SECRETARY OF TRANSPORTATION
RODNEY E. SLATER

2000 SPEECH LIST

*SPEECH WAS RELEASED IN FINAL FORM

01/03/00 Y2K Press Briefing
Washington, D.C.
Talking Points

01/10/00 Introduction of Transportation Research Data Base
Available on the World Wide Web "Tris Online"
Washington, D.C.
Talking Points

01/10/00 Sharon Banks Memorial Service
Washington, D.C.
Talking Points

01/10/00* Transportation Research Board Annual Meeting
Washington, D.C.

01/10/00 The University Transportation Centers Program
Student of The Year Awards
Washington, D.C.

01/11/00* General Motors Press Conference
Detroit, Michigan

01/13/00* Rainbow/Push Wall Street Project
Opening Plenary Session
New York, New York

01/14/00 Dr. Martin Luther King Jr., Annual Labor Day
Breakfast Tribute
Washington, D.C.

01/21/00* Joint Center for Political and Economic Studies
Eighth National Policy Institute
Washington, D.C.

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01/24/00 Federal Aviation Administration Y2K
Thank You
Washington, D.C.
THE SECRETARY DID NOT DELIVER REMARKS

01/25/00* Inauguration Roll Out - Federal Motor
Carrier Safety Administration
Washington, D.C.

01/28/00* Standard Terminal Automation Replacement
System Ceremony
Syracuse, New York

01/31/00 Acela Regional Launch Ribbon-Cutting
Route 128 Station
THE SECRETARY DID NOT DELIVER REMARKS

01/31/00 Breakfast Reception, Acela Regional Launch
South Station, Boston
THE SECRETARY DID NOT DELIVER REMARKS

01/31/00* Salute To Delta-South African Airways Code
Share Service From Johannesburg to Atlanta
Atlanta, Georgia

02/02/00* International Aviation Club and Aero Club
Joint Meeting
Washington, D.C.

02/02/00 Bear Sterns Global Transport Conference
New York, New York

02/03/00* The Washington Metropolitan Area Transit Authority
And The Transportation Infrastructure Finance
And Innovation Act of 1998 Press Conference
Washington, D.C.

02/03/00* American Association of Retired Persons
National Legislative Council Annual Meeting
Washington, D.C.

02/06/00* Society of Automotive Engineers Intelligent
Vehicle Pavilion Opening
Detroit, Michigan

02/07/00* FY 2001 Budget Statement
Washington, D.C.

02/08/00 DOT African-American History Month
Washington, D.C.

02/10/00 Statement of Secretary Rodney E. Slater
On the Department of Transportation's
FY 2001 Budget - Before The Subcommittee
On Transportation Committee on Appropriations
United States Senate

02/10/00 Delivering E-Commerce Reception
Atlanta, Georgia

02/11/00* Executive Forum on "Delivering E-Commerce"
Atlanta, Georgia

02/11/00* Commuter Choice Summit Kick-Off
Atlanta, Georgia

02/11/00 Statement On Behalf of Secretary of Transportation
Rodney E. Slater To Be Read By Nicholas G. Garaufis,
Chief Counsel, FAA During The JetBlue Airlines
Press Event
Buffalo, New York Airport

02/12/00* I-495 Technology Corridor Initiative Conference
Franklin, Massachusetts

02/12/00 Interstate I-495 Corridor Initiative/Shared Solutions
Franklin, Massachusetts
Talking Points

02/12/00 Millennium Trails
Boston, Massachusetts
THE SECRETARY DID NOT DELIVER REMARKS

02/14/00* National Child Passenger Safety Week
"Don't Skip A Step"
Washington, D.C.

02/14/00 General Counterdrug Intelligence Plan Rollout
Washington, D.C.
Talking Points

02/14/00 General Couterdrug Intelligence Plan Public Release
Washington, D.C.

02/14/00 National Academy of Sciences Portrait
Collection Induction
Washington, D.C.

02/14/00 Black History Month Program And Frederick
Douglass Celebration
Washington, D.C.
Talking Points

02/15/00* Statement of Secretary Rodney E. Slater On The
Department of Transportation's FY 2001 Budget
Before the Subcommittee on Transportation
Committee on Appropriations United States
House of Representative
Washington, D.C.

02/15/00* Statement of U.S. Transportation Secretary
Rodney E. Slater On U.S.-U.K. Aviation Relationship

02/16/00* U.S. Secretary of Transportation Slater Presents
Check to New Jersey Transit for the Hudson Bergen
Light Rail System

02/17/00* The National Summit On Africa
Washington, D.C.

02/19-26/00 Secretarial Transportation Policy Mission to
Asia-Pacific Region

02/18/00* National Black Law Students Association Midwest
Regional Convention 2000
Little Rock, Arkansas

022/19/00* William Jefferson Clinton Elementary School
African American History Month
Sherwood, Arkansas

02/22/00* U.S.-Asean Business Council Breakfast
Singapore

02/22/00 Meeting With U.S. Air Transport Company CEO's
Brief Opening Statement
Singapore
Talking Points

02/23/00* Amcham Chamber-Wide Luncheon Meeting
Hong Kong

02/24/00 Beijing Reception/Dinner With U.S. and Chinese and American Government Officials and Business Executives
Beijing, China

02/25/00* U.S.-Asia Transportation and Trade Mission
Tokyo, Japan

02/29/00* Underground Railroad - Millennium Trails Event
Lafayette Avenue Presbyterian Church
Brooklyn, New York

03/03/00 The United States Coast Guard Foundation
Recognition Dinner
New Orleans, Louisiana

03/03/00* Project Impact Business Summit The Carter Center
Atlanta, Georgia

03/06/00* Society of Automotive Engineers Intelligent Vehicle Pavilion Opening
Detroit, Michigan

03/07/00* Statement of United States Secretary of Transportation Rodney E. Slater
Before the Surface Transportation Board
Public Views on Major Rail Consolidations
Washington, D.C.

03/08/00* FAA Aviation 2000 Forecast Conference
Washington, D.C.

03/08/00* Federal Motor Carriers Safety Administration
Inauguration Roll-Out
Washington, D.C.

03/13/00* Lifesavers 2000 National Conference Safety:
The Top Transportation Priority
Atlanta, Georgia

03/14/00 DOT Y2K Thank You
Washington, D.C.

03/15/00* Airline Pilots Association Futuristic International
Aviation Symposium
Washington, D.C.

03/15/00* Statement by U.S. Transportation Secretary
Rodney E. Slater Upon House Approval of
FAA Reauthorization Bill

03/16/00* Building Linkages Career Clusters Initiative
Washington, D.C.

03/16/00* National Newspaper Publishers Association
Washington, D.C.

03/16/00 Prince George's County Women's History Month
Greenbelt, Maryland
Talking Points

03/17/00* Fairfax Chamber of Commerce Taking A Lead
On Transportation
McLean, Virginia

03/17/00* LeDroit Park Transportation and Community and
System Preservation Pilot Program Grant
Announcements
Washington, D.C.

03/20/00* Montgomery County Transportation Roundtable
Skippack Township, Pennsylvania

03/21/00* Air Transportation Symposium
Seattle, Washington

03/21/00 Seattle Aviation Symposium – Roundtable 1: Avionics
Seattle, Washington

03/22/00* Anacostia Waterfront Initiative Memorandum
of Understanding Signing
Washington, D.C.

03/22/00* Anacostia Waterfront Initiative Memorandum
of Understanding Signing
Washington, D.C.

03/22/00 White House Internship Spring Sessions Speakers Series
Washington, D.C.
Talking Points

03/23/00* National Millennium Trails
Annapolis, Maryland

03/25/00 Lottie Shackelford Roast and Toast
Washington, D.C.
Talking Points

03/27/00* European Aviation Club
Brussels, Belgium

04/03/00* 2000 Future Car Conference Opening Session
Arlington, Virginia

04/04/00* Second Rail Passenger Vehicle Impact Test
Transportation Technology Center
Pueblo, Colorado

04/04/00* Denver Transportation and Community and System
Preservation Pilot Program Announcement
Denver, Colorado

04/04/00* 16th Annual United States Space Foundation
Symposium
Colorado Springs, Colorado

04/06/00 Reception for American Waterways Operator
Responsible Career Program
Washington, D.C.

04/06/00 Garrett A. Morgan Technology and Transportation
Futures Program Planning Session
Talking Points

04/08/00* 33rd Annual National Black Presbyterian Caucus
Convention Business Meeting
Detroit, Michigan

04/08/00* National Bar Association 20th Annual Mid-Year Conference
Gertrude Rush Racial Profiling Symposium
Detroit, Michigan

04/11/00* Intermodal Transportation Safety Data Conference
Arlington, Virginia

04/13/00 Intermodal Tour - World Trade Bridge Reception
Laredo, Texas
Talking Points

04/14/00* World Trade Bridge Ribbon Cutting Ceremony
Laredo, Texas

04/17/00* Pittsburgh Maglev Grant Announcement
Pittsburgh, Pennsylvania

04/17/00* Elmira New York Seat Belt Event
Elmira, New York

04/17/00* Nine Billionth Transit Passenger Announcement
New York, New York

04/17/00* New York International Auto Show Annual
Wall Street Dinner
New York, New York

04/17/00* Akron-Canton Regional Airport News Conference
Akron, Ohio

04/18/00* I-69 Dinner With The Mid-Continent Coalition
Indianapolis, Indiana

04/18/00 Meeting With I-69 Environmental Groups
Indianapolis, Indiana
Talking Points

04/19/00 Kentuckian Transportation 2000 Initiative Announcement
Louisville, Kentucky

04/19/00 Transit Authority of River City (TARC) Job Fair
Louisville, Kentucky
Talking Points

04/20/00 U.S. Coast Guard Recruiting Center Ribbon Cutting
Ceremony/Enlistment Oath of New Recruits
Talking Points

04/20/00 Meeting With Delta DOT Secretaries
Memphis, Tennessee
Talking Points

04/20/00* U.S. Postal Service Celebrate The Century Express
Little Rock, Arkansas

04/20/00* "Renewed Leadership In Western Hemisphere Trade
New Orleans, Louisiana

04/21/00* 21st Century Truck Initiative Announcement
Detroit, Michigan

04/25/00* Notice of Proposed Rule Making on Hours-of-Service
Washington, D.C.

04/25/00 National Conference of Black Mayors - Mayors' Challenge Video

04/25/00* Marine Transportation System Memorandum of Understanding Signing Ceremony
Washington, D.C.

04/25/00 Department of State Foreign Service Institute Senior Seminar
Washington, D.C.
Talking Points

04/27/00* National Conference of Black Mayors 26th Annual Convention
Dallas, Texas

04/28/00 Department of Defense Dinner for Defense Advisory Committee on Women in the Service Year 2000 Spring Conference

05/01/00* Transportation Roundtable: Buffalo As A Transportation Hub for the 21st Century
Buffalo, New York

05/03/00* ITS America 10th Annual Meeting
Boston, Massachusetts

05/02/00 Department of Transportation's National Physical Fitness and Health Month Kick-off
Washington, D.C.
Talking Points

05/03/00* ITS America 10th Annual Meeting
Boston, Massachusetts

05/05/00* Final Rule on Advanced Air Bags News Conference
Washington, D.C.

05/05/00 Asian/Pacific American Heritage Month
Washington, D.C.

