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

News

FOR IMMEDIATE RELEASE
Wednesday, February 2, 2000

Contact: Gail Taylor
Tel.: (202) 366-4043

MEDIA ADVISORY

U.S. Transportation Secretary Slater To Announce Loan Guarantee for WMATA

On Thursday, February 3, U.S. Secretary of Transportation Rodney E. will present to the Washington Metropolitan Area Transit Authority (WMATA) the first loan guarantee to be offered under the Transportation Infrastructure Finance and Innovation Act (TIFIA). Public officials, WMATA officials, project sponsors and members of the financial community have been invited to attend this event.

Through TIFIA, the U.S. Department of Transportation provides credit assistance to public and private sponsors of major surface transportation projects.

WHO: U.S. Transportation Secretary Rodney E. Slater
Washington, D.C. Mayor Anthony Williams
Other public officials, WMATA officials, project sponsors and members of the financial community.

WHAT: Announcement U.S. Department of Transportation innovative financing for the Washington Area Metropolitan Transit Authority

WHEN: 1:30 p.m. Thursday, Feb. 3, 2000

WHERE: Brentwood Railyard
Washington Metropolitan Area Transit Authority
601 T Street, N.E.
Washington, D.C.

(Assignment Editors: Free roundtrip Metrobus shuttles will depart between 1:00 and 1:15 p.m. from DOT's Nassif Building at the 6th Street, S.W., entrance, WMATA Metro Headquarters (bus will depart promptly at 1 p.m. from the 600 5th St., N.W. entrance to the building), and Capitol Hill (call (202) 366-4043 for time and location).

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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
INTERNATIONAL AVIATION CLUB AND AERO CLUB JOINT MEETING
WASHINGTON, D.C .
FEBRUARY 2, 2000

As we break bread together at today's joint luncheon of the International Aviation Club and the Aero Club, our thoughts and prayers continue to be with the passengers and crew of Alaska Airlines Flight 261, and with their families and friends.

The employees of the U.S. Department of Transportation and I join President Clinton, Vice President Gore and all Americans in expressing our profound sadness over this tragedy.

I also want to take this opportunity to publicly thank Admiral Tom Collins and members of the Department's U.S. Coast Guard and the Federal Aviation Administration, along with our U.S. Navy colleagues, for their rapid and massive search and rescue efforts Monday night and yesterday, as well as the continuing recovery operations.

These painstaking efforts will help Chairman Jim Hall and the National Transportation Safety Board determine the cause of this tragedy, so that we can all work together to prevent future crashes.

When Jeff Shane requested me to speak at today's luncheon, his invitation asked me to focus not on aviation safety, but on the future of international aviation -- particularly in light of last December's successful Aviation in the 21st Century -- Beyond Open Skies Conference in Chicago. I intend to honor his request.

I respectfully submit that any discussion of the future of transportation or aviation in particular must begin with a focus on safety. The tragedy of Flight 261 is a sobering reminder of that fact. Despite having already achieved the safest skies in the world, we must as 'visionary and vigilant' transportation professionals, continue to raise the bar on safety. Safety remains President Clinton's top

- more -

transportation priority and the "North Star" guiding our work at the U.S. Department of Transportation.

In support of this commitment, I can report this afternoon that the President will propose an increase for aviation safety in next week's budget message. Passage of this increase will help us reach the ambitious aviation safety goal announced by Vice President Gore in April 1998, of reducing fatal accident rates for U.S. commercial aviation by 80 percent by the year 2007.

It is also vital that the Congress quickly pass the FAA Reform Proposals we submitted last year. The FAA is at a critical crossroads. Aviation activity is growing, aviation technology is changing rapidly, and the business of aviation is becoming increasingly complex. Over the past decade, six separate government commissions -- three commissioned by this Administration -- as well as numerous private sector experts have warned about the risk of gridlock in our skies unless reforms are put in place quickly.

With reform, FAA will be better able to advance safety and security, enhance competition and increase the capacity and efficiency of our aviation enterprise. Reform will also allow the FAA to institute management and financial reforms enabling it to operate more like a business and to be more responsive to customers.

Although we must be proactive in reaching compromises that will allow us to proceed with this vitally necessary legislation, the time for action is now. Passage is vitally needed to maintain the momentum for growth currently enjoyed by both domestic and global aviation.

To support a reinvigorated FAA, I am pleased to announce the President will propose a 22 percent increase in federal funding for facilities and equipment in his Fiscal Year 2001 Budget, a total of approximately $2.5 billion dollars.

This additional level of investment will be needed. More than 650 million passengers flew on U.S. airlines last year. That number will rise to a staggering 1 billion travelers by the year 2010. Travel and tourism is already the world's largest industry, directly and indirectly driving 10 percent of global jobs, GDP and investment. Moreover, the U.S. aerospace industry is already America's largest manufacturing exporter, employing more than 2 million people. Finally, within the decade, the direct economic impact of this industry is expected to approach $2 trillion dollars.

When President Clinton and Vice President Gore took office, our nation was gripped by economic distress, social decline and political gridlock. And the aviation industry was off course. The airlines, collectively, had lost $10 billion dollars over the prior three years. Eastern and Pan Am were already out of business and other airlines were on the verge of bankruptcy. This industry seemed to be sinking into an economic abyss.

President Clinton and Vice President Gore took immediate action to get the economy back on track. The President gave his personal attention to this industry by flying out to Everett, Washington, to meet with industry leaders. His laser-like focus paid off for both aviation and the economy.

As of yesterday, February 1, 2000, the current economic expansion became the longest continuous period of economic growth in American history. We begin this new century and new millennium with 20 million new jobs; the fastest economic growth in more the 30 years; the lowest unemployment rates in 30 years; the lowest poverty rates in 20 years; the lowest African-American and Hispanic unemployment rates on record and a 46-year low in the unemployment rate for women; the highest home-ownership eve -- and the first back-to-back budget surpluses in 42 years.

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

DOT's role in supporting this strategy is to be visionary and vigilant stewards -- along with you and our other transportation partners -- of our transportation enterprise. In formulating our strategy, with you, our partners, we have created strategic and performance plans that have been praised as "the best in government."

We have created a new conceptual policy architecture for transportation in the 21st century -- an architecture that will help us create the transportation system the nation needs for a new economic era.

International aviation has a vital role to play in this new era. As the President said, in his State of the Union, *"To realize the full possibilities of this economy we must reach beyond our own borders..."*

I am convinced that aviation will be for America in the 21st century, what the Interstate Highway System was for America in the last half of the 20th century. Just as the Interstates connected the communities and states of our nation together, so will aviation connect our communities, cities and states with communities and countries around the world.

It was in support of the President's vision that we hosted the Chicago Conference, "Aviation in the 21st Century -- Beyond Open Skies" last December, bringing together the first world-wide conference of transport ministers since the first Chicago Aviation Conference in 1944.

We prepared the groundwork for this global conference with a series of regional ministerials and listening sessions, including the Western Hemisphere Transportation Ministerial in New Orleans in December 1998, and the first-ever African Transport Ministerial, which took place in Atlanta last September.

Our seven domestic listening sessions, which focused on "Aviation in the 21st Century," were held in Seattle, Miami, New York City, Phoenix, Rochester, Wichita, and Memphis.

Our preparatory sessions heightened interest in the Chicago meeting. Over 900 people and 93 countries were represented in Chicago, including the transport ministers or officials of comparable rank from more than 90 countries. International, regional and trade organizations were also represented -- including the European Commission, ICAO, IATA, ATA, ECAC and the ICC.

I know that many of you in this audience -- or your organizations -- were also in Chicago -- major U.S. and international airlines, airports, organized labor, aviation-related organizations, trade associations, manufacturers and others as well.

Much was achieved in Chicago. Among other things, we issued a major report on the global deregulation of our industry, entitled "Global Deregulation Takes Off."

We signed Open Skies Agreements with Italy and Argentina; and Administrator Garvey and I announced DOT plans to establish Code Share Safety Guidelines to assure that U.S. code-share service on foreign airline partners of U.S. airlines meets international standards for safety and security.

I am pleased to report that we are close to completing the guidelines, however developing guidance on security and dangerous goods has proven to be a more complex undertaking and will take longer to complete.

We also issued the National Research and Development Plan for Aviation Safety, Security, Efficiency and Environmental Compatibility at the Chicago Conference.

This plan will help us attain critical aviation and air transportation goals by serving as a blueprint for Federal research investments.

We adopted a Joint Statement on Open Skies.

And we issued a Ministerial Declaration that endorsed our continuing efforts to work together and with ICAO on a variety of matters.

How do we plan to follow up on the Chicago Conference in the months ahead?

Our ultimate goal following the Chicago Conference remains what it has been for some time now. It is our hope that the nations of the world will move on the issue of worldwide aviation liberalization and establish a true international aviation network capable of fully supporting the emerging global economy.

Our strategy is to advance on any practical front -- bilateral, regional or global.

In the short-run, we intend to continue our efforts to pursue open-skies markets for U.S. airlines with bilateral partners.

