go" projects of funds they could use right now.

I strongly believe that our nation's transportation investments should be strategic. Earmarking undermines this goal. When the second session of the 106th Congress begins in January, I am confident that the members of this committee will continue to make a huge difference in moving us closer to this ideal.

Despite these caveats regarding this year's legislative record, I want to emphasize the overall positive budget story.

The funding approved for Amtrak, Federal-aid highways and transit programs will allow us to continue to make substantial improvement in all of these modes of transportation.

Funding for transportation safety is also up by 6 percent. Safety continues to be the President and Vice President's highest transportation priority -- and the "North Star" guiding all that we do at the U.S. Department of Transportation.

We have made great progress in improving transportation safety, an achievement in which all 100,000 employees of DOT and all Americans can take justifiable pride. Seat belt use is at an all time high, traffic deaths are at an all time low, and the incidents of drunk and drugged driving are on the decline.

Of course, our goal is to reduce the number of deaths even further -- and the funding provided in this year's Appropriations Act, even though somewhat less than we requested, will help us make further progress.

This morning I joined many of DOT's safety partners to kick off the fifth Operation ABC Mobilization campaign to increase seat belt and child safety seat use. Since the beginning of the campaign, traffic fatalities for children under four have dropped by 12 percent.

The combination of these Mobilization campaigns and increased law enforcement have helped put the nation within striking distance of the Clinton-Gore Administration's goal of decreasing child traffic fatalities by 15 percent by the year 2000. This is, indeed, good news.

I also appreciate the budget's increased safety funding for motor carrier safety. And I commend the U.S. Congress for passing the "Motor Carrier Safety Improvement Act of 1999," last Friday.

This will give DOT and the states tough enforcement tools to significantly improve commercial motor carrier safety across the country and at our borders.

This legislation will also help us make major strides toward achieving the Clinton-Gore Administration goals of a 50 percent reduction in motor carrier-related fatalities.

The work you have done this year, as Women in Government Relations concerned with transportation, has made a huge difference. And I am confident that your continuing achievements will bring about a safer and brighter future for all Americans -- a future limited only by our imagination.

About this time last year I went down to Cape Canaveral to watch John Glenn take off in the Space Shuttle.

My five-year-old daughter, Bridgette, was with me at the launch.

We stood there together, feeling the ground shake. The Shuttle was as big as the Statue of Liberty, with payload doors as large as a school bus. I wondered, as maybe she did, if someday she might make this great journey.

At the same time, even as that mighty spacecraft lifted off, putting out as much horsepower as 192,000 Corvettes at full throttle, my daughter could still put her tiny palm in front of her face and block out the entire spacecraft from view.

This made me think: human hands, human minds and human hearts are more powerful than any rocket engine will ever be. Transportation is about more than concrete, asphalt and steel. It is about people -- and about relationships.

I often say, "Transportation is the tie that binds." Nowhere is that more true than in the field of transportation and government relations.

You bring us together to shape the future of U.S. transportation and thus, the future of the nation.

With organizations like "Women in Government" energized by the commitment of people like you, America's best days, clearly, are yet to come.

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U.S. Department of Transportation
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www.dot.gov/briefing.htm

News

FOR IMMEDIATE RELEASE
Friday, November 19, 1999

Contact: Cathy Hickey
Telephone: 202-366-9550

Media Advisory

U.S. Transportation Secretary Slater
To Join in Launch of Seat Belt Enforcement Effort

U.S. Transportation Secretary Rodney E. Slater at 10 a.m. Monday, Nov. 22, 1999, will join National Transportation Safety Board (NTSB) Chairman Jim Hall and law enforcement officers in launching the Air Bag & Seat Belt Safety Campaign's fifth Operation ABC Mobilization, the nationwide effort to enforce passenger safety and seat belt laws during the week of Thanksgiving.