05/08/00* Second Annual Downriver Summit
Southgate, Michigan

05/08/00* 6th Annual David N. Dinkins Leadership and Public Forum Center for Urban Research and Policy
New York, New York

05/09/00 8th Annual International Airline CEO Conference
Orlando, Florida

05/10/00 Town Hall Meeting with the Vice President Delta Conference VP Forum Discussion Item # 1 05/10/00
Arlington, Virginia
Talking Points

05/10/00 Delta Conference - Al Rankins Introduction
Arlington, Virginia

05/10/00 Delta Conference - Senator Dale Bumpers Introduction
Crystal City, Virginia

05/10/00 Delta Conference - Jess White Introduction
Crystal City, Virginia

05/10/00 Delta Conference - Congressman Harold Ford Introduction
Arlington, Virginia

05/11/00 Delta Conference - High School Student Jimmi Faye Lampley Introduction
Arlington, Virginia

05/11/00 Delta Conference - Senator Blanche Lambert Lincoln Introduction
Crystal City, Virginia

05/11/00 Delta Conference - Administrator Carol Browner Introduction
Arlington, Virginia

05/11/00 Delta Conference - Secretary Bruce Babbitt Introduction
Arlington, Virginia

05/11/00 Delta Conference - John Barry Introduction
Arlington, Virginia

05/12/00* High-Speed Ground Transportation Association Conference
Philadelphia, Pennsylvania

05/12/00* Award Presentation to High School Students
Sponsored by Garrett A. Morgan Program
Philadelphia, Pennsylvania

05/13/00 Rensselaer Polytechnic Institute 194th Commencement
Troy, New York

05/15/00 National Transportation Week Poster Contest Award Presentation
Washington, D.C.

05/16/00 Opening Ceremony for Carl Rakeman Exhibit
Washington, D.C.

05/16/00 The Federal Highway Administration's National Transportation Week Kick-off
Washington, D.C.

05/16/00 Design for Transportation National Awards 2000 Ceremony
Washington, D.C.

05/18/00* Christening Ceremony for the Fiorello Laguardia Ferry
New York, New York

05/19/00 Annual Joint Services Open House
Andrews Air Force Base

05/22/00 Kick-Off Operation ABC Mobilization Week
Buckles Up Children and the Citizen Action Program
Washington, D.C.

05/23/00 Announcement of First Recipient of the John A. Volpe Internship
Cambridge, Massachusetts
Talking Points

05/23/00 Welcoming Remarks John A. Volpe National Transportation Systems Center
Cambridge, Massachusetts
Talking Points

05/23/00 Closing Session of Volpe Center
Cambridge, Massachusetts

05/23/00 Forces Affecting the Future of Transportation Enterprise
Cambridge, Massachusetts

05/24/00* RADD and the Century Council Impaired Driving PSA Campaign Launch
Washington, D.C.

05/24/00 Ford Inova Fairfax Hospital CIREN Center Dedication
Fairfax, Virginia

05/24/00* Marine Transportation System National Advisory Council Meeting
Washington, D.C.

05/24/00* African-American Business Leaders of Nevada
Washington, D.C.

05/25/00* Rollover Consumer Information News Conference
Washington, D.C.

05/25/00 Mayor Wellington Webb - U.S. Conference of Mayors Video taping

05/25/00* 30th Anniversary U.S. Merchant Marine Memorial Service
Washington, D.C.

05/25/00 JFK Elementary School Graduation Video taping

05/25/00 U.S. DOT Day Care Assembly
Washington, D.C.

05/30/00* 84th Session of the Council of Ministers of the European Conference of Transport
Prague, The Czech Republic

05/31/00 European Council of Ministers of Transport Assembly Railroads' Golden Tradition
Prague, the Czech Republic

05/31/00 Meeting With the Confederation of Netherlands Industry and Employers Roundtable Discussion on the Environment
Amsterdam, The Netherlands

05/31/00* European Council of Ministers of Transport Assembly
Prqgue, Czech Republic

06/02/00 Breakfast Meeting With Members of the American Chamber of Commerce
Washington, D.C.

06/03/00* National Trails Day
St. Louis, Missouri

06/05/00* Summit On Local Transit In The Global Economy Creating A Climate for Innovation
Wayne State University
Detroit, Michigan

06/05/00 Black-Tie Dinner D-Day Museum Dedication
New Orleans, Louisiana

06/06/00* National D-Day Museum Dedication and Ribbon Cutting Ceremony
New Orleans, Louisiana

06/07/00* Seamen's Church Institute 23rd Annual Silver Bell Award Dinner
New York, New York

06/08/00* Opening Plenary Session, United Cerebral Palsy Annual Meeting
New Orleans, Louisiana

06/09/00 Executive Committee and Advisory Board Dinner
Seattle, Washington
Talking Points

06/09/00* U.S. Ferry Transportation in the 21st Century
Seattle, Washington

06/09/00* Borders and Corridors Announcement
Seattle, Washington

06/12/00* Millennium Transportation Conference
Toronto, Canada

06/12/00 ICAO Coffee Reception
Montreal, Canada
Talking Points

06/14/00* Plenary Session, USA-ROC Joint Business Conference
Taipei, Taiwan

06/14/00* Transportation Policy Mission
Arrival Statement
Taipei, Taiwan

06/16/00* Transportation Policy Mission
Departure Statement
Taipei, Taiwan

06/19/00 Ceremonial Contract Signing to Preserve District of Columbia National Highway System Roads and Bridges
Washington, D.C.

06/19/00 Performance Based Asset Preservation for District of Columbia National Highway System Announcement and Signing Ceremony
Washington, D.C.
Talking Points

06/19/00 Portrait Unveiling of Former Secretary Federico Peña
Washington, D.C.
Talking Points

06/19/00* U.S. Merchant Marine Academy Commencement
Kingsport, New York

06/20/00 AMTRAK Highspeed Rail Training Facility
Wilmington, Delaware
Talking Points

06/21/00 Greater Boston Chamber of Commerce
Boston, Massachusetts

06/21/00* Positive Train Control Announcement
Chicago, Illinois

06/21/00* Designation of Gold Belt Tour Scenic and Historic Byway Event
Florissant, Colorado

06/22/00* San Diego Full Funding Grant Ceremony
San Diego, California

06/22/00 California Rail Caucus Meeting
Sacramento, California
Talking Points

06/22/00 California State Senate
Sacramento, California
Talking Points

06/22/00 California State Assembly
Sacramento, California

06/23/00* Metro Rail Red Line Extension Opening
North Hollywood, California

06/23/00 Tour of Youth Employment Partnership and
Vision 2000 Program
Oakland, California

06/24/00* Transportation Community and System Grant
Announcement
Berkeley, California

06/24/00* San Francisco Grant Announcement
San Francisco, California

06/24/00* 9th Annual Scholarship Banquet Norman Y.
Mineta International Institute for Surface
Transportation Studies
San Jose, California

06/26/00 NHTSA Blue Ribbon Panel on African-American
Seat Belt Use
Washington, D.C.

06/29/00* Plenary Session 6th Annual White House Community
Empowerment Conference
Columbus, Ohio

06/30/00* Kickoff Ceremony for 40th Anniversary Year of the
Federal Transit Administration Assistance Program
Washington, D.C.

07/03/00 Tall Ships' Master's Reception
New York, New York
Talking Points

07/05/00* Launch of Ghana Airways BWI Service
Baltimore-Washington International Airport

07/11/00 Summer Transportation Institute Presentation
Washington, D.C.
Talking Points

07/11/00 Commandant's VIP Reception USCG Tahoma
Baltimore, Maryland
Talking Points

07/12/00* NAACP Armed Services and Veterans Affairs
Awards Banquet
Baltimore, Maryland

07/13/00 Shared Use of the General Railroad Systems:
Issues and Actions Symposium
Washington, D.C.
Talking Points

07/13/00 Zero Emission Fuel Cell Bus Demonstration
Washington, D.C.
Talking Points

07/14/00 National Commission on Math and Science
Teaching for the 21st Century
Washington, D.C.
Talking Points

07/14/00* Display System Replacement Dedication Ceremony
Leesburg, Virginia

07/16/00 Trans World Airlines Flight 800 Permanent
Monument Groundbreaking Ceremony
Smith Point State Park
Long Island, New York

07/17/00* AER Lingus Inaugural Flight
Baltimore, Maryland

07/17/00* U.S. Airways' Pittsburgh to London Inaugural Flight
Pittsburgh, Pennsylvania

0718/00* National Association of Counties 65th
Annual Conference
Charlotte, North Carolina

07/19/00* National Intelligent Vehicle Initiative Meeting
Washington, D.C.

07/20/00* Transportation Trades Department (TTD) AFL-CIO
10th Anniversary Convention
Washington, D.C.

07/20/00* 2000 Combined Federal Campaign Kick-Off
Breakfast
Washington, D.C.

07/21/00* Americans With Disabilities Act 10th
Anniversary Celebration
Washington, D.C.

07/21/00* Public Hearing of the Federal Communications
Commission for Creating a Three-Digit National
Traveler Information Telephone Number
Washington, D.C.

07/22/00 Delta Sigma Theta Sorority Video Taping

07/27/00* Press Conference to Support .08 Blood Alcohol
Concentration (BAC) Standard
Washington, D.C.

07/28/00* Press Conference to Recognize the U.S.
Department of Transportation and the
Championship Auto Racing Team Partnership
Chicago Motor Speedway

07/28/00 Ford Racing Luncheon
Chicago, Illinois
Talking Points

07/29/00* The Spirit of the Americans with Disabilities Act
10th Anniversary Torch Relay
Philadelphia, Pennsylvania

07/30/00* Allen A.M.E. Cathedral
Jamaica, New York

07/30/00* National Urban League 90th Annual Conference
State of Black America 2000
New York, New York

07/31/00* 45th Grand Boulê of Sigma Pi Phi Fraternity
Minneapolis, Minnesota

08/08/00 Southeast Natural Resource Leadership Group
Annual Retreat
Memphis, Tennessee

-8/11/00* National Bar Association 75th Annual Convention
Washington, D.C.

08/12/00* National Medical Association House of Delegates
Washington, D.C.

08/21/00 Aviation Stakeholders Meeting News Availability
Washington, D.C.

08/24/00* FY 2001 Transportation Appropriations Bill
Safety Concerns Media Roundtable
Washington, D.C.

08/26/00 Introduction of Brady Anderson Administrator
U.S. Agency for International Development
Abuja, Nigeria

08/26/00* Opening Remarks Aviation and Transportation
Abuja, Nigeria

08/26/00 Memorandum of Cooperation on Aviation Signing
Abuja, Nigeria

08/26/00* Memorandum of Cooperation on Transportation Signing
Abuja, Nigeria

08/26/00* Closing Remarks Aviation and Transportation
Abuja, Nigeria

08/26/00 Open Skies Signing - U.S. & Nigeria
Abuja, Nigeria

08/27/00* Commercial Dialogue Event Program International
Conference Center
Abuja, Nigeria

08/27/00 Dialogue 3 - Steve Hays Introduction International
Conference Center
Abuja, Nigeria

08/27/00 Vessel Transfer Announcement/LOA USCGC IRONWOOD
TO THE Nigerian Navy
Lagos, Nigeria

08/27/00* Commercial Dialogue Event Program
International Conference Center
Abuja, Nigeria

08/27/00 Dialogue Scrip 5 - Closing Remarks
Commercial Dialogue Event Program
International Conference Center
Abuja, Nigeria

08/28/00* Open Skies Signing - U.S. and Tanzania
Tanzania

08/30/00* Little Rock River Cities Travel Center
Little Rock, Arkansas

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

~~Speech~~

PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SALUTE TO DELTA-SOUTH AFRICAN AIRWAYS CODE SHARE SERVICE FROM JOHANNESBURG TO ATLANTA
ATLANTA, GEORGIA
JANUARY 31, 2000

On behalf of President Clinton and Vice President Gore, I am delighted to join you here at the Jimmy Carter Center to help celebrate direct air passenger service between Johannesburg and Atlanta.