With regard to bilateral negotiations, let me turn briefly to the subject of our relationship with the United Kingdom. I am profoundly disappointed by the fact that recent talks in London ended without an agreement to restore service to Pittsburgh. This is a market that enjoyed nonstop service for years that has proven its ability to support this service and has a U.S. carrier seeking to provide it.

The unwillingness of the British government to permit this service to continue or to consider a broader expansion of our aviation relationship is regrettable.

Regrettable not only from the perspective of aviation policy, but also because it ignores the vital needs of our communities, our economies and our citizens.

While the United States will continue to encourage a more open and responsive relationship with the UK, we must not let this disappointment deter us from moving forward with those partners who share our vision for aviation in the 21st century.

The rest of the world is enthusiastically embracing liberalization. Over the past five years we have achieved spectacular success, reaching a grand total of 41 open-skies agreements -- 6 in the Asia/Pacific region; 17 in Europe/Africa; 6 in the Near East/Central Asia and 12 in the Western Hemisphere.

The pace is picking up. In FY 1999 we reached five new agreements; this fiscal year we have already signed five more.

We also intend to make as much use as possible of existing regional forums. APEC has already embraced air transportation liberalization and the subject is on the agenda of the March 2000 meeting. We intend to table a draft text for a multilateral air transport agreement for consideration and discussion by APEC members.

The European Commission has invited the United States to enter into a dialogue toward creating a "transatlantic aviation area." This dialogue could be the prelude to a future regional agreement.

The Organization for Economic Cooperation and Development (OECD) is currently examining both liberalization and multilateralization of air cargo services. The OECD intends to circulate a draft multilateral agreement in March, with plans for a workshop for member countries to discuss the proposal in June.

The United States has invited the countries of the Caribbean (CARICOM) to discuss a regional Caribbean-U.S. aviation agreement. The date of the meeting is still pending.

A draft multilateral agreement between African countries is being circulated and will be taken up by heads of state later this year, with workshops planned in advance of the meeting of leaders to agree on details. The United States will ask to use one of these workshops to discuss international liberalization.

Notwithstanding our strong position that aviation services not be included under GATS, the World Trade Organization will address this issue during the current year 2000 review. We plan to use the occasion of these meetings to explore alternative concepts for a multilateral regime with interested partners and coalitions.

I also have several regional trips planned over the next several months to keep up the momentum of Chicago. I will be traveling to Asia later this month, with stops in Singapore, Hong Kong, Beijing, Tokyo and Honolulu. In March, I will visit Brussels (and possibly Amsterdam) and I plan several additional trips to other regions later this year.

One of the major new emphases this coming year will be a stepped-up effort to promote innovative technology, an area that both the President and Vice President have indicated they want to emphasize.

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

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

Next week in Atlanta, we will explore this important issue at an executive forum on e-commerce sponsored by The Council on Competitiveness, United Parcel Service and The Georgia Institute of Technology.

I will join some of my DOT colleagues to meet with Georgia Governor Roy Barnes and key transportation experts from government, business and universities to discuss how we can facilitate and realize the potential benefits of e-commerce. We will talk about how we can work together to take advantage of existing and potential innovations and create new ones to ensure the continued growth of this industry.

However, aviation itself is more than just an industry. It is a critical and driving force for our economic well being in this new century and new millennium.

Aviation can even help newly emerging countries to "leapfrog" decades -- perhaps centuries — of traditional infrastructure development.

Formulating an aviation policy appropriate for the 21st century is difficult. But the prize before us is clear. We have an opportunity, if we but seize it, to give people on every continent the chance to strengthen their own lives and our global economy in this new century. Transportation is truly "the tie that binds."

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BEAR STERNS GLOBAL TRANSPORT CONFERENCE
NEW YORK CITY
FEBRUARY 2, 2000

As we break bread together at tonight's conference dinner, our thoughts and prayers continue to be with the passengers and crew of Alaska Airlines Flight 261, and with their families and friends.

The employees of the U.S. Department of Transportation and I join President Clinton, Vice President Gore and all Americans in expressing our profound sadness over this tragedy.

I also want to take this opportunity to publicly thank Admiral Tom Collins and members of the Department's U.S. Coast Guard and the Federal Aviation Administration, along with our U.S. Navy colleagues, for their rapid and massive search and rescue efforts Monday night and yesterday, as well as the continuing recovery operations.

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I respectfully submit that any discussion of the future of transportation or aviation in particular must begin with a focus on safety. The tragedy of Flight 261 is a sobering reminder of that fact. Despite having already achieved the safest skies in the world, we must as 'visionary and vigilant' transportation professionals, continue to raise the bar on safety. Safety remains President Clinton's top transportation priority and the "North Star" guiding our work at the U.S. Department of Transportation.

In support of this commitment, I can report this afternoon that the President will propose an increase for aviation safety in next week's budget message. Passage of this increase will help us reach the ambitious aviation safety goal announced by Vice President Gore in April 1998, of reducing fatal accident rates for U.S. commercial aviation by 80 percent by the year 2007.

It is also vital that the Congress quickly pass the FAA Reform Proposals we submitted last year. The FAA is at a critical crossroads. Aviation activity is growing, aviation technology is changing rapidly, and the business of aviation is becoming increasingly complex.

Over the past decade, six separate government commissions -- three commissioned by this Administration -- as well as numerous private sector experts have warned about the risk of gridlock in our skies unless reforms are put in place quickly.

With reform, FAA will be better able to advance safety and security, enhance competition and increase the capacity and efficiency of our aviation enterprise. Reform will also allow the FAA to institute management and financial reforms enabling it to operate more like a business and to be more responsive to customers.

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

DOT's role in supporting this strategy is to be visionary and vigilant stewards -- along with you and our other transportation partners -- of our transportation enterprise. In formulating our strategy, with you, our partners, we have created strategic and performance plans that have been praised as "the best in government."

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International aviation has a vital role to play in this new era. As the President said, in his State of the Union, *"To realize the full possibilities of this economy we must reach beyond our own borders..."*

I am convinced that aviation will be for America in the 21st century, what the Interstate Highway System was for America in the last half of the 20th century. Just as the Interstates connected the communities and states of our nation together as One America, so will aviation connect our communities, cities, states and One America with communities and countries around the world.

It was in support of the President's vision that we hosted the Chicago Conference, "Aviation in the 21st Century -- Beyond Open Skies" last December, bringing together the first world-wide conference of transport ministers since the historic first Chicago Aviation Conference in 1944.

We prepared the groundwork for this global conference with a series of regional ministerials and listening sessions, including the Western Hemisphere Transportation Ministerial in New Orleans in December 1998, and the first-ever African Transport Ministerial, which took place in Atlanta last September.

Our seven domestic listening sessions, which focused on "Aviation in the 21st Century," were held in Seattle, Miami, New York City, Phoenix, Rochester, Wichita, and Memphis.

Our preparatory sessions heightened interest in the Chicago meeting. Over 900 people and 93 countries were represented in Chicago, including the transport ministers or officials of comparable rank from more than 90 countries. International, regional and trade organizations were also represented -- including the European Commission, ICAO, IATA, ATA, the European Civil Aviation Commission and the International Chamber of Commerce.

I know that many of you in this audience -- or your organizations -- were also in Chicago -- major U.S. and international airlines, airports, organized labor, aviation-related organizations, trade associations, manufacturers and others as well.

Much was achieved in Chicago. Among other things, we issued a major report on the global deregulation of our industry, entitled "Global Deregulation Takes Off."

We formally signed Open Skies Agreements with Italy and Argentina; and Administrator Garvey and I announced DOT plans to establish Code Share Safety Guidelines to assure that U.S. code-share service on foreign airline partners of U.S. airlines meets international standards for safety and security.

I am pleased to report that we are close to completing the guidelines, however developing guidance on security and dangerous goods has proven to be a more complex undertaking and will take longer to complete.

We also joined NASA Administrator Dan Golden in issuing the National Research and Development Plan for Aviation Safety, Security, Efficiency and Environmental Compatibility at the Chicago Conference.

This plan will help us attain critical aviation and air transportation goals by serving as a blueprint for Federal research investments.

We adopted a Joint Statement on Open Skies.

And we issued a Ministerial Declaration that endorsed our continuing efforts to work together and with ICAO on a variety of matters, including a new policy architecture of International Aviation in the 21st Century.

How do we plan to follow up on the Chicago Conference in the months ahead?

Our ultimate goal following the Chicago Conference remains what it has been for some time now. It is our hope that the nations of the world will move forward on the issue of worldwide aviation liberalization and establish a true international aviation network capable of fully supporting the emerging global economy.

Our strategy is to advance on any practical front in arrangements that are bilateral, plurilateral, regional or global. We intend to continue our efforts to pursue open-skies markets for U.S. airlines with bilateral partners. And after the Chicago Conference, we moved immediately to act on the Conference declaration of intention by traveling to Central America and the Caribbean, where we visited Honduras, Panama, Jamaica and the Dominican Republic.