WHO: U.S. Transportation Secretary Rodney E. Slater
NTSB Chairman Jim Hall
Michigan State Police Col. Michael Robinson, President of the International Association of Chiefs of Police
Chief Charles Ramsey, D.C. Metropolitan Police Department
Janet Dewey, Executive Director, Air Bag & Seat Belt Safety Campaign

WHAT: Launch the fifth Operation ABC Mobilization, a nationwide effort to enforce child passenger safety and seat belt laws.

WHEN: 10 a.m., Monday, Nov. 22, 1999

WHERE: National Transportation Safety Board
5th Floor Board Room
490 L'Enfant Plaza, East
Washington, D.C.

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(Note: The ABC in Operation ABC Mobilization stands for "Always Buckle Children!)

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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
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE 1999 OPERATION ABC MOBILIZATION: AMERICA BUCKLES UP
CHILDREN PRESS EVENT
NOVEMBER 22, 1999
WASHINGTON, D.C.

Let me begin by welcoming Rosalyn Millman as the Department's new Acting Administrator for the National Highway Traffic Safety Administration. Her experience and expertise in traffic safety will serve the American people well as we move the safety agenda forward in the new century and the new millennium.

Thanksgiving is a wonderful American tradition. It is a time when family and friends gather to share in their blessings and to give thanks. It is a time of warmth and a time of optimism.

And it is the time of year when Americans travel most, with many thousands of families traveling by car.

And that is why we're here this morning. We want all Americans to make it home safely.

Safety is President Clinton's and Vice President Gore's highest transportation priority and at the U.S. Department of Transportation -- it is our North Star, by which we are guided and willing to be judged.

Under the President's and the Vice President's visionary and vigilant leadership, seat belt use is at an all time high, traffic deaths are at an all time low and the incidents of impaired driving are on the decline.

That is why I am delighted to join our safety partners to kick off the fifth Operation ABC Mobilization campaign.

I want to thank Chairman Jim Hall and the National Transportation Safety Board, Executive Director Janet Dewey and the Air Bag and Seat Belt Safety Campaign, Chief Charles Ramsey, Lieutenant Terry Taylor, Colonel Michael Robinson and the thousands of law enforcement agencies around the nation who are doing a tremendous job to increase seat belt and child safety seat use.

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Clearly, you *are* making a difference. After years of stagnant numbers, nationwide seat belt use rose from 62 to 70 percent. This means 19 million more Americans are buckling up.

And the numbers for children are even better. Nationwide, child restraint has use jumped from 60 to 87 percent. In the two years since we began the Operation ABC Mobilizations, fatalities for children, ages one to four, have dropped by more than 12 percent. This proves what we have always known to be true. Enforcement translates into higher restraint use -- and higher restraint use translates into real lives saved.

Our partnership with the Air Bag and Seat Belt Safety Campaign and increased enforcement have helped put the nation within striking distance of the Clinton-Gore Administration's goal of decreasing child fatalities by 15 percent by the year 2000. Safety is this Department's top goal, and I applaud the work of law enforcement officers nationwide to ensure that children all over the country are buckled up. I am proud of the efforts and the results we have been making at the U.S. Department of Transportation.

But there is still much work to be done. Despite our successes, traffic crashes remain the leading cause of death to children. One out of four children rides completely unbuckled -- putting more than 15 million children at risk. As you have heard this morning, too many adults who regularly drive children admit they don't always make sure their child passengers are buckled up.

We must remain vigilant and that is why we are here today. Our message is clear -- unbuckled children are unacceptable.

We thank our partners in law enforcement and support them in this most visible display of seat belt safety ever.

We also thank the many individual citizens, corporate supporters and the elected officials who join us and actively participate in this great national campaign. And we encourage more of our public and private partners to become actively involved in this vital effort to save lives. Safety is a promise we make, and keep, together.

To all of you, and for the lives you will save, we say, a job well done -- keep up the great work -- and thanks so very much for your commitment to this 1999 Operation ABC Thanksgiving Mobilization.