Both the President and the Vice President have taken a strong interest in efforts to strengthen America's ties with the mighty continent of Africa. They are guided by the conviction, in the President's words, that *"Economic development in Sub-Saharan Africa will benefit both Africans and Americans."*

President Bill Clinton is the first sitting American President to officially conduct an extended visit to the African continent while still in office. As the President said during his historic trip in 1998, *"The days of the marginalization of Africa are over."*

Ours has also been the first Administration in American history to seek a formal partnership with Africa—and, this past March, the first to hold an U.S.—Africa Ministerial meeting in Washington. The legislative cornerstone of the U.S.-Africa partnership is the African Growth and Opportunity Act which, I am pleased to note, has been approved by both the U.S. House and the Senate. We are looking forward for a final vote of approval early this year.

Transportation has played a key role in President Clinton's Africa Initiative since he first announced it in 1998. And in many respects, aviation is the key transportation mode for Africa's development and integration into the global economy. That's why we have vigorously pursued *Open Skies* agreements that would liberalize bilateral aviation arrangements between the United States and a number of our partners in Africa.

We completed negotiations with Tanzania last November and we have a team in Burkina Faso and Namibia for open skies discussions this week.

Improvements in aviation safety and security are also important. They open the door for expanded air service, which in turn spurs economic growth. That's why the *Safe Skies Initiative,* is so critical for both Africa and America.

-MORE-

The fundamental premise of Safe Skies is that of partnership. Our role is technical advisor and facilitator. African nations must assume ownership of the effort, and they must make the commitment to pay for improvements in aviation infrastructure. South Africa, of course, already meets international safety and security standards.

In keeping with all the excitement here in Atlanta over this past weekend, I was tempted to call today's celebration the "kickoff" of the new code-sharing partnership between Delta Airlines and South African Airways. But upon reflection, the analogy doesn't really hold. Unlike the Superbowl, every team and every nation represented here today is already a winner.

I want to personally congratulate *Leo Mullin* of Delta and *Coleman Andrews* of South African Airways for a 'job well done.' By negotiating the first direct, non-stop service between Atlanta and the African continent, you have created a breakthrough for both airlines, as well as for the peoples of both countries.

No one should be surprised by today's developments. Both airlines have long been innovative leaders in international aviation. South African Airways is recognized as the leading carrier to, from and within Africa and Delta, as the world's "most flown carrier," was recently named "Airline of the Year" by *Air Transport World.*

I also want to congratulate the cities of Atlanta and Johannesburg for staking out an early claim to be premier global cities for the new century and the new millennium. Two thousand years ago the assertion that "all roads lead to Rome" was said to prove that city's economic greatness. To make an equivalent claim today, a modern city must be able to say, "we offer direct flights between continents."

Under Mayor Campbell's and Governor Barne's leadership, the City of Atlanta and the State of Georgia have not been at all bashful about sharing their pride in how this city has become an emerging hub for the global economy of the 21st century. Home to major facilities for such international heavyweights as CNN, Coca-Cola, IBM, and MCI-WorldCom, Atlanta can rightfully claim to be a "world city."

That's why I picked Atlanta as the site for the first-ever U.S.-Africa Transport Ministerial last September. And that is why the U.S. Department of Transportation, in partnership with the United Parcel Service and the Georgia Institute of Technology will host a major conference on the logistics of e-commerce, entitled "Delivering E-Commerce: Logistics and the On-Line Revolution" here in Atlanta on February 10th and 11th.

Direct flights between Atlanta and Johannesburg are part of something big. As the President said on Saturday, at the World Economic Forum in Devos, Switzerland—

> *"Globalization is revolutionizing the way we work, the way we live and, perhaps the most important, the way we relate to each other across national boundaries. It is tearing down doors and building up networks between nations and individuals, between economies and cultures."*

Today in Atlanta—and in Johannesburg—we celebrate an exciting new connection within that global network. Transportation is truly "the tie that binds." No one can say where this new link between continents and peoples will lead in the new century and new millennium.

But we can at least say this: "All of us here at the Carter Center today are present at a birthday party for something wonderful.

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SECRETARY SLATER DID NOT DELIVER REMARKS

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BREAKFAST RECEPTION, ACELA REGIONAL LAUNCH
SOUTH STATION, BOSTON
MONDAY, JANUARY 31, 2000

On behalf of President Clinton and Vice President Gore I am delighted to join you here at South Station for today's launch of regional Acela service between Boston and New York.

Amtrak's first all-electric service was made possible by completing the final link in the Northeast Corridor electrification system north of New Haven. This was a massive undertaking requiring the construction of 25 power stations and the erection of more than 12 thousand catenary poles, carrying some 1,550 miles of electric wire across three states.

The President and Vice President are strong supporters of high-speed rail. They have sought increased federal funding for this critical technology every year they have been in office. They also talk about it frequently -- in the case of the President as recently as last Friday -- when he asked the U.S. Conference of Mayors to help him secure adequate funding for transportation research, saying that this is "Especially important in high-speed rail."

It is also a distinct honor to join Governor Dukakis at today's ceremony. He is one of the pioneers of high-speed rail in the Northeast. His support, working through the Coalition of Northeast Governors, goes back at least to the 1980s. More recently, he and Governor Thompson -- along with the other members of the Amtrak Board of Governors -- have urged extending the high-speed rail corridor concept beyond the Northeast Corridor to the rest of America.

Today's ceremony is clearly the "start of something big." The Northeast high-speed corridor is only the first of at least nine. Working closely with Amtrak and the states, the U.S. Department of Transportation has already designated eight more future corridors -- one each in the Midwest, the Southeast, the Gulf Coast, Florida, California, Pennsylvania, New York and the Pacific Northwest.

And next month we will announce a new partnership with Amtrak and the states -- a partnership designed to use our experience in building the Northeast Corridor as model for making high-speed rail a reality in all regions of the nation.

High-speed rail is an idea whose time has come.

-MORE-

In fact, as I contemplated my scheduled flight to Boston this morning, I found myself wishing we could skip the rest of this winter and jump ahead straight to next summer -- when Acela Express service will be extended all the way through to Washington D.C. and points south.

But high-speed rail means a lot more for America's future than more reliable inter city travel during inclement weather...or improving the environment or reduced travel time for leisure and business travelers -- although it does all these good things.

High speed rail is part of President Clinton and Vice President Gore's larger vision of the role advanced technology can play in keeping our historic economic expansion going. As President Clinton said in his State of the Union Address last Thursday, "In the new century, innovations in science and technology will be the key not only to the health of the environment, but to miraculous improvements in the quality of our lives and advances in the economy."

High-speed rail can provide safe, reliable, congestion-free passenger transportation directly to the core neighborhoods of our nation's cities. This can help reverse decades of neglect, creating new economic possibilities for urban centers that have yet to experience the full benefits of what -- beginning tomorrow -- will officially be the longest economic boom in American history.

I also think it is simply remarkable that this project has been accomplished under an extremely safe construction program, without a single fatality. This is a tremendous tribute to Amtrak's management, Amtrak's workers, their contractors and the Federal Railroad Administration, whose job it is to oversee safety on our nation's railroads.

When he was speaking to the mayors last Friday about investing in transportation research, the President said, "We have a chance to completely rewrite the transportation future of America."

With today's ceremony in South Boston, the book of America's transportation future has opened with an exciting "Chapter One." I think we have a 'best-seller' on our hands.

# # # #

(THE SECRETARY DID NOT DELIVER REMARKS)

PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ACELA REGIONAL LAUNCH RIBBON-CUTTING
ROUTE 128 STATION
MONDAY, JANUARY 31, 2000

On behalf of President Clinton and Vice President Gore I am delighted to be here at the Route 128 Station for this formal ribbon-cutting celebrating Acela Regional Service between Boston and New York -- the first electrically powered train service in the Northeast Corridor north of New Haven.

Amtrak's all-electric service was made possible by completing the final 156-mile link in the Northeast Corridor electrification system -- a truly massive undertaking.

High-speed rail is an essential part of President Clinton's and Vice President Gore's larger vision of the role advanced technology can play in opening up new possibilities for all Americans in the new century and new millennium. The Northeast high-speed corridor is only the first of at least nine high-speed rail corridors planned across the country in the years ahead.

High-speed rail will not only provide safe, reliable, environmentally-friendly and congestion-free passenger transportation -- it will also help reconnect the core neighborhoods of our nation's cities to the rest of the country. This can help reverse decades of neglect, creating new economic possibilities for urban centers that have yet to experience the full benefits of what -- beginning tomorrow -- will officially be the longest economic boom in American history.

And Amtrak's new Acela trains are not only the safest high-speed trains in the world; they will also be "made in America," providing well-paying jobs for American workers.

High-speed rail is an idea whose time has come. With today's ceremony we are writing a new chapter in U.S. transportation history -- a chapter that our children and our children's children will thank us for.

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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
STANDARD TERMINAL AUTOMATION REPLACEMENT SYSTEM CEREMONY
SYRACUSE, NEW YORK
JANUARY 28, 2000

In his State of the Union address last night, President Clinton spoke of America's golden moment, "Never before have we had such a blessed opportunity – and therefore, such a profound obligation -- to build the more perfect union of our founders' dreams."

For the past seven years the Clinton-Gore Administration has provided America with the tools needed to begin building a stronger nation -- a more perfect union.

America begins this new century with more than 20 million new jobs -- the fastest economic growth in more than 30 years, the lowest unemployment rate in 30 years, the lowest poverty rate in 20 years, the first back-to-back budget surpluses in 42 years and as of next Tuesday -- America will have experienced the longest period of economic growth in history.

Last night, President Clinton also talked about the importance of investing in technology to sustain our unprecedented economic growth. And with today's ceremony here in Syracuse, we celebrate an important milestone in that effort.

The new Standard Terminal Automation Replacement System shows how we are using technology to take our nation and aviation into the 21st century.

STARS also demonstrates that investing in technology depends on people.

Administrator Jane Garvey has acknowledged many who have contributed to today's opening. I would like to add my personal thanks to Deputy Secretary Mort Downey, to Administrator Garvey and the Federal Aviation Administration, and to our many partners who helped make this event possible.

Together, you are delivering on a promise to the American people – to *keep* America's aviation system the safest, the securest, and the most efficient system in the world.

- more -

Last year we installed 20 new Host computers across the nation. And we did it on time and on budget. Last January, I was on hand to see the very first Display System Replacement (DSR) unit up and running in Seattle. In October I visited Ronkonkoma , New York, to dedicate another new unit and I am delighted to note that DSR installations are going well and we expect to finish in May.

And today, Syracuse joins El Paso, Texas, who on January 12 became the very first site to install STARS. By the end of this decade nearly 400 civilian and military sites will have the STARS technology.

Today is also an opportunity to reflect on how improving our air transportation system fits into President Clinton and Vice President Gore's larger strategy of preparing America for the challenges of a new century and a new millennium.

The number of trips taken by individual air travelers will approach one billion annually in the decade ahead. And the amount of cargo shipped by air is growing even faster than passenger traffic. Seven million packages move by air every day – and measured in terms of value, 40 percent of all cargo is now moving by air.