With regard to bilateral negotiations, let me turn briefly to the subject of our relationship with the United Kingdom. I am profoundly disappointed by the fact that recent talks in London ended without an agreement, first, to restore service to Pittsburgh. This is a market that enjoyed nonstop service for years that has proven its ability to support this service and has a U.S. carrier seeking to provide it.

The unwillingness of the British government to permit this service to continue or to consider a broader expansion of our aviation relationship is regrettable. Regrettable not only from the perspective of aviation policy, but also because it ignores the vital needs of U.S./UK communities, U.S./UK economies and U.S./U.K. citizens.

The United States will continue to look at its options to bring about ge a more open and responsive relationship with the UK. We must not and will not, however, let this issue deter us from our ultimate goal of progressively moving forward with those partners who share our vision for aviation in the 21st century.

The rest of the world is enthusiastically embracing liberalization. Over the past five years we have achieved spectacular success, reaching a grand total of 41 open-skies agreements -- 6 in the Asia/Pacific region; 17 in Europe/Africa; 6 in the Near East/Central Asia and 12 in the Western Hemisphere.

The pace is picking up. In FY 1999 we reached five new agreements; this fiscal year we have already signed five more.

We also intend to make as much use as possible of existing regional forums. APEC has already embraced air transportation liberalization and the subject is on the agenda of its upcoming March 2000 meeting. We intend to table a draft text for a multilateral air transport agreement for consideration and discussion by APEC members.

The European Commission has invited the United States to enter into a dialogue toward creating a "transatlantic aviation area." This dialogue could be the prelude to a future regional agreement. I am pleased that the Association of European Airlines recently released a paper supporting U.S.-EU discussions in this regard.

The Organization for Economic Cooperation and Development (OECD) is currently examining both liberalization and multilateralization of air cargo services. The OECD intends to circulate a draft multilateral agreement in March, with plans for a workshop for member countries to discuss the proposal in June.

The United States has invited the countries of the Caribbean (CARICOM) to discuss a regional Caribbean-U.S. aviation agreement. The date of the meeting is still pending but we plan to meet soon.

A draft multilateral agreement between African countries is being circulated and will be taken up by heads of state later this year, with workshops planned in advance of the meeting of leaders to agree on details. The United States will ask to use one of these workshops to discuss international aviation liberalization.

Notwithstanding our strong position that aviation services not be included under GATS, the World Trade Organization will address this issue during the current year 2000 review. We plan to use the occasion of these meetings to explore alternative concepts for a multilateral regime with interested partners and coalitions.

Additionally, I also have several regional trips planned over the next several months to keep up the momentum of Chicago. I will be traveling to Asia later this month, with stops in Singapore, Hong Kong, Beijing, and Tokyo. I will also visit

the State of Hawaii during the trip. In March, I will visit Brussels (and possibly Amsterdam) and I plan several additional trips to other regions later this year.

Lastly, we are working with our colleagues within the Administration, with D.C. Mayor Anthony Williams and with others to host an International Transportation Symposium here in Washington in the fall of 2000. The transportation system of the 21st century will need to be safe and sustainable to be sure, however, it will also be required to be international in reach, intermodal in form, intelligent in character and inclusive in service. The creation of a climate of transportation innovation is critical in this regard.

One of the major new emphases this coming year will be a stepped-up effort to promote innovative technology, an area that both the President and Vice President have indicated they want to emphasize.

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

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I will join some of my DOT colleagues to meet with Georgia Governor Roy Barnes and key transportation experts from government, business and universities to discuss how we can facilitate and realize the potential benefits of e-commerce. We will talk about how we can work together to take advantage of existing and potential innovations and create new ones to ensure the continued growth of this industry.

However, aviation itself is more than just an industry. It is a critical and driving force for our economic well being in this new century and new millennium.

Aviation can even help newly emerging countries to "leapfrog" decades -- perhaps centuries -- of traditional infrastructure development.

Formulating an aviation policy appropriate for the 21st century is difficult. But the prize before us is clear. We have an opportunity, if we but seize it, to give people on every continent the chance to strengthen their own lives and our global economy in this new century and the new millennium. Transportation is truly "the tie that binds" us to this new vision.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, February 3, 2000

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

MEDIA ADVISORY

Secretary of Transportation Slater to Present Proposed FY 2001 Budget

U.S. Secretary of Transportation Rodney E. Slater will present President Clinton's proposed fiscal 2001 budget for the Department of Transportation at a media briefing Monday, February 7, at 1:00 p.m., in the Marx Media Room, room 2201, at the U.S. Department of Transportation.

Administrators from the department's operating administrations and representatives from the Office of Budget and Program Performance will be in attendance and available for questions after Secretary Slater's presentation.

This event is open to credentialed media only. Please use the department's Southwest entrance.

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

WHAT: Media briefing on the FY 2001 Department of Transportation budget proposal

WHEN: 1:00 p.m., Monday, February 7

WHERE: Marx Media Room, room 2201, Department of Transportation,
400 Seventh Street, SW, Washington, D.C.

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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
THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
AND THE TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
ACT OF 1998 PRESS CONFERENCE
FEBRUARY 3, 2000
WASHINGTON, D.C.

President Clinton and Vice President Gore are committed to being good neighbors to the District of Columbia. Jack Lew's announcement today, on behalf of this Administration, ensures that our nation's capitol has the needed tools to reach even higher heights and dream even bigger dreams in this new century and new millennium.

I am delighted to have members of the Regional Congressional Delegation with us today. Senator Robb, Senator Sarbanes and Delegate Norton, welcome and thank you for the leadership you have shown in bringing increased transportation resources to Virginia, Maryland and the District of Columbia. These much needed resources help fund key projects like the Woodrow Wilson Bridge and many others.

Last Thursday, our President pronounced the state of our union to be the strongest it has ever been. And many would agree that the state of our nation's capitol is also -- the strongest it has ever been. Today, under Mayor Williams' effective leadership, much is going right with the District of Columbia.

And we are gathered here this morning to help stay that course.

Today's ceremony is about government working smarter, better and innovatively for the people of this region. And it is about taking a common sense approach to solving our transportation problems.

I am pleased to announce the closing on a $600 million loan guarantee between the U.S. Department of Transportation, the Washington Metropolitan Area Transit Authority, and Lehman Commercial Paper, Inc.

This is the first transportation project to receive financial assistance through the Transportation Infrastructure Finance and Innovation Act, called TIFIA.

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TIFIA is a new -- 21st century -- way of doing business. This innovative financing method expands the base of financial capital for major national and regional transportation projects. By leveraging public and private investments, backed by Federal guarantees, state and local governments can better meet the ever-growing transportation needs of their regions.

For WMATA this means acceleration of its $2.3 billion Capital Improvement Program. With the expected completion of the Green Line in 2001, WMATA is ensuring that the entire system can safely and efficiently carry passengers to work, to school, to an improved quality of life.

For the District of Columbia -- and for the entire Washington Metropolitan Region -- it means an upgraded and modernized system, bringing easier access, less congestion, and improved mobility to its citizens.

We would not be here today, were it not for the leadership of Senator Patrick Moynihan and the late Senator John Chafee. Their commitment to the American people ensured that TIFIA was included in the landmark Transportation Equity Act for the 21st Century. They deserve much of the credit for the significant projects -- including today's -- that will be advanced over the next five years.

Clearly, by working together with vision and vigilance, we are developing innovative solutions for transportation issues within our Region.

To continue this region's quality of life and to sustain its healthy, growing economy, workable regional transportation solutions are vital.

And I do not believe we could have come this far had it not been for a regional approach, a team effort.

More importantly, and I will close on this, is that we all remember why we are building this infrastructure: it is for people.

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

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So let this be the challenge: to do all we can to give all Americans the chance to live their dreams -- to reach even higher heights in this new century and new millennium, for I know our best is yet to come.

# # # #

U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
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FOR IMMEDIATE RELEASE
Thursday, February 3, 2000

Contact: Bill Adams
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MEDIA ADVISORY

Secretary of Transportation Slater to Present Proposed FY 2001 Budget

U.S. Secretary of Transportation Rodney E. Slater will present President Clinton's proposed fiscal 2001 budget for the Department of Transportation at a media briefing Monday, February 7, at 1:00 p.m., in the Marx Media Room, room 2201, at the U.S. Department of Transportation.

Administrators from the department's operating administrations and representatives from the Office of Budget and Program Performance will be in attendance and available for questions after Secretary Slater's presentation.

This event is open to credentialed media only. Please use the department's Southwest entrance.

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

WHAT: Media briefing on the FY 2001 Department of Transportation budget proposal

WHEN: 1:00 p.m., Monday, February 7

WHERE: Marx Media Room, room 2201, Department of Transportation, 400 Seventh Street, SW, Washington, D.C.

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8.140

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
AMERICAN ASSOCIATION OF RETIRED PERSONS
NATIONAL LEGISLATIVE COUNCIL ANNUAL MEETING
FEBRUARY 3, 2000
WASHINGTON, D.C.

On behalf of President Clinton and Vice President Gore, I am delighted to address the American Association of Retired Persons (AARP) National Legislative Council on the transportation needs of an aging society.