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

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE U.S. DEPARTMENT OF TRANSPORTATION AND THE SMALL BUSINESS ADMINISTRATION'S MEMORANDUM OF UNDERSTANDING SIGNING CEREMONY
WASHINGTON, DC
NOVEMBER 23, 1999

Good morning and welcome. I am very pleased to join Administrator Aida Alvarez for this Memorandum of Understanding signing ceremony.

When I became the U.S. Secretary of Transportation I committed to doing three things.

First, bring record levels of investment to transportation -- we did that with the largest budget -- $50.2 billion -- in the history of this Department.

Second, improve safety -- and we are doing that. Yesterday morning I joined many of DOT's safety partners to kick off the fifth Operation ABC Mobilization campaign to increase seat belt and child safety seat use. Since the beginning of the campaign traffic fatalities for children under four have dropped by 12 percent.

And third, to bring a common sense approach to government. Today's Memorandum of Understanding will help us to do just that -- expand opportunity and make government work smarter and better for the American people.

The Memorandum of Understanding (MOU) between the Small Business Administration and the U.S. Department of Transportation streamlines the certification process for small socially and economically disadvantaged businesses wanting to do business with the federal government.

Small businesses certified in the DOT's Disadvantaged Business Enterprises (DBES), and the SBA's 8(a) and Small and Disadvantaged Business (SDB) programs can now more easily become reciprocally certified. Our two agencies have also created a single, uniform application form for new small business participants.

From this day forward it will be easier than ever for eligible firms to participate in government programs for small disadvantaged businesses.

- more -

Thanks to initiatives such as this MOU and the people present here to today, America is a fairer and more open place for companies to do business.

For President Clinton and Vice President Gore, assisting minority, women and other disadvantaged entrepreneurs is not a side issue. It is central to what this Administration is all about -- putting people first, leaving no one behind.

As a result of the President's 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 economic gains.

This Administration has ushered in an unprecedented era of economic growth for the nation, with nearly 20 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, no one should be left behind.

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, rail 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 could not compete on an even playing field.

The U.S. Department of Transportation is proud to meet and exceed Administration goals for disadvantaged businesses.

In fiscal year 1998, 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 -- like today's MOU partnership with the Small Business Administration -- to increase these percentages.

DOT is also committed to maximizing technology at our disposal to include disadvantaged businesses in this 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.

All of these tools: technology, partnerships, and legislative initiatives open things up for businesses that deserve a level playing field. We have much work to do, but we are closer than we ever have been before.

We will continue moving from strength to strength, working together to provide all of our people with greater opportunity to lead safer, happier, more fulfilling lives in the new century and the new millennium.

Working together -- ever visionary and vigilant -- we can ensure that America's best days are yet to come. Thank you.

# # # #

6.22

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
COMBINED FEDERAL CAMPAIGN HARVEST FESTIVAL
WASHINGTON, D.C.
NOVEMBER 23, 1999

Thank you, Steve, ...and let me add my thanks to all of the tremendous talent that we have here today. We've had performers from the Coast Guard, FAA and FHWA -- you could say this is truly a One DOT talent show.

I also want to say a special thanks to Debbie Gavelek and the representatives of Fidos for Freedom for their most impressive demonstration and for providing a compelling example of the good work that is done by the charities in the Combined Federal Campaign. Fidos for Freedom has been to the Department on a couple of other occasions -- we thank you for being with us today.

I hope you have had an opportunity to enter in the OST Theme Basket contest. There's just about something for everyone over there -- sports, movies, legal treats, coffee, even a Y2K Survival kit.

You have all heard me say that transportation is about more than concrete, asphalt, and steel -- it's about people. And the Department of Transportation is about more than policies and programs -- it's about people helping people.

We've certainly seen that here at DOT. Over the years, the employees here have earned a nation-wide reputation for public service. Many of you demonstrate your commitment to these ideals by giving time or money to the relief of those who suffer in natural disasters.