President Clinton and Vice President Gore have set forth a vision for aviation in the 21st century -- a vision based on fundamental principles designed to enhance safety, ensure competition and improve efficiency and capacity.

We passed a major test on New Year's Eve, making our nation's air traffic system Y2K compliant. This success is spurring us on to finish the modernization of traffic control systems around our major airports, to fully implement the concept of "free flight" for long-range trips, and to develop a new generation of aircraft to serve our nation.

The President and the Vice President have a comprehensive management strategy and legislative proposal designed to meet the aviation challenges of the 21st century. They are proposing substantial funding increases for modernization in the FY 2001 budget.

To sustain America's longest peacetime economic expansion, it will be essential for aviation -- the safest of all modes of travel -- to become even more efficient than ever before.

The new STARS technology we dedicate today will help achieve this goal by moving our national aviation system to the next level of performance.

STARS is an important advance because the need to improve the National Airspace System is urgent. Three Clinton Administration aviation commissions have concluded that change is needed at the FAA to enable it to increase the capacity of the air traffic system.

And the FAA has responded with an ambitious program of modernization to sustain the current system, add additional layers of safety and add new capacity.

But to continue this momentum we need quick passage of the FAA reform proposals now before Congress. We must give the FAA the tools it needs to continue the modernization of our nation's aviation system and to successfully meet the aviation challenges that lay ahead.

I would like to conclude by emphasizing two points.

First, STARS technology will be a centerpiece of our nation's aviation infrastructure in the 21st century. But equally important -- if it were not for the remarkable partnership among organized labor, the industry, plus the employees and managers of the Syracuse TRACON, today's ceremony would not be happening. It is therefore particularly appropriate that we honor their contributions in our program this morning. Today's dedication is about teamwork as well as technology.

Congratulations to everyone who had a role in making today's ceremony possible. Thank you. You are making a difference.

I am confident that by working together -- moving from strength to strength -- we can reach even higher aviation heights in this new century and this new millennium.

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

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INAUGURATION ROLLOUT -
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
JANUARY 25, 2000
WASHINGTON, D.C.

Today's event marks an historic moment in transportation safety. It is with great pleasure that I announce the inauguration of a new Department of Transportation agency -- the Federal Motor Carrier Safety Administration (FMCSA) -- to promote motor carrier safety in the 21st century. I'm delighted so many of our safety partners could join us. And I also want to welcome the many viewers from across the nation.

Safety is President Clinton's and Vice President Gore's highest transportation priority and the Department of Transportation is committed to saving lives. And safety remains our North Star by which we will be guided and judged.

President Clinton has said "This is not a time to rest, but a time to build," and the Department, working together with our safety partners, is not resting. Today we have set a new course for motor carrier safety -- a new course that will prevent crashes and save lives.

Last year, when Congress enacted the bipartisan Motor Carrier Safety Improvement Act of 1999, it reaffirmed its commitment to ensuring that the American people can enjoy safe travel on our nation's roads and highways.

By signing this legislation in to law, President Clinton, evidenced the Administration's longstanding commitment to safety.

I want to recognize some of the champions of this victory for safety who are with us today, and to publicly thank them for their commitment to true progress on the safety front:

House Transportation and Infrastructure Ranking Minority Member James L. Oberstar, Ground Subcommittee Chairman Tom Petri, Ground Subcommittee Ranking Minority Member Nick Rahall, Committee Member Jack Quinn, former U.S. Representative Norman Y. Mineta and the Department's Inspector General Kenneth M. Mead.

- more -

A number of other champions were unable to join us due to prior commitments, but I thank to them for the outstanding leadership they provided in passing this historic legislation:

House Transportation and Infrastructure Committee Chairman Bud Shuster, Senate Commerce Committee Chairman John McCain and Ranking Minority Member Ernest Hollings, and House Transportation Appropriations Subcommittee Chairman Frank R. Wolf.

Safety groups, organized labor, law enforcement, and bus and truck industry representatives also worked hard to pass one of the most comprehensive measures ever enacted to improve motor carrier safety.

We met with our safety partners, including Director Jennifer Mooney-Tierney, of the Survivors Network, and with many of the victims as they shared their tragic stories. We met with our industry partners, including President Walter McCormick and the members of the American Trucking Associations, who've been pushing the safety conversation for the past 30 years.

I also want to recognize two of our State partners, Tennessee's Commissioner of Safety, Mike Greene, and Ms. Shirley Andre, Director of Iowa's Motor Vehicle Division.

You will here more about the outstanding safety efforts taking place in their states in a few moments.

We are moving expeditously to put the new Federal Motor Carrier Safety Administration in place.

We consulted with Congress, safety groups, law enforcement, industry organizations, and our state partners on setting up the new agency, and I have approved a new organizational structure.

It is lean, but strong and responsive to the concerns raised by Congress. We have established a special Commercial Passenger Carrier division that will focus on ensuring that bus safety issues are fully addressed.

We have also established a full-time regulatory ombudsman to resolve conflicts in the rulemaking process and to ensure we meet Administration and Congressional deadlines.

Last May, I announced a new goal for our Department -- a ONE DOT effort -- to reduce fatalities in truck and bus crashes by 50 percent over 10 years.

To reach this stretch goal, we must embrace the new tools that are emerging in the 21st century. FMCSA is already thinking ahead -- thinking E-

commerce. It is the first agency in the Federal government to use the Internet for registration applications, reporting of insurance, and payment of fines for violation of federal motor carrier safety regulations. You can visit our new web site at ***www.fmcsa.dot.gov***.

To achieve our goal, FMCSA will take a three-pronged approach to success using enforcement, technology and partnerships.

First we will we will target enforcement on carriers with poor safety performance.

The Performance and Registration Information Systems Management program (PRISM) is our priority motor carrier safety program, pioneered with Director Shirley Andre and the Iowa DOT.

I applaud Iowa for taking a leadership role in bringing this system on line. PRISM identifies carriers with the most crashes and citations and other measures of safety performance and applies progressively stronger sanctions to force carriers to improve. We encourage every state to join PRISM.

Second, we will be a leader in using technology to improve safety -- managing the Commercial Vehicle Platform of DOT's Intelligent Vehicle Initiative and testing truck rollover prevention systems, forward collision warning systems, electronic braking systems, and a hazardous location warning system.

Finally, we will work in a visionary and vigilant partnership with the states, especially our border states, with industry, with our safety advocates and with Congress to improve safety.

It is a high goal we have set, but we must aim high. And some of our state safety partners are showing us it can be done.

The State of Tennessee is a visible example of what we can do. Commissioner Mike Greene and the Tennessee Department of Safety have helped reduce motor carrier fatalities by 27 percent in just two short years. They have also focused enforcement on high crash locations, another smart way to put resources where they can have the most positive outcome.

Tennessee has a special program where inspectors go to the carrier's place of business and work with maintenance and safety personnel to ensure that vehicles meet the safety regulations. This is prevention at its best. Tennessee is a shining example of how visionary and vigilant partnerships can work for all.

It is with great pride and anticipation that we launch the new Federal Motor Carrier Safety Administration today. Acting Deputy Administrator Julie Cirillo has taken swift action and is already getting results.

I look forward to working with her and with our many safety partners. I am confident that, by working better, together, with vision and vigilance, we will achieve the goals we have set and the American public deserves.

We all share the responsibility for safety. As we pledged at our historic National Transportation Safety Summit, nearly one year ago -- safety is a promise we make, *and keep*, together.

Working together -- moving from strength to strength -- we can take motor carrier safety to even higher heights in the new century and the new millennium.

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THE SECRETARY DID NOT DELIVER REMARKS

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FEDERAL AVIATION ADMINISTRATION Y2K THANK YOU
JANUARY 24, 2000
WASHINGTON, D.C.

Thank you, Jane. Let me say that I am truly proud to be here with Administrator Jane Garvey, Monte Belger, Ray Long, Mary Powers-King and every person in this room who performed the monumental job of preparing the air traffic control system for the 21st century.

It was an outstanding effort that showed the American people and the rest of the world how the FAA can respond successfully when faced with a major challenge.

I also want to note Deputy Secretary Mort Downey's leadership on the Y2K effort across the entire Department of Transportation.

Let me also praise John Koskinen for his outstanding work in carrying out the directions of President Clinton and Vice President Gore to address -- and overcome – the Y2K problem. John was the moving force behind the government-industry partnership that worked so well in every sector of the American economy.

He also had a major impact getting the rest of the world to focus on the Y2K issue. And he provided regular, understandable explanations to the public of this very complicated and technical subject.

I have been talking for three years about the way in which the visionary and vigilant Department of Transportation would be maintaining and improving the transportation system for the American people during the 21st century.

Thanks to your efforts, the American people started seeing the benefits of that vigilance the second the clock struck midnight -- even earlier as it was still December 31 in all of our time zones when the air traffic control system successfully transitioned into the new century.

What an incredible way to start the new century! The eyes of the entire world were on the FAA and the air traffic control system, as any of you who were in Herndon on New Year's Eve can attest. It was the aviation system that was front and center in the public mind that night.

It was just at that 7 p.m. rollover that I spoke with both Jane Garvey, who was on a flight to Dallas-Ft. Worth, and to John Koskinen, who was aboard the East Coast shuttle to La Guardia Airport. Those flights and the phone call that

was broadcast on the major networks, gave the world visible evidence of what we had been saying -- that the air traffic control system was ready for the new century.

The work that was done by the people in this room and by many others throughout the FAA made our success possible in the brightest of all spotlights.

The work over the preceding weeks and months allowed the people up here to look into the cameras and say the air traffic control system was ready for the new century.

Then the air traffic control system did exactly what all of you said it would. It worked in the 21st century just as well as it did in the last century.

Many of you have also heard me say that transportation is more than concrete, asphalt and steel. The most important part of transportation is people -- such as the many people throughout the FAA who contributed their time and their talents in a dedicated effort -- a true race against the clock -- to get the air traffic control system ready.

The system performed so well that when we were describing the very minor Y2K problems during a press conference I held with Deputy Secretary Mort Downey and Monte Belger, a reporter shouted out the best description. No Big Deal, he shouted. And he was right -- it was No Big Deal.

But that's only because we were prepared. As Coast Guard Commandant Admiral Loy likes to say, "Preparation equals performance." As Deputy Secretary Downey and Chief of Staff Jerry Malone were with you on December 31, 1997; and December 31, 1998; and December 31, 1999, it was evident that you were acheiving the milestones you projected each and every step of the way. Preparation truly does equal performance.

But as we all know, there were many people who refused to believe that we could do it.

The FAA might not have been ready in 1998 or even in early 1999 but when the time came, we had a system that was ready and had been tested. The fact that the system worked so well is a tribute to the people of the FAA. Thank you for your time, for giving us your New Year's weekend and for your dedicated commitment to the performance of the aviation system in the 21st century.

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
JOINT CENTER FOR POLITICAL AND ECONOMIC STUDIES
EIGHTH NATIONAL POLICY INSTITUTE
JANUARY 21, 2000
WASHINGTON, D.C.

On behalf of President Clinton and Vice President Gore I am delighted to join you for the Eighth National Policy Institute. I am honored to be on the same roster as such excellent speakers as the Reverend Jesse Jackson, Reverend Joseph Lowery, Secretary Donna Shalala and Attorney Johnnie Cochran.