The U.S. Department of Transportation and the AARP have long worked together -- with vision and vigilance -- on behalf of older Americans. I want to thank Executive Director Horace Deets for his exceptional leadership and for the outstanding work of the AARP and the Andrus Foundation to enrich America's aging experience.

With more than 30 million members, you are changing the national conversation on aging.

Last Friday, NASA scientists announced that Astronaut John Glenn's 77-year-old body handled the rigors of space every bit as well as those of astronauts roughly half his age. Clearly, the definition of senior citizen is changing. Living doesn't stop at the age of 65 -- in fact -- as Senator Glenn has shown us all, it only gets better.

In his State of the Union address last week, 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.

- more -

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 Tuesday -- America has experienced the longest period of economic growth in history.

The state of our union is the strongest it has ever been. But to continue this record prosperity, as we begin this new century and this new millennium, we must ensure that "no one be left behind" -- including older Americans.

Our transportation system must include accommodations for a burgeoning elder population. Eleven years from now, baby boomers will begin turning 65, and the number of older drivers will increase dramatically. People are living longer, driving more often and driving more miles. By the year 2030, fully 25 percent of all U.S. drivers will be 65 or older, up from today's 11 percent.

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

I mention this to emphasize that the U.S. Department of Transportation is making considerable investments on behalf of the mobility of older Americans. Through a cohesive national effort -- involving national, state and local partners, including the AARP -- we are working to meet the challenges of safely accommodating this growing segment of the population.

Clearly, safe mobility for an aging America is not a side issue -- but one that has been addressed head-on by the Clinton-Gore Administration. We are responding to the guidance and direction given to us by the President and Vice President.

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

In November, the Department sponsored an international conference on the transportation needs of an aging society. It was the next step in a process begun

by my predecessor -- Secretary Peña -- who directed a study, published in 1997, on how to improve transportation for an aging society. This effort led the DOT to adopt, as a departmental planning goal, Safe Mobility for Life.

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

First, keeping people operating cars as late in life as possible, as long as they can do so safely. Older Americans tend to retire in the same house where they raised their children -- houses located in widely dispersed suburban communities designed for people with access to automobiles.

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

The Federal Highway Administration has developed a manual -- *The Older Driver Highway Design Handbook* -- and is now training engineers to use it to accommodate older drivers and pedestrians.

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

The National Highway Traffic Safety Administration has developed a *Safe Mobility for Older People Notebook* that provides guidance to states and local communities on how to develop and implement safe driving and transportation programs for older drivers.

Fourth, we need to provide alternative transportation for older adults who can no longer drive. Vice President Gore has strongly expressed the hope that in the future, the Livable Communities he and the President are promoting, will feature safe, attractive transportation options for those who cannot or choose not to drive.

Until then, with the passage of the Transportation Equity Act for the 21st Century, we now have expanded funding levels to support alternative transportation programs at the local level. The Federal Transit Administration also has several projects underway, including a workbook describing current best practices in this area.

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

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

The issue of transportation in an aging society transcends national boundaries. In fact, across the world, two-thirds of all older adults who have ever lived are alive today. The Department is working with the Organization for Economic Cooperation and Development (OECD) to review how these transportation needs are being approached in other industrialized countries.

We are moving on many fronts to improve the way the transportation system meets the very special needs of this population group. Based on input from the seminars, workshops, and focus groups I previously mentioned, as well as the international conference and the most recent meeting of the Transportation Research Board, the Department is working to establish a National Agenda to guide future efforts to meet the needs of an aging society. In most areas, it is quite in line with the AARP's own transportation agenda, recognizing similar needs for the elderly, and identifying actions that must be undertaken

While on the subject of public beliefs and ideas, I also want to mention the need to educate the general public on the facts regarding driving safety and the elderly. Older drivers exhibit the lowest crash rate of any age group per vehicle mile traveled. This is because older drivers tend to drive less after retirement. Most older drivers also limit their risk by avoiding rush hour traffic, night driving

and speeding. And as their driving ability declines, most retire from driving gradually and responsibly.

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

We are looking into enabling people to have their driving skills assessed in environments other than departments of motor vehicle (DMV). However, to date, older adults who have been given this opportunity have shown very little interest. They fear they will be brought to the attention of the DMVs. We need to work cooperatively to encourage them to be assessed so they can drive safely longer. We are also looking at ways to rehabilitate drivers with functional limitations, such as those with cataracts.

And we are working to make signs easier to read, the timing at crosswalk lights more compatible with older adult walking speeds, and for major roadways, recommending refuge islands.

Here in the United States, getting a driver's license has become the central right-of-passage marking the transition from childhood to young adulthood. In fact, with the passage of the "motor-voter" law, we have directly linked getting a driver's license with the supreme symbol of citizenship and political participation -- registering to vote.

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

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

While this fear is not new, the number of people affected by this fear is fast becoming one of the central social issues of our time. An unprecedented demographic revolution is underway. Some have called it "the graying of America."

This phenomenon will grow in the years ahead. As baby boomers begin to retire in 2011, the number and percentage of elderly in this country will increase rapidly -- and this increase will continue for at least 50 years. Between 1999 and 2050, the number of senior Americans will more than *double,* to nearly 82 million people.

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

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

Providing safe mobility is a shared responsibility. We are working to do our part to lead government efforts, but a recent survey we are now completing indicates that the public assumes the responsibility should be shared by the families and such other institutions as senior centers.

We know this effort will require leadership, imagination, coordination, and resources. We are proud of what we have accomplished, but clearly there is much more to be done. As President Clinton said last week, "...great goals are reached step by step, always building on our progress, always gaining ground."

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

Transportation is about so much more than ''concrete, asphalt and steel.'' It is about people's needs -- and about helping people stay connected with those whom they love and cherish.

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

We have a lot of work ahead of us. But by working together -- with vision and vigilance -- we can ensure that people of all ages can reach even higher heights and can look forward to a brighter, safer and more fulfilling life in this new millennium.

Thank you.

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SOCIETY OF AUTOMOTIVE ENGINEERS
INTELLIGENT VEHICLE PAVILION OPENING DETROIT
FEBRUARY 6, 2000
DETROIT, MICHIGAN

It is a pleasure to join you today at the Society of Automotive Engineering World Congress. Clearly Motor City is the place to be to witness the cutting-edge technology and innovation happening in the auto industry.

But first let me talk about my vision for America's transportation strategy for the 21st century. I believe that our transportation system must be 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.

But, America's transportation strategy -- particularly our research strategy -- also must be *innovative in scope*. 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.

Innovation is part of President Clinton's and Vice President Gore's larger vision of the role advanced technology can play in keeping our historic economic expansion going. It will be the driving force for automotive improvements in safety, fuel efficiency and environmental protection in the 21st century.

As President Clinton said in his January State of the Union message, "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."

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Through the Intelligent Vehicle Initiative, the U.S. Department of Transportation is collaborating with the automotive manufacturing and supply industry to understand the application of computer, information and communications technologies, how they can enhance driver performance and how much they can contribute to our goal of reducing crash fatalities by 20 percent.

This Initiative brings government and industry together in a visionary and vigilant partnership to speed the delivery of advanced safety and performance systems to the American public.

We are already working in a joint research partnership with General Motors to create prototype crash-warning systems. These new systems will caution drivers about potential hazards using audible tones and visual displays.

We also have cooperative partnerships led by Freightliner Trucks, Volvo Trucks, Mack Trucks, and the Minnesota DOT to try out four new operational tests for large truck rollovers, rear-end collisions, roadway departure collisions and advanced braking and hazard warning systems.

Through our Advance Vehicle Technologies Program, we are expanding the success of PNGV technology to include medium and heavy-duty transportation needs. Our goal is to bring to market advanced transportation technologies that reduce vehicle emissions and increase fuel efficiency.

These partnerships will help strengthen U.S. competitiveness in a rapidly growing global economy and create jobs for the American people.

Next July 19th and 20th, my Department will host the first national Intelligent Vehicle Initiative conference in Washington D.C., where we will showcase the accomplishments of our collaborations with industry. I encourage you to attend.

With innovation as our strategy, we will ensure that the American people continue to have the safest, world-class transportation system in the new century and the new millennium.

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

Speech

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FY 2001 BUDGET STATEMENT
WASHINGTON, D.C.
FEBRUARY 7, 2000

Opening: New Challenges

This morning President Clinton announced his budget for fiscal year 2001. As he said in his State of the Union address, "Never before have we had such a blessed opportunity...to build the more perfect union of our founders' dreams."

Today, we have the strongest economy ever. This prosperity is due to the hard work of the American people, to be sure, and to President Clinton and Vice President Gore's policies of fiscal discipline -- of investing in our people -- and of opening new markets.

The priorities of this Administration are grounded in the abiding American principles of opportunity, responsibility and community. The President's ambitious budget continues these policies, enabling us to embrace the challenges of the new century -- and to take advantage of the truly limitless opportunities of the new millennium.

In transportation, we at the U.S. Department of Transportation worked effectively with our partners to meet the challenges of the last century -- and as an ever visionary and vigilant organization we are poised to lead the way to transportation excellence in the new century and the new millennium.