Others donate blood regularly, or contribute time to CFC beneficiaries such as the Greenleaf Senior Citizens or Sarah's Circle. Others of you work in your home communities.

Your dedication to helping others is an inspiration, and the Deputy Secretary and I take personal pride in the example DOT sets for the entire federal government. During each of the last two years, we have exceeded our goal for CFC reaching 102 percent in 997 and 108 percent in 998.

This year, the bar has been raised even higher -- our goal is $1.4 million. I'm please to report that we have already collected over $1.2 million which is 85 percent of our goal. I'm confident that we're going to reach our and exceed our goal and, in fact, I'll do my part today by signing my pledge card.

It is fitting that we're holding the CFC Harvest Festival during this week as it is a week where we gather together with our families and friends and give thanks for all the good that we've experienced throughout this year.

I hope that all of you -- in every office and every mode -- are as proud of yourselves as I am of you. And I am very proud and grateful for the time, talent, and resources that each of you brings to the CFC! Thank you! And enjoy the rest of the show.

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6.20

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PERSPECTIVES OF A CABINET SECRETARY"
HOWARD UNIVERSITY LAW SCHOOL DEAN'S LECTURE SERIES
WASHINGTON , DC
NOVEMBER 30, 1999

INTRODUCTION BY HOWARD LAW SCHOOL DEAN ALICE GRESHAM BULLOCK, PRECEDES)

Thank you, Dean Bullock.

I am honored to have this opportunity to address the students and faculty at Howard University Law School, one of America's premier legal institutions.

And I am especially delighted to talk to you while you are still considering career options.

At Dean Bullock's request, I have been asked to share some thoughts with you about the events and decisions that shaped my own career choices.

Three come immediately to mind:

The first major influence was growing up in *Marianna, Arkansas* during the last years of state-supported segregation.

Marianna was not only segregated, it was and is located in the Mississippi Delta, one of the poorest regions in the country.

My childhood experience of segregation led me to feel a strong desire for justice, including economic justice. It also drove me to seek as much education as I could stand.

This desire for justice and commitment to education eventually converged in a law degree and my first career choice -- to become a lawyer.

[May wish to expand upon experiences as]

- Law school student;
- Young Lawyer;
- Assistant Attorney General -- Litigation Division of the Arkansas State Attorney General's Office

The second major influence shaping my career choice was my family.

My passion for justice was always tempered by the sage advice passed onto me by [*my mother, Velma Brewer -- or some other family member*] who counseled me that fairness requires us to put the interests of the community as a whole at the top of our priority list.

So, when Governor Clinton asked me to expand my horizon beyond legal issues I was dealing with as a young lawyer in Arkansas, to community issues, I was ready.

[May wish to expand upon experiences as:]

- Governor's Special Assistant for Community and Minority Affairs
- Executive Assistant for Economic & Community Programs for Governor Clinton
- Director of Governmental Relations at Arkansas State University

The third major influence on my career was my mentor, *George Haley,* who presently serves as U.S. Ambassador to Gambia.

George's famous brother, the late Alex Haley, is buried in Gambia, having found his final resting place in Kunte Kinte's native land. Some would say Alex Haley is finally home.

On his gravestone is the inscription *"Find the Good and Praise It."* This motto is a driving force behind everything I do.

I have it engraved on a brass plaque in the Office of the Secretary. Once each month at DOT's Senior Staff meeting, we present "Find the Good and Praise It" awards to staff members who have done a particularly outstanding job.

And just this past week we held the 32nd Annual DOT Awards Ceremony, where we acknowledged more than 170 outstanding employees from around the country for their work on team projects.

These three influences -- where I was born and grew up; my family -- and my mentor, George Haley -- were among the most powerful influences shaping my career choices.

I would also like to say something about how I, trained as a lawyer, came to be so heavily involved in transportation.

This, too, goes back to my days in Marianna. My hometown was not only poor, it was physically disconnected from the main stream of American life.