Under President Eddie Williams' extraordinary leadership, the Joint Center has worked for nearly 30 years to expand African American political participation and to improve our economic status while building bridges across racial and ethnic lines.

And this year you have organized a particularly timely conference. At yesterday's meeting of the President's Cabinet, we were grappling with the very same issues that you are addressing at this historic Joint Center meeting.

This gathering has also been ably supported by the Institute's cosponsors – the Congressional Black Caucus, the Judicial Council of the National Bar Association, the National Association of Black County Officials, the National Black Caucus of Local Elected Officials, the National Black Caucus of State Legislators, the National Caucus of Black School Board Members, and the National Conference of Black Mayors.

To everyone who has had a role in supporting this wonderful meeting, let me say "thanks."

Last Monday, millions of Americans took a day off from "business as usual" to honor the life and the vision of Dr. Martin Luther King, Jr.

However, as this audience knows so well, more is required of a great nation than just celebrating Dr. King's accomplishments. We must not only 'talk Dr. King's talk.' We must 'walk Dr. King's walk.'

Last September I was afforded the great privilege of delivering the Labor Day Message at the National Cathedral in Washington, DC -- the church where Dr. King preached his last Sunday sermon on March 31, 1968. Shortly after departing that sanctuary of safety, he was on the road to Memphis and a martyr's death.

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In his last Sunday sermon, Dr King said "We must come to see that human progress never rolls in on wheels of inevitability. It comes through the tireless efforts and persistent work of dedicated individuals who are willing to be co-workers with God."

And that, my brothers and sisters, is what we are called to be: 'Co-workers with god." And as co-workers with God, it is up to us to "Keep the Movement Moving."

In his official Martin Luther King Day Proclamation one week ago today, President Clinton made his pledge to "Keep the Movement Moving" by reaffirming the promise he made before tens of thousands of Americans gathered at the Lincoln Memorial on New Year's Eve 2000.

There, at the beginning of the new year, the new century and the new millennium -- on the very site where Dr. King so eloquently voiced his dream for America's future 37 years ago -- the President pledged "Not only to keep Dr. King's dream alive, but also to bring it to reality in the 21st century."

The President pointed out *"We are living in a time of unprecedented peace and prosperity for our nation, where the struggles of the valiant and visionary men and women who came before us have borne fruit, with the guarantee of civil rights at home and the triumph of freedom in nations across the world."*

"But we cannot afford to become complacent. As Dr. King so wisely observed, 'We have learned to fly the air like birds and swim the sea like fish, but we have not learned the simple art of living together as brothers. Our abundance has brought us neither peace of mind nor serenity of spirit.'"

That is why President Clinton and Vice President Gore have pledged to "Seize this rare moment in our nation's history to build a society in which we accept our differences and honor our common humanity. We must unite against the forces of hatred, fear, and ignorance that seek to divide us."

"We must use our economic success and our technological prowess to widen the circle of opportunity, to eliminate poverty, and to give all our children the education, values and encouragement they need to reach their full potential."

As we contemplate this Administration's commitment to the new century, it is appropriate to return to that Sunday morning at the National Cathedral 31 years ago, to revisit what Dr. King had to say during his last sermon.

His talk was entitled "Remaining Awake Through a Great Revolution."

He took his title from Washington Irving's story about "Rip Van Winkle." Dr. King reminded his congregation that the real point of Irving's story was not that Rip Van Winkle had fallen asleep for 20 years, but that he had slept through the American Revolution. Rip had missed the most important historical event of his lifetime.

And the point of Dr. King's sermon was to admonish his audience not to fall asleep through the three revolutions sweeping across the world of 1968 -- the technology revolution; the struggle to end racial injustice and the need to *"arid our nation* and the world of poverty."

There have been a lot of changes since 1968. And I submit to you that among the greatest of those changes has been the growing responsiveness of government to the challenge of Dr. King's 'three revolutions. ' Especially over the past seven years.

If some modern day Rip Van Winkle had gone to sleep, say in 1992, just before our Administration took office, he would have closed his eyes on a record deficit of $290 billion, 7.5 percent unemployment and soaring interest rates.

As the President has said, "In 1992 our nation was in the grip of economic distress, social decline, political gridlock, and discredited government. The old answers were plainly obsolete and new conditions clearly demanded a new approach."

We have provided that new approach. Waking up in January 2000, our modern-day Rip Van Winkle would be in for a pleasant surprise. The Clinton-Gore Administration's policies have led us from record budget deficits, to seven consecutive years of fiscal improvement and the first back-to-back balanced budgets in 42 years.

The strength and historic duration of the current economic expansion has helped bring economic opportunity to millions of people once cut off from the economic mainstream; our economy has created 20 million new jobs since January 1993.

For African-Americans, this represent an era of unprecedented advances: Our Administration has named more African-Americans to Cabinet seats, judgeships, and high posts than any administration in history. African-American paychecks are growing; our median income is up; welfare rolls are shrinking.

And African-American home ownership is at an all-time high. African-American unemployment is at the lowest level on record; there are more African-American business owners and CEO's today than ever before.

This is *very* good news. But, while we have made record achievements under President Clinton's and Vice President Gore's watch, much work remains to be done. The unemployment rate and poverty rate for African Americans, and other minorities, are still nearly twice as high as the national average.

We need to approach these challenges with the vision and vigilance required to ensure that every American can reap the benefits of our nation's great economic times. In his State of the Union Address next Thursday, the President will put forth a New Opportunity Agenda to ensure that as we move forward in the 21st century, we leave *no one* behind.

Tonight, I want to give you a "sneak preview" of this bold, new agenda. In the area of economic opportunity, the President will propose:

- Doubling the proposed New Markets Tax Credit to spur $15 billion in new private investment into America's hard-pressed communities;
- A program called First Accounts, to help expand access to financial services for low-income Americans by providing them with something most adult Americans take for granted -- a bank account
- Creating 10 new Empowerment Zones to breath economic life as well as measures to extend and improve economic growth in the 31 existing EC-EZ Zones.

The President will also work to reinvigorate The Community Reinvestment Act, which requires banks to reinvest in the communities that provide their capital, by bringing private sector leaders to Washington for a special White House Roundtable.

The President is particularly concerned with what is being called "The Digital Divide." When I accompanied the President on his New Market Tours last summer I saw first-hand how so many communities remained unconnected to the information economy -- with no access to basic technology, to computers, or to the Internet.

Reverend Jackson, through the Wall Street Project, has also helped bring attention this growing problem. Often the conversation is about income disparity between the rich and the poor. But, if we fail to close the "knowledge and information" gap we will *never* bridge the income gap.

With respect to schools, at least, we are making some progress. In 1993, only 14 percent of America's schools were connected to the Internet. Today the figure is more than 80 percent. But we can and must do more.

That is why this Spring the President will lead a delegation of CEOs and Cabinet officials to some of America's "technologically" isolated communities in order to spur investment efforts to help bridge the digital gap.

The digital divide is also creating a workforce gap when it comes to filling America's high tech jobs.

Quality public education must be a national priority and all children must have equal access to teaching, curriculum and technology resources.

It is not only in the best interest of our children, but in the best interest of our nation.

To remain competitive and to remain a world leader, we need the best and the brightest from every corner of America.

To help deal with these issues as part of his New Opportunity Agenda, the President yesterday announced an historic initiative to make higher education more affordable.

And earlier today, the President announced his intention to propose a significant increase in our national investments in science and technology -- including a 36 percent increase in information technology research.

As U.S. Secretary of Transportation I know first hand the serious shortages in technical expertise already experienced throughout the transportation industry.

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

At the Department of Transportation we are responding to this challenge through our Garrett A. Morgan Technology and Transportation Futures Program.

We are partnering with elementary and middle schools, high schools, colleges and universities, and with the transportation industry to promote technology education and training. In the last three years we have reached out to nearly two million students.

Our goal is to create a transportation workforce with the skills to develop, design, and operate the complex transportation systems of the 21st century..

Transportation is clearly a vital connection to an improved quality of life in the 21st century.

It allows us to travel to and from work; it carries our children to school and to daycare; it makes it possible to purchase life's necessities, like food and medical supplies, as well as the things that make life enjoyable.

Transportation connects people to people. It is truly the tie that binds. That is why this Administration has made investment in our transportation infrastructure a centerpiece of our strategy for economic growth. We know that transportation is about more than "concrete, asphalt, and steel." It is about people -- and about opportunities for a better life.

Thirty-one years ago Dr. King urged us to "wake up." "Ultimately," he said, "A great nation is a compassionate nation. America has not yet met its obligations and its responsibilities to the poor. And one day we will have to stand before the God of history."

And there can be no doubt, as we look at the world around us at the sawn of a new millennium -- that despite our enormous economic achievements in recent years, there is still spiritual work ahead of us.

Dr. King was a messenger from heaven.

Now it is our turn to take up his message and continue his work! We must continue to move from strength to strength, working together to provide all of our people with opportunities to reach higher heights.

Victory in the new century and the new millennium will be born of our hopes -- the hopes so eloquently expressed with vision and with vigilance in the mighty anthem *Lift Every Voice and Sing* "'Till earth and heaven ring...Let our rejoicing rise high as the listening skies....Let us march on 'till victory is won."

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DR. MARTIN LUTHER KING, JR., ANNUAL LABOR DAY BREAKFAST TRIBUTE
FRIDAY, JANUARY 14, 2000
WASHINGTON, D.C.

Acknowledgements

- *Miguel Contreras of Los Angeles County Federation of Labor and United Labor Action (for introduction)*

- *Rev. William Campbell (invocation)*

- *Rev. Nelson Johnson of North Carolina(other speaker at event; will be introduced by Kent Wong*

- *Madeline Janis-Aprico*

- *Gospel Train Community Choir*

On behalf of President Clinton and Vice President Gore, I want to express my deep personal appreciation to the Los Angeles County Federation of Labor and United Labor Action for inviting me to deliver this year's Labor Day Breakfast Tribute honoring Dr. Martin Luther King, Jr.

Last September I was afforded the great privilege of delivering the Labor Day message at the National Cathedral in Washington, D.C. -- the church where the Reverend Martin Luther King, Jr. preached his last Sunday sermon on March 31, 1968.

Shortly after departing that sanctuary of safety, he was on the road to Memphis and a martyr's death on the balcony of the Loraine Motel, a lodging you won't find listed in any Michelin Guide.

It is particularly appropriate that we pause to remember this morning that the specific cause for which Dr. King fought on the day he died, was for the rights of the sanitation workers of Memphis.

The cause of working people was part of Dr. King's core message for the spiritual redemption of America

As Dr. King said in his last sermon, some 31 years ago:

"We must come to see that human progress never rolls in on the wheels of inevitability. It comes through the tireless efforts and persistent work of dedicated individuals who are willing to be co-workers with God."

And that, my brothers and sisters, is what those of us who support the labor movement are called to be, 'Co-workers with God."

There are, of course, risks. Those who fought for the rights of labor in all too many cases have been required by history to give the "last full measure of devotion" to the cause of economic justice.

Like the persecuted martyrs of the Christian faith in ages past, they, like Dr. King, suffered beatings, torture, imprisonment, and even death.

Yet the struggle of labor's martyrs transformed the quality of life for all Americans.

They brought us benefits like the eight-hour day, the minimum wage, worker's compensation, health and safety laws, Social Security, Medicare, unemployment compensation, and the right to organize for collective bargaining.

It is therefore "right and good" that we acknowledge Dr. King's sacrifice on their behalf at today's breakfast.