We recognize that transportation is about more than concrete, asphalt and steel. It is about people. We know that our mission must be to be good stewards of the transportation enterprise so as to help people live safer, better, more fulfilling lives.

Here, the fundamental challenge, I believe, is to envision and build the transportation system of the 21st century -- and to develop and inspire an ever-visionary and vigilant workforce to operate, maintain and manage it.

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Beyond being safe and sustainable, the transportation system of the 21st century must be international in reach, intermodal in form, intelligent in character and inclusive in service. Adequate resources and the nurturing of a climate of transportation innovation are essential to bringing this type of system into being.

The Administration's record-level $55 billion transportation budget -- up 9 percent from this year's record investment -- will help us build the system of our dreams and support the recruitment, retention and career development of the transportation profession of the future.

Budget Overview

The President's budget provides funding increases in the areas that matter most -- areas that reflect the goals in our best-in-government strategic plan: safety -- mobility -- economic growth -- environmental protection -- and national security.

We improve safety with a record $4 billion, up 13 percent.

We enhance mobility with a record $39 billion in infrastructure investment -- 86 percent more than the previous Administration's average.

We promote economic growth by answering the President's call for advanced transportation systems with a record $1.28 billion for technology -- up 37 percent.

We invest a record $3.8 billion to protect our environment.

And we support national security with $1.6 billion.

Let me tell you more about the budget and the visionary and innovative programs that we will implement to achieve our goals.

Safety

Safety, as always, is our top strategic goal, and President Clinton and Vice President Gore's top transportation priority. We at DOT have said that safety is our North Star by which we are guided -- and by which we are willing to be judged. We already have made enormous progress.

Highway and rail fatality rates are at all-time lows. The seat belt use rate is now at an all-time high. There has been a 12 percent reduction in infant fatalities since 1993. The railroad-related fatality rate is down 29 percent since 1993. The Coast Guard saves a life every two hours.

We are *proud* of these achievements, and we are committed to building on them.

Since transportation deaths occur mostly on our roadways, we must continue making them safer.

That is why we propose to increase combined safety funding for NHTSA, FHWA and the new Federal Motor Carrier Safety Administration by 21 percent, to $1.7 billion. We are going to add motor carrier inspectors -- increase enforcement and education -- and employ technological innovations and better training to improve truck safety and achieve our "stretch goal" of a 50 percent reduction in motor carrier-related fatalities by 2009.

We are going to get dangerous drivers off the road. We are going to expand the use of seat belts and child safety seats. And we are going to promote new technologies, such as advanced air bags.

To protect our people from the failure of pipelines -- one of our most critical transportation links -- we propose $47 million, up 28 percent.

We also request $1.1 billion for aviation safety. Last week's tragic Alaska Airlines Flight 261 crash reminds us of the importance of our commitment to making our skies -- the safest in the world -- even safer. To do this, we have established a partnership with industry to achieve our "stretch goal" of an 80 percent reduction in the rate of fatal aviation crashes on U.S. commercial carriers by 2007.

Finally, let me add that -- as Congress acts on this budget -- I hope it also acts expeditiously to pass legislation to reauthorize the FAA's programs. We need to give the FAA the management tools and the financial structure it needs to do its job.

Mobility

Mobility is about helping people get to where they want to go. It is about strengthening families, linking communities and supporting businesses. Again, we have made enormous progress.

Today, our roads and bridges are in better shape. Transit ridership has seen double-digit growth. Amtrak ridership is increasing. And air travel has grown by 36 percent since President Clinton and Vice President Gore took office. We have made much progress during the past seven years -- but we must continue to invest to meet the challenges we face.

The President's new budget invests a record $30 billion in highways. A record $6.3 billion for transit. $2.5 billion, 22 percent more, to modernize our aviation system. This -- after safety -- is the Administration's and the aviation industry's top priority. $521 million to continue Amtrak on its path of rebuilding.

And we are looking even farther into the future. Last week we saw the partial introduction of Amtrak's high-speed Acela Regional service. We look forward to implementing the full high-speed Acela Regional service throughout the Northeast Corridor this summer and to a comprehensive network of high-speed rail service nationwide during the first decades of this century. To fully realize the potential of such technologies, we propose $468 million to upgrade passenger rail service and to make the improvements necessary for high-speed rail.

Economic Growth

In his State of the Union address, President Clinton called for "a 21st century revolution to open new markets abroad and right here in America." The President's New Markets initiative seeks to bridge the opportunity divide so that no American is left behind.

We will support this initiative by extending the advantages of mobility to all Americans -- giving them access to jobs and continuing education in the information age -- and helping them make the most of the opportunities of our growing economy.

We have $280 million for trade corridors and border crossings, improving freight shipment and our economic competitiveness.

We have $150 million -- double this year's level -- to help former welfare recipients travel to new jobs and new opportunities, and help them, their families and the nation realize the promise of welfare reform.

We have $358 million for improved mobility on Native American lands to -- as the President said -- honor "our historic responsibility to empower the first Americans."

We have $69 million for a new initiative to help the people of the Mississippi Delta make the most of their region's enormous potential.

And here in the Washington metropolitan area just last week the President committed $25 million towards a new Metro station to promote economic development along New York Avenue. We also are providing a Full Funding Grant Agreement for the Largo extension, and the President included $600 million in our budget to complete the federal investment in the replacement of the Woodrow Wilson Bridge.

But we are not just meeting today's needs. President Clinton, quoting Theodore Roosevelt, said we need to take "the long look ahead."

We are doing just that with our support of research, technology and innovation to build the 21st century transportation system, and we are taking the long look ahead with our support of education and training to develop the transportation professionals of the new century and the new millennium.

As the President has said, "we have a chance to completely rewrite the transportation future of America but we've got to have the money to do this research." And so as we invest record amounts in technology and innovation today, we lay the foundation for tomorrow.

Through our partners, we are encouraging innovation in areas -- such as telecommunications and nanotechnology -- with enormous potential for transportation. We are exploring ways to support the emerging e-commerce industry.

And we will help produce the next generation of transportation innovators. We have joined with our partners in the Garrett A. Morgan Technology and Transportation Futures Program to encourage nearly two million youth to acquire the skills they need to become tomorrow's transportation leaders. And we even reached thousands of young people through such efforts as last week's Groundhog Day job shadowing program.

Environmental Protection

In his State of the Union address, President Clinton reminded us that we have "put to rest the bogus idea that you cannot grow the economy and protect and enhance the environment at the same time."

Our air is cleaner and our water is purer today than seven years ago, even as we enjoy the longest economic expansion in our nation's history. The initiatives that we have supported have cut 11 million tons of air pollution annually without compromising mobility or prosperity.

Our commitment continues in this budget, with $3.8 billion to safeguard our communities and our environment.

Our strategies for a healthy environment will also strengthen our communities and families. As the President has said, parents shouldn't "have to spend all their time stalled in traffic when they could be home with their children." We increase funding by almost 50 percent -- to $52 million -- to demonstrate strategies that can make our communities more sustainable *and* more livable.

We also have $1.6 billion for the Congestion Mitigation and Air Quality Improvement Program, or CMAQ. These funds will help our communities achieve both cleaner air and less congestion.

We are answering the President's call to develop new technologies that "make it possible to cut harmful emissions and provide even more growth." We saw the fruits of our efforts to do so at the Detroit International Auto Show, which spotlighted the clean cars developed through the Partnership for a New Generation of Vehicles we began with the automotive industry in 1993. Our Advanced Vehicle Program, with $20 million in new funding, will apply similar technologies to produce clean trucks and buses.

National Security

Our safety programs protect us from accidental harm; our national security programs protect us from *deliberate* harm.

This budget continues to safeguard our nation from both foreign and domestic threats.

We have $617 million for Coast Guard drug interdiction programs. This will help the Coast Guard build on the record interdiction effort of last year, with 70 tons of drugs confiscated. We have $91 million to protect our air traffic control system from cyber-terrorism. And we have $99 million to keep 47 ships available for emergency sealift capacity. These programs will keep Americans secure at home and around the world.

Closing: The Tie That Binds

Let me end by saying that this budget is about the future -- about moving America from strength to strength as we enter a new century and a new millennium. This budget helps to ensure that transportation remains the tie that binds us together as a people -- and the foundation of our prosperity as a nation.

We look forward to working with the Congress to enact a budget that will aid us in building the transportation system and the visionary and vigilant workforce we need for the 21st century and the new millennium.

We and our partners are well on the way to creating a sustainable climate of transportation innovation represented by the creation of a truly integrated transportation system that is international in reach, intermodal in form, intelligent in character and inclusive in service.

Moreover, we are engaged with our partners in a 2025 visioning process that will help us complete the task of crafting a new transportation policy architecture.

Finally, the U.S. Department of Transportation will host an international transportation symposium to share our best stories -- listen -- and learn how we can work together to build the transportation system of our dreams.

We truly are taking the long look ahead, and this budget helps us do that. Thank you.