My sisters and I would often entertain ourselves, by sitting on the front porch watching the cars drive by on the nearby road.

We would look for out-of-state license plates and wonder what it would be like to travel to such exotic far away places as Nashville, St. Louis -- or even Chicago.

Then something happened that changed my life and my eventual career path, the construction of Interstate 40.

With the arrival of Interstate 40, the people of my hometown were suddenly connected to opportunity almost overnight.

For the first time, people like my mother were able to work in a factory that brought more money into our household than my father made working five jobs.

I never forgot this lesson. Improving the quality of our transportation system is directly related to economic and community development.

Eventually this lesson in practical transportation economics would lead me to the career choices that bring me here before you today.

[May wish to expand on experiences as:]

- Chairman and Member, Arkansas State Highway Commission
- FHWA Administrator
- U.S. Secretary of Transportation

As a Cabinet Secretary for President Bill Clinton, my job has always been to look beyond transportation policy to the larger goals of the administration, especially those related to an economic growth strategy that leaves no one -- and no community -- left out.

Under President Clinton and Vice President Gore we have enjoyed the longest continuous peacetime economic expansion in American history -- an expansion that has created more than 19 million new jobs.

- We have the largest budget surplus in history -- and for the first time in 40 years, the budget is in surplus for the second year in a row.

- The U.S. economy today has the lowest unemployment in 29 years and the lowest welfare rolls in more than 30 years.

Unlike previous economic expansions, this time many more African Americans have shared in the benefits of economic growth:

- African American poverty and unemployment are at their lowest point since we began keeping statistics

- There are more African American homeowners and business owners than ever before

- And over the last six and one-half years, our Administration has named more African Americans to Cabinet seats, judgeships, and high posts than any administration in history

We promised an Administration that "looks like America." And we have kept that promise.

Yet despite this track record of accomplishment, the President reminded us in his State of the Union Message that "This is not a time to rest. But a time to build."

We have the strongest economy in memory, yet we still have families and communities that have yet to share in this bounty.

As President Clinton said announcing his New Markets Initiative earlier this year, *"We should go into the 21st century leaving no one behind. We should genuinely create opportunity for every responsible citizen.*

We are working hard at the U.S. Department of Transportation to address the President's concerns.

In April, I attended the National Town Meeting in Detroit, where I laid out the Department of Transportation's role in supporting the Clinton-Gore Livability Agenda

Transportation is a key part of this agenda. Transportation provides the means whereby people can reach jobs, education, and health care services as well as shop for the goods and services they need.

I would also point to our Access to Jobs and Reverse Commute Programs, which are part of the Clinton-Gore *Welfare to Work* program.

I would also mention the Administration's *Rural Transportation Initiative.*

Approximately 12 million Americans who live in rural areas or small communities without transit service and without scheduled intercity transportation service. Many are minorities.

The President's Rural Transportation Initiative is designed to address these and other critical rural transportation issues.

Transportation is about so much more than concrete, asphalt and steel:

- It is about people realizing their dreams
- It is about parents empowered by new transportation options becoming able, for the first time, to get to better jobs or to training programs that will lead to better jobs
- It is about children gaining access to day care and about families moving from the dependence of welfare rolls to the independence—and the dignity—of payrolls.

As Vice President Gore has said, *"I believe that refocusing communities across the country on ways to sustain prosperity while improving the quality of life is one of the greatest challenges we face as a nation."*

But as the Vice President went on to say, *"If we are going to meet that challenge, we need your voice and your leadership."*

He is talking about <u>your</u> voice and <u>your</u> leadership as graduates of Howard University Law School.

We need your energy and your vision. The new century and new millennium will be what you make of it.

If you are willing to take your finely-honed legal skills from Howard Law School and apply them to social concerns, you have an enormous opportunity to help lay the foundation for a better future for America.

As the President said, earlier this year:

"If we work together, there are no limits to 21st century America. And that's what we owe our children: No limits."

Thank you. Now I would be pleased to take your questions...

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