It is also appropriate to return to that Sunday morning at the National Cathedral some 31 years ago to revisit what Dr. King had to say during his last sermon.

The title of his talk was *"Remaining Awake Through a Great Revolution."*

He took the title from the story "Rip Van Winkle," pointing out that all most of us remember about Washington Irving's tale is that Rip Van Winkle slept for 20 years.

What most of us do not remember is that Rip Van Winkle slept through the American Revolution.

Dr. King admonished this Congregation not to 'sleep through a revolution,' or as he put it, a "triple revolution."

The <u>first</u> revolution reshaping the world of 1968, in Dr. King's view, was technology.

It was 'making the world a neighborhood,' yet we were still continuing to resist our mutual dependence upon one another as a world community.

And the biggest evidence of that resistance was the war in Vietnam

The second revolution, Dr King reminded the congregation, was the continuing struggle to eradicate the last vestiges of racial injustice in America.

And third, Dr. King spoke of the need to "rid our nation and the world of poverty."

As he put it—

"...I would remind you that in our own nation there are about forty million people who are poverty-stricken.

...I have seen them in the ghettos of the North; I have seen them in the rural areas of the South; I have seen them in Appalachia. ...And the tragedy is that so often these forty million people are invisible because America is so affluent, so rich; because our expressways carry us away from the ghetto, we don't see the poor."

Dr. King lived in harsher times then we do now.

Based on his experience, he did not believe that government would ever respond to these challenges on its own, "unless," in his words, government "is confronted massively, dramatically, in terms of direct action."

So he finished his sermon and promised to come back to Washington *"...in a few weeks...to demand that the government address itself to the problem of poverty."*

Although his poor people's campaign eventually would come to Washington, Dr. King never returned.

There have been a lot of changes since 1968. And the pace of change has stepped up sharply in just the past seven years.

If some modern day Rip Van Winkle had gone to sleep, say in 1992 -- before our Administration took office -- he would have closed his eyes to record dollar deficit of $290 billion, 7.5 percent unemployment and soaring interest rates.

We were plagued by slow growth and we were a nation growing apart.

Waking up in January, 2000, Rip would be in for a pleasant surprise.

Today we are enjoying the longest peacetime economic expansion in our nation's history -- an economy that has created 20 million new jobs since 1992.

We have record-low interest rates; record low unemployment rates -- and our nation is coming together.

And instead of a deficit, we are enjoying the first back-to-back budget surpluses in 40 years.

Yet, as the President said in his State of the Union address last year, "This is not a time to rest but a time to build."

All three issues Dr. King addressed to this congregation three decades ago are still with us.

This country still has an unfinished social justice agenda for working families and people of color:

- We still need a higher minimum wage for our poorest workers
- We still must deal with the evil of racism
- We still need to protect the financial integrity of Social Security and Medicare
- And we still need a health-care system that includes everyone, with no one left out

And, at the dawn of a new century and new millennium, we still need to make sure that economic progress leaves no one behind.

During his domestic tour this past summer, President Clinton reminded all Americans that certain areas of our country -- such as Appalachia, native American reservations, our inner cities, the Mississippi Delta and other areas in rural America—have not fully participated in the unprecedented prosperity of the 1990s.

These are the very same areas Dr. King was concerned about in his sermon.

But there has been one BIG change in the conversation since 1968.

Back then, Dr. King could plausibly argue that the poor had to force Washington's hand if they expected government to address their concerns.

Today, I am proud to say, government is proactively reaching out to these areas with programs and ideas that are beginning to make a difference.

We have learned from our mistakes:

In the 1960s and 1970s, we learned that government did not have all the answers.

In the 1980s, we saw that the private market didn't either.

Today we are approaching the challenge in a new way -- a third way -- in which government and business work together to inject new capital, new investment, and new opportunity into hard-pressed communities.

This President and this Vice President are working with vision and vigilance to expand the circle of prosperity to include everyone.

Wherever he went -- and to whomever he spoke -- the Man from Galilee insisted that God was 'no respecter of persons,' that there was room for all at God's heavenly banquet.

And when Jesus says, as he does in Matthews's Gospel, *"You cannot serve God and wealth,"* he is primarily speaking to the people who have it made, rather than those living on the margin.

In other words, he is speaking to us.

And we know that much is required of those to whom much is given.

So let us "Press on to toward the mark of the high calling."

I therefore urge each one of you here this morning, to use the opportunity afforded by this breakfast honoring Dr. King to renew your own commitment to social justice for America's working families, in whatever way you can.

Dr. King urged us to "wake up." He said——

"Ultimately a great nation is a compassionate nation. America has not met its obligations and its responsibilities to the poor. One day we will have to stand before the God of history..."

And there can be no doubt, as we look at the world around us at the dawn of the new millennium, despite our enormous economic achievements in recent years, there is still some spiritual work ahead of us.

And that work includes laying up 'treasures in heaven' by sharing the wealth down here.

Dr. King was a messenger from heaven, come down to earth for a time.

Now it is our turn to take up his message and continue his work.

As the contemporary poet and Episcopal priest, Susan Sherard, expresses it:

"Heaven will not leave us alone.
Heaven will continue to come to earth
Until heaven and earth are one.
Heaven will not leave us alone until
Love's work is done." Amen.

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8151

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
RAINBOW/PUSH WALL STREET PROJECT
OPENING PLENARY SESSION
NEW YORK, NEW YORK
JANUARY 13, 2000

Good morning and welcome to the Opening Plenary Session of the Second Annual Wall Street Conference.

Clearly we are beginning this new century and this new millennium on a high note and the Wall Street Project is leading the way.

Reverend Jesse Jackson and the Wall Street Project are engaging America's corporations in the future of our hard-pressed communities. This is good for business and this is very good for these communities.

This week's conference, "*Building Trading Partnerships to Expand the Marketplace*," brings together a host of business, community and government partners committed to building strong economic ties with America's neighborhoods to ensure that as we move into the new century we leave *no one* behind.

President Clinton and Vice President Gore have already set the stage. In the last seven years, their "People First" agenda has brought record prosperity to the American people.

The Clinton-Gore Administration's policies have led us from record budget deficits to seven consecutive years of fiscal improvement and the first *back-to-back* balanced budgets in 42 years.

Today America enjoys the strongest economy in a generation, the lowest unemployment rate in 29 years and the highest home ownership rate ever.

But we can and must do more to ensure that *every* American -- from rural Appalachia to Indian Country to the urban cities of our nation -- too can enjoy this record prosperity.

A recent White House study found that as much as $85 billion in untapped purchasing power can be found in these under-invested areas -- these "*new markets*."

- more -

President Clinton and Vice President Gore have committed this Administration to the idea that the underrepresented areas of our nation should be considered new markets. Areas that – despite their poverty – offer fertile ground for new investment to take seed and grow, nurtured by the untapped purchasing power of their residents.

A strong economy and a strong America depend on a strong partnership between government and the private sector to encourage private investment, business growth and job creation -- particularly in those communities that have not fully participated in this country's remarkable seven-year economic surge.

And that is why we are here this week. Through our discussions, we can share our successes and celebrate our progress. But we recognize the serious challenges that lie ahead and we are committed to overcoming them. With inspiration and collaboration from important national initiatives such as the Wall Street project we can make a difference for these new markets and for this country.

Working together -- ever visionary and vigilant -- we can take America to even higher heights and greater achievements in the new century and the new millennium. I know our nation's best days are yet ahead.

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

Speech

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GENERAL MOTORS PRESS CONFERENCE
JANUARY 11, 2000
DETROIT, MICHIGAN

I am here in Detroit today to witness the innovation and the achievements that have resulted from the historic Partnership for a New Generation of Vehicles (PNGV).

I want to congratulate General Motors, Ford and Daimler-Chrysler on their progress and commitment in developing environmentally friendly, fuel efficient vehicles without sacrificing safety, affordability or performance.

When PNGV was announced in the fall of 1993, there was no global race for a fuel efficient car. However, through PNGV, the best and the brightest government scientists and automotive engineers in the country have worked together toward a common goal in the nation's interest. Now, there is a global race for fuel efficient vehicles and PNGV can take credit for being the the catalyst.

President Clinton, Vice President Gore and their entire Cabinet have long supported this kind of innovation and partnership between government and industry. And they will continue to support such innovation because they know it holds important benefits for all Americans, including better jobs and a cleaner environment.

In a recent speech on economic growth, the President emphasized the linkage between innovation, new technologies and economic prosperity. He said:

> "If we want our current prosperity to continue into the 21st century, we must continue to encourage the creation and the spread of new technologies in our own economy."

So, the message I want to leave you with today is that the innovation you will see here this week in Detroit -- and our ongoing partnership to create the cars of the future -- will be instrumental in continuing the economic boom -- the longest in history -- that our nation is now enjoying.

Thank you.

# # # #

8152

REMARKS AS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DURING THE
UNIVERSITY TRANSPORTATION CENTERS PROGRAM
STUDENT OF THE YEAR AWARDS
WASHINGTON, D.C.
JANUARY 10, 2000

I am pleased to be here tonight to recognize outstanding students in the field of transportation. I had this honor once before, in 1997, during what weather forecasters were calling "the storm of the century." I'm glad we survived that storm as well as this year's transition to the Year 2000.

Of course, we know we'll always have challenges, but if we prepare well -- as we did for Y2K -- we know we can conquer them. Planning for the future is what brings us here tonight. The students we are about to meet are being honored not only for what they have achieved, but for what we think they will achieve.

You -- the students of today -- are the ones who will continue the successes and to ensure our continued ability to meet the unpredictable demands of the future.

Like many fields, transportation has become more complex and multi-faceted in recent decades. The straight line from point to point that once defined our transportation system has been replaced by intricate, interconnecting transportation and information webs. Transportation experts of the 21st century must know more than simply how to move people and goods.

In the past, "transportation expert" was synonymous with "engineer." Today, successful transportation professionals must understand navigation technology, electronic commerce, contemporary finance, geo-political trends, environmental impacts and defense and security issues. In other words, they must be well trained in more than one discipline and continue to renew their skills long after graduation.

And they need to possess the spirit of innovation. I spoke about innovation earlier today at a Transportation Research Board session convened specifically to address that topic.

While we cannot predict the future, nor imagine what tools we will need to meet its challenges, technological innovation will be major force shaping transportation in the 21st century. It will ensure our economic and national security, enhance our environment, and -- most importantly -- save lives.

But if we do not take advantage of innovation -- if we cannot develop new tools as we need them -- if we do not have the skills to use the tools we develop in innovative ways, we will not be able to sustain our country's current prosperity.

To ensure a successful transportation future, it is vital that we develop an educated and motivated workforce. One of the ways the U.S. Department of Transportation advances this goal is through the University Transportation Centers program.

Created in 1987 in response to the need for a better-trained, better-educated, and diverse transportation workforce, the UTC program has attracted talented, committed men and women to transportation education, research, and technology transfer ... forward-looking people who are ready to accelerate the innovations that offer genuine promise for meeting the transportation challenges of a new century and a new millennium.

Over the past thirteen years, the UTC Program has grown and increased the presence of transportation on college campuses across our nation. We began with 10 centers in 1987. In 1998, President Clinton signed the Transportation Equity Act for the 21st Century, or TEA-21, which authorized $195 million for grants to establish and operate up to 33 University Transportation Centers throughout the country. Ten of these centers -- which are designated as regional centers -- were selected in a competition last year. The other 23 centers are located at universities named in TEA-21; 14 of these 23 TEA-21 centers are new to the UTC Program.