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The recent designation of three historically black colleges and universities -- Morgan State, North Carolina A&T State, and South Carolina State Universities -- as University Transportation Centers will ensure that America has a diverse cadre of future leaders trained to design, build, and operate the high-tech transportation system of the 21st century.

Your commitment to fairness and opportunity has helped this Department meet *and* exceed President Clinton and Vice President Gore's goals for disadvantaged businesses. Last year (FY1998) more than 55 percent of DOT's direct procurement dollars were awarded to small businesses.

There can be no doubt, as we look at the world around us at the dawn of a new millennium -- that despite our enormous achievements, there is still much work ahead of us.

We must carry forward Dr. King's message! 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."

In his official National African American History Month Proclamation, President Clinton called on each one of us to *"use this time of extraordinary prosperity and peace to widen the circle of opportunity in America, to recognize that our society's rich diversity is one of our greatest strengths, and to unite around the fundamental values that we all share as Americans."*

The latest chapter in our history -- in America's history -- has yet to be written, but I know it will be written by men and women of every race, every creed and every ethnicity.

Working together -- building One America based on opportunity, fairness and equality -- I truly believe our best days are yet to come.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DOT AFRICAN-AMERICAN HISTORY MONTH
FEBRUARY 8, 2000
WASHINGTON, D.C.

Good morning. On behalf of President Clinton, Vice President Gore and the 100,000 employees of the U.S. Department of Transportation, welcome to DOT's celebration of National African American History Month.

This year's national theme, *"Heritage and Horizons: The African American Legacy and the Challenges of the 21st Century*," reminds us of the great triumphs made over indignities of the past, and it also reminds us of what awaits us in the future -- limitless possibilities filled with hope and promise.

This new century and new millennium offers all of us a unique opportunity to write a new chapter in the history of African Americans and of our nation.

In his State of the Union address, 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."

Last month millions of Americans took a day off from "business as usual" to honor the life and the vision of Dr. Martin Luther King, Jr. But we must do more than celebrate Dr. King's accomplishments. 'We must not only 'talk Dr. King's talk -- we must walk Dr. King's walk.'

In his last Sunday sermon at the National Cathedral, here in Washington, 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 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."

The work you do -- every day -- keeps the movement moving.

Working together with vision and vigilance, you successfully preserved a strong Disadvantaged Business Enterprise program -- a program that ensures the doors of opportunity remain open to minority- and women-owned businesses.

Through the Garrett A. Morgan Technology and Transportation Futures program you've introduced transportation careers to nearly two million young students -- ensuring they will have solid choices for a bright and promising future.

8.137

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

February 10, 2000

Mr. Chairman, Members of the Subcommittee. I thank you for the opportunity to testify today in support of President Clinton and Vice President Gore's FY 2001 transportation budget.

Overview

The record $54.9 billion budget we propose for FY 2001, nine percent more than this year – also a record, will continue to advance the safety, efficiency and conditions and performance of our transportation system. Working especially with the Congress, our state and local partners and the private sector over the past seven years, we have made transportation safer and more efficient and our communities more livable. We must not rest on this success, but build upon it to create the transportation system of the 21st century and develop and inspire a visionary and vigilant workforce to design, operate, maintain and manage it. The transportation system of the new century and the new millennium must be safe and sustainable, to be sure, but also international in reach, intermodal in form, intelligent in character, and inclusive in service. Adequate resources and the nurturing of a climate of transportation innovation are essential to bringing this type of system into being.

Over the last three years, we at the Department have worked diligently to become an ever visionary and vigilant organization that pursues excellence in its service to the American people and casts its sights far into the future.

Almost three years ago at my first hearing before this distinguished Subcommittee as Secretary of Transportation, I said that the Department of Transportation must set high goals and be architects of change, that we must build a new balance in our relations with state and local governments, and that we must look for, not always the quick solutions, but the solutions that will make a difference in the long run. Now, in likely my last appearance before this Subcommittee, I would like to report briefly on how we have done, what we have yet to do, and how the Administration's budget will support our efforts. With enactment of TEA-21, and its substantial funding for priorities like the Appalachian Development Highway System, the Congestion Mitigation and Air Quality Improvement Program and transit, we were able to secure a solution that will make a difference in the long run. With our ONE DOT management strategy, where the modes work in coordination, and in some locations in the same offices, we are able to build new and improved relations with our state and local partners. And our best-in-government strategic and performance plans show that through vision we are willing to set high goals and through vigilance we are willing to commit the resources and time to follow through on these plans.

A Transportation System That Meets the Challenges Of The 21st Century

The FY 2001 budget continues our effort to set the course for transportation investment that will help achieve our hopes, dreams and needs for this new century. It is a budget not just about funding concrete, asphalt, and steel, but about people. We know that our mission must be to be good stewards of the transportation enterprise so as to help people live safer, better, more fulfilling lives. Here, again, the fundamental challenge is to envision and build the transportation system of the 21st century – and to develop and inspire an ever visionary and vigilant workforce to operate, maintain and manage it.

The budget provides funding increases in the areas that matter most, those that reflect the goals in our best-in-government strategic plan – safety, mobility, economic growth, protection for the human and natural environment, and national security.

As President Clinton said in his State of the Union address, "Never before have we had such a blessed opportunity...to build the more perfect union of our founders' dreams."

In the 20th century we saw the building of a transportation system that allowed unprecedented new opportunities to arise and our country to achieve unheard of levels of prosperity. Our transportation system, which has responded to consumer demands, now allows just-in-time delivery, overnight packages and e-commerce. These innovations changed the way people lived in the 20th century and will significantly impact the way people live in the 21st century.

As our transportation system has grown and changed, so have the unintended consequences of that system, such as transportation-related fatalities and environmental impacts. The Federal Government must continue to show leadership in trying to alleviate these harmful unintended consequences and the FY 2001 budget requests additional funding to expand this leadership role.

BUILDING UPON OUR TRANSPORTATION SAFETY RECORD

Safety is our top strategic goal, and President Clinton and Vice President Gore's top transportation priority. We at DOT have said that safety is our North Star by which we are guided and by which we are willing to be judged. Our transportation system's performance reflects the strength of this commitment. Today, 4,300 fewer people die on our roads than in 1993 and alcohol-related fatalities are at all time lows. However, over 41,000 lives are claimed on our

highways every year and more Americans need to buckle-up, even though our seat belt use rate is at an all-time high. As motor carrier traffic has increased, fatalities related to motor carrier accidents have remained too high. These challenges must be successfully met and we are committed to leading the way in doing so.

The President wants to build on the safety progress we have made even as our economy expands and travel grows. We propose a 13 percent increase in transportation safety funding, to $4 billion in FY 2001. This will allow us to improve highway, aviation, rail and pipeline safety.

Since transportation deaths occur mostly on our roads, we must continue making our roads safer. That is why we want to increase safety funding for the new Federal Motor Carrier Safety Administration, NHTSA, and FHWA. We are extremely troubled by the fact that 63 percent of the motor vehicle occupants who died in traffic crashes last year were not wearing seat belts and almost 60 percent of the small children who died in traffic crashes in 1997 were not in safety seats. Unquestionably, the best way to save lives and prevent injuries on the road is for each and every one of us to use a seat belt and to protect our children by properly securing them in safety seats and keeping them in the backseats. To do this, we must constantly repeat the two words "buckle up." Changing human behavior is our most difficult challenge. That is why we propose to increase NHTSA operations and research spending by 79 percent to $286 million in FY 2001.

Ensuring safe motor carrier transportation is a critical part of our overall efforts to improve highway safety. Healthy economic growth and logistical innovations like "just in time" delivery have spurred significant increases in truck travel and have been a boom for the trucking industry. But while the motor carrier fatality rate has decreased significantly, from 3.0 per 100 million vehicle miles traveled in 1993 to 2.7 in 1998, the actual number of large truck crash fatalities has increased from 4,849 in 1993 to 5,374 in 1998. This is unacceptable and we are

making the changes necessary to reduce these deaths. Federal motor carrier safety programs must channel resources to strategies that give us the highest payoff in reducing crashes, injuries and fatalities. We must have better focus on high-risk behavior, increase our enforcement efforts, put more investigators in the field and at our borders to enforce truck safety laws, and promote enhanced education and training programs. And that is what we propose to do more of in the FY 2001 budget by increasing funding for the new Federal Motor Carrier Safety Administration by 54 percent to $279 million.

In order to increase state enforcement efforts and improve the commercial drivers licensing information, we propose to raise motor carrier safety grant funding by 78 percent to $187 million. To increase Federal border inspection efforts, increase the number of inspectors, and improve data and data analysis, we propose to increase the Federal Motor Carrier Safety Administration's operating and research funds by 21 percent to $92 million. These substantial funding increases should allow us to aggressively reduce motor carrier fatalities and accidents and achieve our "stretch goal" of a 50 percent reduction in motor-carrier related fatalities by 2009.

Equally important is the $1.1 billion we request for our aviation safety programs, six percent above this year's level. This will help us move towards our "stretch goal" of an 80 percent reduction in the rate of fatal aviation crashes by 2007. Under this initiative, special teams of technical experts will zero in on the leading causes of crashes, fatalities and injuries so we can prevent them before they happen. The tragic Alaska Airlines Flight 261 crash reminds us of the importance of our commitment to making our skies - the safest in the world - ever safer.

Finally, let me add that as Congress acts on this budget, I hope it also acts expeditiously to pass legislation to reauthorize the FAA's programs. This is our number one legislative priority as this is the third year that we have not had a

reauthorized aviation program. We need to give the FAA the management tools and the financial structure it needs to do its job.

Our railroad safety vigilance and our cooperative relationship with the railroad industry in identifying and ameliorating the root causes of rail safety challenges have paid substantial dividends over the past few years. Railroad accidents and fatalities are down eleven and twenty-nine percent, respectively, since 1993. A total $117 million, six percent above this year, is proposed to continue and expand upon our rail safety research and programmatic efforts, bringing together rail labor, management and DOT. In addition, we request $18.7 million for the Nationwide Differential Global Positioning System, within the surface transportation budget. Together with $10 million for train control projects, this gives us the foundation for safety assurance in our rail system.

Safety on our seas is also a critical component of overall transportation safety, as the Coast Guard saves one life every two hours. The FY 2001 budget includes close to $1 billion, six percent above this year, for the Coast Guard to continue and expand its search and rescue capability by being better able to detect, locate and assist those in distress. As part of this effort, the Coast Guard is seeking to increase safety among the nation's commercial fishing fleet, traditionally among the most hazardous occupations in the United States. Modernization of the national distress and response system will contribute to the safety of professional mariners and recreational boaters alike on America's waters.

BUILDING INNOVATIVE MOBILITY SOLUTIONS

Mobility is about helping people get to where they want to go. It is about strengthening families, linking communities and supporting businesses. Today, roads and bridges are in better condition, Amtrak ridership is increasing, and transit ridership has seen double-digit growth since President Clinton and Vice President

Gore took office -- thanks to smart investment in our nation's transit systems. The number of airline passengers has grown 36 percent in seven years. We have made a great deal of progress during the past seven years and we must build on this progress and continue to advance innovative, intelligent solutions to the mobility challenges that we face.

John Volpe, our second Secretary of Transportation, anticipated our current interest in intermodalism 30 years ago, when he said that "No one mode of transportation will ever solve all of our transportation problems." Recently, the Journal of Commerce said that the United States "has by far the best intermodal transportation network in the world." But we must build from strength to strength so as to ensure that our transportation system can continue to meet the ever-increasing demands and remain the best in the world.

That is why we are engaged with our partners in a 2025 visioning process that will help us complete the task of crafting a new transportation policy architecture for a new century and a new millennium. That is also why we will be hosting an international transportation symposium to share our best practices and listen to and learn from our international partners about how can work better together to build the transportation system of our dreams.

The first crucial piece in keeping our transportation network in good shape is good sound strategic investment. Investment in transportation infrastructure proposed in 2001 exceeds the average annual investment in 1990-93 by 86 percent. The FY 2001 budget includes a record $30 billion for Federal-aid Highways, a record $6.3 billion for transit, $521 million to continue Amtrak's rebuilding, $468 million to expand capital investment in intercity passenger rail service and $1.9 billion for airports.

Transit investment has become an increasingly important part of the mobility mix. The $6.3 billion requested for transit programs in FY 2001 reflects our commitment to transit programs across the nation, while maintaining a balance of funding between highways and transit. We have requested funding for 12 new full funding grant agreements.

The $1.9 billion requested for airport grants, when coupled with our proposal to permit airports to raise additional funding through airport passenger facility charges and combined with other sources available to airports, provides record level funding to meet airport infrastructure investment needs. To continue the modernization of our air traffic control system, $2.5 billion is proposed, 22 percent more than current levels. This funding will be used to further reduce the number of outages and delays and to maximize the use of our airspace.

In order to continue its capital modernization efforts, we request $520 million, 34 percent above this year, for Coast Guard assets. This includes $42 million to continue the deepwater recapitalization analysis begun last year, so that Coast Guard can modernize its aging deepwater assets in the most efficient and least costly manner.

The marine transportation system is a key element of the national transportation system, serving as a primary link between all modes of surface transportation and facilitating global commerce. It contributes more than $720 billion to the U.S. Gross Domestic Product and creates employment for more than 13 million Americans. The maritime transportation system will realize increased mobility through this budget with the acquisition of the Great Lakes icebreaker replacement, three new seagoing buoy tenders, and ongoing ports and waterways system analyses.

In addition, the budget includes a total of $47 million, $27 million in the Coast Guard and $20 million in the FAA, to operate and maintain the Loran-C navigation system. This request is 28 percent more than this year's funding level. After careful consideration, the Administration has decided to operate and maintain Loran-C in the short-term while continuing to evaluate the long-term need for the system.

A second critical ingredient for keeping our transportation network working effectively is smart investment. We must build upon the solutions that have served us well in the past, in a manner that is less damaging to our communities and our environment. Our transportation system should be managed better, so that we can make more efficient use of our existing system. The budget includes $338 million for Intelligent Transportation Systems, to improve - among other things - traffic signal control, freeway and transit management and regional multi-modal traveler information.

Smart investment includes investment in transportation solutions for the future. Last year Amtrak ridership increased substantially. This shows that many Americans continue to want intercity passenger rail transportation. The FY 2001 budget proposes a substantial investment in passenger rail service, building on the growth in ridership and ability to cover operating costs that our Northeast Corridor investment has supported. Many state governments have invested in passenger rail service, including high speed rail, and Federal funding will provide the foundation for it to be a significant transportation solution for the future. We propose $468 million for this new program, in addition to continued Amtrak capital funding.

All of our goals, including our mobility goal, will be further enhanced by our budget proposal to increase technology and innovation by 37 percent to $1.28 billion. The Administration is committed to innovation for good reason: innovation has proven to be an indispensable ingredient in the longest economic expansion in

American history. This budget moves our commitment to innovation to higher heights than ever before. The budget includes a nearly 80 percent increase for NHTSA –administered safety programs – a more than 80 percent increase for Intelligent Transportation Systems -- and a greater than 50 percent increase for surface transportation research. Our ITS programs are demonstrating real world effects. For example, a joint General Motors-DOT partnership is demonstrating state-of-the-art rear end collision warning systems. Additionally, it measures performance and effectiveness with real drivers on public roads, not in an artificial test situation.

The funding will be utilized according to our four innovation strategies – to build partnerships, increase investment in innovation, reduce barriers and provide incentives to innovation, and support of education and training to develop the next generation of inventors.

Support for training also extends to the DOT workforce because we must invest in our own workforce to achieve the best performance. That is why the budget includes training funds across-the-board in DOT equal to at least two percent of payroll. FAA and Coast Guard will exceed this standard, as they have more unique training needs.

BUILDING THE FOUNDATION FOR ECONOMIC GROWTH

Our great economy provides better jobs and a higher standard of living for all Americans. An economy that works for all Americans depends on a transportation system that is safe and that serves all Americans. If transportation connections are not available, or not offered at a time when we need them, our work, education and overall "pursuit of happiness" are limited and sometimes impossible. Transportation accessibility has grown considerably in the past seven years, but there are still areas of this country, such as the Delta region, Native

American lands, Appalachia, and some inner cities and isolated rural areas where accessibility is limited or non-existent.

The FY 2001 budget includes more than $1.2 billion, 44 percent over 2000, for programs that contribute to the nation's economic growth and increase transportation accessibility. The funding proposed to support these efforts will provide all Americans with better access to work, educational opportunities, and commercial markets. The resulting enhanced economic and community development will improve the quality of life for our nation's citizens.

The budget includes strategic investments in critical transportation links that will provide greater economic opportunities for Native Americans, the Mississippi Delta region, isolated urban and rural residents, and former welfare recipients. We propose to double the 2000 level for the Job Access and Reverse Commute Program, to $150 million, to provide essential support for the Administration's welfare-to-work goals and economic growth in our low-income workforce.

The vast rural areas and small towns of the Mississippi Delta region suffer from disproportionate isolation and diminished opportunities for access to the daily activities of life. Many Delta residents have substantial difficulties in accessing employment opportunities and related activities such as training, education, and childcare. We propose a new $69 million initiative to expand the access to opportunity to those who call the region home.

Transportation services available to Native Americans also fall below those for the rest of the nation. A total of $358 million, 50 percent above 2000, is proposed to begin to correct this imbalance. Most of this funding will be used to help meet the more than $4 billion needed to improve the condition and performance of Indian Reservation roads.

We also propose to double funding, to $280 million, for the Corridors and Borders Program. This will improve the movement of freight that is so crucial to our global economic competitiveness. Demand for this program is substantial. In fact, this year we have 150 requests totaling close to $2.2 billion for the limited funding that we can award at our discretion.

And here in the Washington metropolitan area, the President committed $25 million towards a new Metro station to promote economic development along New York Avenue. We also are providing a Full Funding Grant Agreement for the Largo extension and propose $600 million to complete the federal investment in the replacement of the Woodrow Wilson Bridge.