President Clinton and Vice President Gore made education and research important priorities as soon as they came to office in 1993. They have always supported a strong education and research agenda, including hiring new teachers, paying off college costs for graduates who teach in underserved areas, toughening academic standards, and making major investments in long-term research that will improve the quality of life for all Americans. They have promoted partnerships between the public and private sectors in environmental and healthcare technologies, information and space technologies, and, last but definitely not least, transportation technologies.

The UTC program demonstrates DOT's commitment to excellence in education and research. And that's not all . . .

In addition to the University Transportation Centers Program, DOT invests in students through the Federal Aviation Administration's Air Transportation Centers of Excellence Program. Begun in 1990, these centers help FAA conduct critical air transportation research.

Tonight, in the spirit of what we call One DOT, the Department shatters traditional institutional boundaries by honoring students from both the UTC and Air Centers programs. We are proud of their achievements and of our ability to support the programs that will lead to a better transportation future for our nation.

This is probably the last thing that students, heading back to school after the holiday break, want to hear, but I believe that education can never begin too early nor last too long. In May of 1997, under Secretary Slater's leadership, DOT initiated the Garrett A. Morgan Technology and Transportation Futures Program, a national education program, the goal of which was to reach and challenge one million students of all ages to focus on their math, science and technology skills so that they are ready for 21st century jobs in transportation industries. We are proud to say that we have exceeded that goal -- reaching more than 1.5 million student to date -- and are well on our way to ensuring that we have a workforce that can handle the challenges that the new century will bring.

As these students become acquainted with transportation issues during their pre-college years, we believe they will take an interest in transportation-related courses in college and graduate school and become transportation professionals. In future years, we hope that they will attend this award ceremony!

And now, I would like you to join me in recognizing the outstanding young men and women who possess the spirit of innovation and are ready to use it. Their achievements and their promise are outstanding. Truly, these are the kind of men and women we want to lead us into the future. Therefore, I believe the future of transportation is in excellent hands.

# # # #

Presentation of awards. Elaine Joost will read the names & you will present the award. A photo will be taken with each student.

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
TRANSPORTATION RESEARCH BOARD ANNUAL MEETING
WASHINGTON, D.C.
JANUARY 10, 2000

"Dream Lofty Dreams: Transportation Innovation for the 21st Century"

Good morning! I am delighted and honored to address the first annual meeting of the Transportation Research Board in the 21st century. As members of the world's premier transportation research forum, you have done a tremendous job preparing us for the challenges of the new century and the new millennium.

With your help, on New Year's Eve the transportation community passed safely through Y2K, the first global challenge of the information age. I thank all of the U.S. Department of Transportation's partners -- including many here this morning -- for helping to keep our transportation systems operating safely and smoothly during the rollover.

Overcoming the Y2K challenge demonstrated what we can accomplish together. But this first test of the new century will not be our last. As we move ahead confidently into a new century -- and a new millennium -- we need to strengthen our commitment to research and to innovation. Strengthening that commitment is the subject for my speech this morning.

In his remarks at America's Millennium Gala on the Mall New Year's Eve, President Clinton asked Americans to ponder, "What will the story of the 21st century be?" Part of his answer was: *"Let it be the triumph of freedom wisely used, to bring peace to a world in which we honor our differences, and even more, our common humanity. Such a triumph will require great efforts from us all."*

The President listed what will be needed to achieve this noble goal. High on his list were *"further breakthroughs in science and technology."*

Vice President Gore, who long has been one of America's strongest voices for innovation, also believes that technology can advance human progress: *"The promise of new discovery and new technology,"* according to the Vice President, *"has made it possible to renew and strengthen our oldest and most cherished values."*

DOT and TRB, therefore, seek to stimulate innovation in transportation research -- not just for innovation's sake -- but also for America's sake and humanity's sake. Administration Commitment to Innovation

President Clinton and Vice President Gore are committed to innovation for good reason: on their watch, innovation has proven to be an indispensable ingredient in the longest economic expansion in American history.

Today we have the strongest economy in a generation -- with the first back to back budget surpluses in more than 40 years, 20 million new jobs, low unemployment, low inflation, and the highest home ownership ever.

This prosperity, to be sure, required the hard work of the American people. But our prosperity could not have lasted for so long, were it not for the President and Vice President's policies of fiscal discipline -- investing in our people through support of innovation in education, health care, the environment, technology, and transportation -- and opening new markets to U.S. goods and services around the world.

Continued prosperity depends on continuing these policies -- especially our investment in innovation. As the President has said, "If we want our current prosperity to continue into the 21st century, we must continue to encourage the creation and spread of new technologies."

This Administration has backed the commitment for the creation and spread of new technologies by reforming our patent system -- extending the research tax credit -- and increasing federal research and technology funding. This is especially true for transportation -- where President Clinton has already increased R&D by nearly 30 percent over the previous Administration's average.

THE FY 2001 BUDGET

Today, I'm pleased to announce that the fiscal year 2001 budget the President will propose next month moves our commitment to innovation to higher heights than ever before.

As part of a broad expansion of our investment in science and technology, the President plans to propose that transportation R&D increase to over $1.2 billion -- more than 35 percent over this year's level.

This includes a nearly 80 percent increase for NHTSA safety programs -- a 60 percent increase for Intelligent Transportation Systems -- and a 34 percent increase for surface transportation research.

The 35 percent increase in funding would give you the support you need to promote innovation -- and help us realize this promise.

INNOVATION: THE FIFTH "I"

History has given our generation the task of forging America's next great transition and transformation. We are leaving the factory for the electronic marketplace and the integrated global economy that will dominate the new millennium.

The technology policy crafted by the President and the Vice President supports this great transition by creating a new conceptual policy architecture for technology -- an architecture that will help us create the transportation system the nation needs for a new economic era.

DOT's Strategic Plan calls for us to be visionary and vigilant stewards of our transportation system. Although our Strategic Plan has been praised as "the best in government," I believe that the challenges of this new era require something more of us: a transportation policy architecture that explicitly commits us to sustainable innovation.

Moreover, I believe the creation of a transportation policy architecture that fosters, nurtures and sustains innovation is essential to the creation of a 21st century transportation system, one that is not only safe and sustainable, but also...

...*International in reach*, connecting us to markets around the world...

...*Intermodal in form,* enabling us to benefit from the collective strength of the individual modes of transportation...

...*Intelligent in character*, allowing us to harness the awesome power of technology and combine it with the concrete, asphalt and steel of our transportation system as we know it to increase its efficiency, capacity and capability.

...And *inclusive in service* -- leaving no one behind as we move proudly and confidently into a new century and new millennium of limitless opportunity.

We therefore need to foster, nurture and sustain a climate of innovation -- a climate that is flexible and responsive to change -- one that is nimble -- one that can adapt to new and unexpected demands -- one that responds automatically to new challenges.

To the "Four I's" of "international in reach, intermodal in form, intelligent in character, and inclusive in service," which capture the essence of a 21st century transportation system as described in our Strategic Plan, let me today declare a Fifth "I": *Innovation.* America's transportation strategy -- particularly our research strategy -- also must be *innovative in scope*.

INNOVATION: FOUR STRATEGIES FOR THE NEW CENTURY

Here, let me say something about the climate of innovation we must create. A few minutes before midnight on New Year's Eve, the President said that ours is a nation that is "always reaching beyond, always becoming." And that characterizes our effort today to bring forth a transportation policy architecture that fosters, nurtures and sustains a climate of innovation in transportation.

Creating a climate of innovation is, by definition, an ongoing effort -- a journey whose rewards will be the improvements made along the way. Such innovation cannot always be produced on demand. But it *can* be encouraged.

Last summer, DOT sponsored a conference on transportation innovation at the distinguished Volpe Center in Boston. Many of you were among the more than 400 leaders -- including U.S. Commerce Secretary William Daley and the President' Chief of Staff, John Podesta -- who participated from academia, government and the transportation industry -- including management and labor. During the conference, four key strategies were identified to foster, nurture and sustain transportation innovation.

These are strategies that we already have been implementing to some extent over the years. What we now commit ourselves to do is to expand on them, and implement them in a more integrated and comprehensive fashion.

All four of these strategies will benefit from strong federal participation -- but none can succeed without full participation by you and our other partners.

Strategy Number One is to build partnerships. We can foster collaboration among government, industry and academia that can achieve greater progress than our individual efforts. Our partnerships for ITS deployment -- the marine transportation safety initiative -- and aviation safety are ways in which we are already doing so. The Georgia Tech conference on e-commerce sponsored by the Council on Competitiveness and the DOT in Atlanta next month is an example of how we can encourage new partnerships to meet new challenges.

Strategy Number Two is to increase investment in innovation. To build the foundation for future advances, we need to support more basic research.

Even if we do not always know specifically what their transportation applications will be, we need to do more to develop enabling technologies, such as modeling, telecommunications, high-end computing and nanotechnologies.

Further, we need to develop new ways to attract venture capital to develop and deploy innovative technologies, processes and procedures. TEA-21's innovative finance programs -- the small business investment initiative -- and programs for research in human factors and nanotechnologies show us how to do

this. The conference on nanotechnologies and transportation we are helping to sponsor at MIT in March 2000 is an example of what we need to do.

Strategy Number Three is to reduce barriers to -- and provide incentives for -- innovation. The Advanced Vehicle Program and the Partnership for a New Generation of Vehicles have shown us how to cut red tape, accelerate deployment and focus on result. Tomorrow at the Detroit Auto Show we'll see the first concrete results of these initiatives, when the PNGV concept cars will be introduced.

Strategy Number Four is to support education and training to develop the next generation of innovators and transportation system operators -- in short, the visionary and vigilant transportation professionals of the 21st century.

We have expanded the University Transportation Centers program. And the Garrett A. Morgan Technology and Transportation Futures Program has already exceeded its goal of reaching a million of our youth -- encouraging, to date, almost two million youths to pursue transportation careers.

I ask your help in carrying out these strategies, and creating this climate of innovation. We want to engage you and our other partners to create an environment that fosters, nurtures and sustains innovation -- one that embraces and harnesses innovation for the good of the American people.

In the coming months, we will work with you and our other partners to shape our efforts in each of these four areas. I have asked each of DOT's senior officials to meet with our partners over the coming months and to come back to me with specific ideas about how to make this happen.

I will report back to you with a solid agenda we can pursue together.

"DREAM LOFTY DREAMS"

As we work together, let us aim for what I join NASA Administrator Dan Goldin in calling "stretch goals" -- goals that push us toward greater achievements than we can now imagine.

A generation ago President Kennedy set a "stretch goal" when he committed America 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 America would rise to the challenge.

Stretch goals are not about taking the easy route; they are about raising the bar -- and raising performance. That is why I set a goal of reducing motor carrier fatalities by 50 percent over the next decade. That is why this Administration has targeted reducing airline fatalities by 80 percent by 2007, in spite of growing traffic. That is why we're working with many of you to deploy ITS systems in 75

cities across America by the middle of this decade. And that is why, in the first year of our new century and new millennium, we at the DOT, committed to becoming ever more visionary and vigilant, ask that you join us in an exercise envisioning transportation in the year 2025.

This exercise will examine the trends and choices before us -- and create the future of our dreams. We will begin this process with a review of TRB's "2020" reports, written five years ago, and the 25 year "trends and choices" report commissioned by transportation Secretary William T. Coleman in the mid-seventies.

We need to set ambitious goals -- stretch goals -- for everything we do. That is what the spirit of innovation is all about. We must, to quote the philosopher James Allen, "dream lofty dreams." This is in the best traditions of TRB, an organization that has promoted innovation for three-quarters of a century and the 100,000 strong visionary and vigilant employees of the U.S. Department of Transportation.

To honor the spirit of innovation, our Department has decided create the Secretary's Award for Innovation in Transportation. This award will recognize those who dream lofty dreams and then make them into reality that benefits people.

One person who dreamed lofty dreams was Sharon Banks, formerly TRB's chair and head of AC Transit in Oakland, California. Sharon was a good friend to many of us, and we mourned her recent death. It is my hope that TRB will consider joining us in presenting the Innovation in Transportation Award in memory of Sharon Banks at TRB's Annual Meeting.

That is what transportation innovation is really all about -- remembering that transportation is about more than concrete, asphalt, and steel -- and it is about more than silicon chips and fiber optics. Transportation innovation is about people, and its promise is to help them lead safer -- more prosperous -- more fulfilling lives. We have made a great start in realizing this promise, and today we commit ourselves to build from strength to strength by fostering, nurturing and sustaining a climate of transportation innovation.

We have crossed into a new century -- and a new millennium. And we have been honored and blessed to do so together. A thousand years from now, when our descendants look back to this moment, it is my sincere hope they will say of us and of our generation, that we "understood the promise of innovation...and embraced it."

# # # #

8.153

TALKING POINTS PREPARED
FOR SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SHARON BANKS MEMORIAL SERVICE
JANUARY 10, 2000
WASHINGTON, D.C.

(YOU ARE LAST SPEAKER, EXCEPT BENEDICTION)
"NOT NECESSARY TO PREACH EULOGY"

- As the minister who presided at Sharon Banks' memorial service in California said late last week, *"It is not necessary to preach a eulogy for Sharon, for the way Sharon lived her life is the best eulogy."*

- Sharon's life was one of commitment to her God and to people

- Author of book entitled *Thank You God for Waking Me Up…"Clothed in my Right Mind: 52 Lessons from Life with Scriptures and Prayers of Thanksgiving" (Published December, 1999)*

- QUOTE FROM BOOK: *"I have learned what God intends leaders to be -- servants to all; givers of power; dreamers; doers; designers/planners; follow-throughers; beacons of light and hope for the geniuses, heroes and heroines in the organization so that everyone can shine their lights brightly in their personal and work worlds"*

- Mayor of City of Fremont, CA (friend of Sharon for 22 years) said: *"I have never known anyone else in life who was better prepared to meet her maker."*

SHARON BANKS UNDERSTANDING OF TRANSPORTATION ALWAYS PUT *"PEOPLE FIRST"*

- At last year's TRB Annual Conference I publicly acknowledged Sharon Banks, *"For insisting that the social, environmental and economic implications of innovation be part of any conversation about transportation's future."*

- She never failed to recognized and thank waiters and busboys, and the projectionists and machinists who made her presentations go well

- Labor and union people never thought of Sharon as "management." She was just "Sharon." She knew all the AC Transit drivers, mechanics, and clerks by name and always said "Hello" and thanked them for their contributions to AC Transit.

- Professor Martin Wachs of UC Berkeley's Institute of Transportation Studies and incoming Chair of TRB's Executive Committee observed:

  At most big, important conferences where most speakers are more concerned about what is 'Important,' Sharon was always about being *"Just a decent human being."*

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8.154

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTRODUCTION OF A TRANSPORTATION RESEARCH DATA BASE
AVAILABLE ON THE WORLD WIDE WEB
"TRIS ONLINE"
JANUARY 10, 2000
WASHINGTON, D.C.

TALKING POINTS

- Good afternoon. It is my pleasure to join you today at this ribbon tying ceremony to celebrate the availability of TRIS Online, the worldwide web version of the Transportation Research Information Services (TRIS) database.

- TRIS Online is a joint project between the Department of Transportation and the Transportation Research Board. The database is mounted and maintained on the world wide web by the Department's Bureau of Transportation Statistics, and will cut across all modes of transportation, in keeping with our Department's ONE DOT initiative.

- This is truly a collaborative effort between Government and the private sector to bring a product to the public which will allow access to the world's largest transportation research database via the world wide web. This partnership will facilitate transportation research by making the information available to both industry specialists and the American people at the beginning of the 21st century, a crucial period for transportation research development.

- TRIS Online will cross international borders and will foster exchange of ideas and programs worldwide.

- This product is hosted by the Bureau of Transportation Statistics' National Transportation Library (NTL). The NTL is a virtual library that was mandated under the provisions of the Transportation Equity Act (TEA-21).

- Let me say "congratulations" to each and every one of you who participated in the development and production of this database, and who will continue to improve and refine the product over the next few years. This partnership between the Department and TRB provides a valuable service to the transportation community and supports the Administration's commitment to making government more accessible to all Americans.

# # # #

8.155

REMARKS AS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DURING THE
UNIVERSITY TRANSPORTATION CENTERS PROGRAM
STUDENT OF THE YEAR AWARDS
WASHINGTON, D.C.
JANUARY 10, 2000

I am pleased to be here tonight to recognize outstanding students in the field of transportation. I had this honor once before, in 1997, during what weather forecasters were calling "the storm of the century." I'm glad we survived that storm as well as this year's transition to the Year 2000.

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You -- the students of today -- are the ones who will continue the successes and to ensure our continued ability to meet the unpredictable demands of the future.

Like many fields, transportation has become more complex and multi-faceted in recent decades. The straight line from point to point that once defined our transportation system has been replaced by intricate, interconnecting transportation and information webs. Transportation experts of the 21st century must know more than simply how to move people and goods.

In the past, "transportation expert" was synonymous with "engineer." Today, successful transportation professionals must understand navigation technology, electronic commerce, contemporary finance, geo-political trends, environmental impacts and defense and security issues. In other words, they must be well trained in more than one discipline and continue to renew their skills long after graduation.

And they need to possess the spirit of innovation. I spoke about innovation earlier today at a Transportation Research Board session convened specifically to address that topic.

While we cannot predict the future, nor imagine what tools we will need to meet its challenges, technological innovation will be major force shaping transportation in the 21st century. It will ensure our economic and national security, enhance our environment, and -- most importantly -- save lives.

But if we do not take advantage of innovation -- if we cannot develop new tools as we need them -- if we do not have the skills to use the tools we develop in innovative ways, we will not be able to sustain our country's current prosperity.

To ensure a successful transportation future, it is vital that we develop an educated and motivated workforce. One of the ways the U.S. Department of Transportation advances this goal is through the University Transportation Centers program.

Created in 1987 in response to the need for a better-trained, better-educated, and diverse transportation workforce, the UTC program has attracted talented, committed men and women to transportation education, research, and technology transfer ... forward-looking people who are ready to accelerate the innovations that offer genuine promise for meeting the transportation challenges of a new century and a new millennium.

Over the past thirteen years, the UTC Program has grown and increased the presence of transportation on college campuses across our nation. We began with 10 centers in 1987. In 1998, President Clinton signed the Transportation Equity Act for the 21st Century, or TEA-21, which authorized $195 million for grants to establish and operate up to 33 University Transportation Centers throughout the country. Ten of these centers -- which are designated as regional centers -- were selected in a competition last year. The other 23 centers are located at universities named in TEA-21; 14 of these 23 TEA-21 centers are new to the UTC Program.

President Clinton and Vice President Gore made education and research important priorities as soon as they came to office in 1993. They have always supported a strong education and research agenda, including hiring new teachers, paying off college costs for graduates who teach in underserved areas, toughening academic standards, and making major investments in long-term research that will improve the quality of life for all Americans. They have promoted partnerships between the public and private sectors in environmental and healthcare technologies, information and space technologies, and, last but definitely not least, transportation technologies.

The UTC program demonstrates DOT's commitment to excellence in education and research. And that's not all . . .

In addition to the University Transportation Centers Program, DOT invests in students through the Federal Aviation Administration's Air Transportation Centers of Excellence Program. Begun in 1990, these centers help FAA conduct critical air transportation research.

Tonight, in the spirit of what we call One DOT, the Department shatters traditional institutional boundaries by honoring students from both the UTC and Air Centers programs. We are proud of their achievements and of our ability to support the programs that will lead to a better transportation future for our nation.

This is probably the last thing that students, heading back to school after the holiday break, want to hear, but I believe that education can never begin too early nor last too long. In May of 1997, under Secretary Slater's leadership, DOT initiated the Garrett A. Morgan Technology and Transportation Futures Program, a national education program, the goal of which was to reach and challenge one million students of all ages to focus on their math, science and technology skills so that they are ready for 21st century jobs in transportation industries. We are proud to say that we have exceeded that goal -- reaching more than 1.5 million student to date -- and are well on our way to ensuring that we have a workforce that can handle the challenges that the new century will bring.

As these students become acquainted with transportation issues during their pre-college years, we believe they will take an interest in transportation-related courses in college and graduate school and become transportation professionals. In future years, we hope that they will attend this award ceremony!

And now, I would like you to join me in recognizing the outstanding young men and women who possess the spirit of innovation and are ready to use it. Their achievements and their promise are outstanding. Truly, these are the kind of men and women we want to lead us into the future. Therefore, I believe the future of transportation is in excellent hands.

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Presentation of awards. Elaine Joost will read the names & you will present the award. A photo will be taken with each student.

8.156

U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
TALKING POINTS
Y2K PRESS BRIEFING
JANUARY 3, 2000
WASHINGTON, D.C.

- I am proud to say that the nation's transportation system has made a safe and efficient transition to the 21st century.

- In every sector –– aviation, transit, railroads, highways, maritime, pipelines –– the system is operating normally and performing well. We are back to full operations on the first business day of the Year 2000 and there have been no reports of any Y2K-related incidents that have caused any interruptions to transportation service.

- We have done what was directed by President Clinton and Vice President Gore –– to make sure that the Y2K problem did not jeopardize our transportation system.

- Their direction was put into action by the extraordinary efforts of many people within the U.S. Department of Transportation and throughout the transportation community. It is because of their efforts that we have a system that is operating as we expected –– as safely and efficiently in the new year as it did in 1999.

- This record is a tribute to the work of the more than 3,000 people, under the able leadership of Deputy Secretary Downey, working on the Year 2000 problem within the department and reaching out to the entire transportation community.

- The record is also a result of a government-industry partnership that showed the American people how we can work together and focus our resources to solve a problem.

- In the Department of Transportation, we invested $448 million to make sure all of our 609 mission-critical systems were ready for the new year. It is money well spent –– we have avoided potential Y2K problems, we have been ready to respond quickly to the few, minor problems that did take place, and we have significantly improved the Department's information technology resources.

- Today, we have a transportation system that is operating at full strength and with the full confidence of the American people that the Y2K problem has been defeated.

- Federal Aviation Administrator Jane Garvey's cross country flight on New Year's Eve was a visible symbol of our confidence in the aviation system –– and it showed the American people that the aviation system works.

- Our efforts extended beyond the domestic transportation system to the entire world. The outreach efforts by the Federal Aviation Administration through the International Civil Aviation Organization and the U.S. Coast Guard through the International Maritime Organization played a leading role in prompting the world community to take the Y2K problem seriously.

- Our Fly2K website not only gave the American travelling public information on international readiness but it also led many locations to take the steps necessary to address Y2K.

- With our successful work on Y2K, we now move forward into the new century and the new millennium with a renewed sense of confidence. The new century will be one of opportunity without the Y2K problem.

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