BUILDING AN ENVIRONMENT FOR OUR CHILDREN

In his State of the Union address, President Clinton reminded us that we have "put to rest the bogus idea that you cannot grow the economy and protect and enhance the environment at the same time." This Administration has committed itself to protecting our environment. Our air is cleaner and our water is purer today than seven years ago, even as we enjoy the longest economic expansion in our nation's history. Our commitment to protecting our nation's environment continues in this budget, with a total of $3.8 billion, almost five percent above this year for DOT's environmental programs.

To aggressively implement the Administration's livability and environmental agenda, a record $6.3 billion, as already mentioned, is proposed for transit programs and a record $1.6 billion is proposed for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Support needs to be continued and replicated across the country for increased use of alternative transportation systems providing access to and within national parks and other public lands, such as the

new propane fuel bus system inaugurated last summer to serve Arcadia National Park and surrounding communities in Maine.

Our budget increases by almost fifty percent the funding provided to the Transportation and Community and System Preservation Pilot Program. This will aid communities in developing smart-growth plans to combat congestion and sprawl, and ensure in the words of Vice President Gore, "that communities are not only better off, but better." There is tremendous demand for these programs, as communities desperately want to tackle livability issues.

Additional funding is also requested for the Advanced Vehicle Program, DOT's contribution to the effort to develop clean, fuel-efficient vehicles for the new century. Programs like these are crucial to building a transportation system that meets the needs of future generations. The Detroit International Auto Show recently spotlighted the clean car developed through the Partnership for a New Generation of Vehicles. Our Advanced Vehicle Program, with $20 million in new funding, will apply similar technologies to produce clean trucks and buses.

KEEPING OUR NATION SECURE

DOT plays a critical role in ensuring that the transportation system is secure, that U.S. borders are safe from illegal intrusion, and that the transportation system can meet national defense needs in times of emergency. In addition, the Coast Guard and the Maritime Administration continue to perform several specific national security functions in support of the Department of Defense. A total of $1.6 billion, eight percent above this year, is proposed for DOT national security programs.

This includes $617 million, eight percent above this year, to fulfill the Department's commitment to conduct drug law enforcement operations. This

funding will enable the Coast Guard to maintain an effective presence in the transit and arrival zones by mounting strong and agile interdiction operations. And it will build on the record interdiction effort of last year, with 70 tons of drugs confiscated.

It also includes $99 million for the Maritime Security Program, so that we can ensure that vessels will be available to carry military cargo during war or national emergencies.

CONCLUSION

I firmly believe that our goals as a free people, served by a strong economy and a climate of peace, can only be achieved in this century of the global economy by making sure our transportation system remains safe and sustainable, and becomes over time international in reach, intermodal in form, intelligent in character and inclusive in service. We at DOT, ever visionary and vigilant, are committed to building this type of system. The FY 2001 budget reflects the Clinton-Gore Administration's commitment to the future of this country and the recognition of the importance of transportation to enjoying sustained growth and an improved quality of life.

Our proposed budget helps to ensure that transportation remains the tie that binds us together as a people – and the foundation of our prosperity as a nation. The budget will improve transportation safety, maintain and expand the transportation infrastructure, reduce environmental degradation, and provide more opportunities for our citizens in their "pursuit of happiness."

I, and the members of the DOT family, look forward to working with this Subcommittee, and the entire Senate and House, to pass a budget that will aid us in building the transportation system of our dreams and the ever visionary and vigilant

workforce we need to meet the challenges and embrace the limitless opportunities of the 21st century and the new millennium.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELIVERING E-COMMERCE' RECEPTION
FEBRUARY 10, 2000
ATLANTA, GEORGIA

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- *Dot Staff/Forum Guests (Check on site)*

On behalf of President Clinton and Vice President Gore, I am delighted to join you for this important forum on *Delivering E-Commerce: Logistics and the On-Line Revolution.*

Our purpose here today and tomorrow is to move up to the next stage in our efforts to create a visionary and vigilant transportation architecture to support e-commerce -- and all commerce -- in this new century and new millennium.

As President Clinton said last month in Davos, Switzerland and the World Economic Forum, *"At the start of a new century... the entire world finds itself at a crossroads. Globalization is revolutionizing the way we work, the way we live and, perhaps the way we relate to each other across national boundaries."*

And that really what this forum is all about -- not just the fabulous impact of e-commerce on the American economy, but on creating new opportunities for people all over the world.

That's what makes the link between transportation and e-commerce so important. Transportation is 'the tie that binds' the physical world together, allowing e-commerce to support the movement of people, ideas and products from one place to another, "anywhere, anyplace, anytime."

Under President Clinton and Vice President Gore's leadership, this country has adopted a clear, sustained and effective strategy to promote the growth of electronic commerce.

The foundation of that strategy was to create the strongest economy in a generation.

We begin the new century with over 20 million new jobs; the fastest economic growth in 30 years; the lowest poverty rates in 20 years; the lowest African American and Hispanic unemployment rates on record; the first back-to-back budget surpluses in 41 years.

And, as of February 1, 2000, the longest sustained period of economic growth in our history.

The keys to this success have been our strategy of fiscal discipline and strategic investments in our people, through support of innovation in education, healthcare, the environment, technology and transportation -- and their work to open new markets to U.S. goods and services around the world.

At this important gathering of key stakeholders from the public and private sector, as well as the university research community, we will advance our understanding of how transportation and e-commerce work together to promote growth

...And how we can work together to promote even more growth. I am excited. I hope you are, too.

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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
EXECUTIVE FORUM ON "DELIVERING E-COMMERCE"
ATLANTA, GEORGIA
FEBRUARY 11, 2000

On behalf of President Clinton, Vice President Gore and the United States Department of Transportation, I am delighted to add my welcome to this important forum addressing the vital link between e-commerce and transportation.

Let me take a moment to acknowledge my good friend, Atlanta's distinguished Mayor Bill Campbell, who has helped Atlanta stake out its claim as a 'world-class' city. I was here just last week, joining Mayor Campbell, Leo Mullins of Delta Airlines, Archbishop Benjamin Tutu, and Ambassador Andy Young -- on the 10th Anniversary of Nelson Mandela's release from prison -- to help celebrate the inauguration of direct air service between Atlanta and Johannesburg, South Africa.

Linking two continents is additional evidence of Atlanta's global leadership. This is already home to major facilities for such international heavyweights as CNN, Delta Airlines, Coca-Cola, IBM, MCI-Worldcom and, of course, UPS -- *Forbes Magazine's* "Company of the Year." That is why the Department chose Atlanta as the site for the first-ever U.S.-Africa Transport Ministerial last September. And that is why we at the U.S. Department of Transportation are pleased to be part of the partnership with the Georgia Institute of Technology, UPS, CISCO, and the Council on Competitiveness, that is hosting today's critically important gathering here in Atlanta.

I think it is important to acknowledge who has come to this meeting. We have captains of industry, representing *Forbes* and *Fortune* magazine's lists of best businesses of the year, joined by representatives of some of the most respected institutions of higher education in the country -- distinguished leaders in the art and science of e-commerce, transportation and logistics. I'm pleased that my own alma maters -- Eastern Michigan University and the University of Arkansas -- are among the institutions represented here, along with internationally recognized and respected companies like Wal-Mart, from my home state of Arkansas.

There is another group well represented here today, a group pleased to be here to listen and to learn, that we might better serve. I'm speaking now of the members of the U.S. DOT family who have joined me on this occasion. Among them we have Dr. Steven Van Beek, Associate Deputy Secretary and Director of

- more -

the Office of Intermodalism; Dr. Gene Conti, Assistant Secretary for Transportation Policy; Dr. Oliver McGee, Deputy Assistant Secretary for Technology Policy -- who came to us from Georgia Tech as a former faculty member; Kelly Coyner, Administrator, Research and Special Programs Administration; Dr. Ken Wykle, Administrator, Federal Highway Administration; George Molaski, our Chief Information Officer; and Dr. Richard John, Director, Volpe National Transportation Systems Center.

These leaders represent the visionary and vigilant U.S. Department of Transportation which is leading the way to transportation excellence in the 21st century -- guided by the belief that transportation is about more than concrete, asphalt and steel; it is about people. Our department's strategic and performance plans have been recognized as "the best in government," reflecting the importance of transportation as it relates to safety, mobility, economic growth, protection of the human and natural environment and national security.

And we have performed. As it relates to safety, President Clinton and Vice President Gore's top transportation priority -- what we call the "North Star" by which we are guided and by which we are willing to be judged -- I offer this:

- Today, alcohol-related fatalities are at an all-time low;
- Today, we have record-level seat belt and child safety seat use; since we took office in 1993, more than 2100 lives have been saved by child safety seats;
- And today, we are experiencing double-digit reductions annually in highway rail-crossing crashes and fatalities.

Our skies remain the safest in the world -- and they are getting safer. And the Coast Guard continues to save one life every two hours.

The President's proposed budget for 2001 provides for a record-level $55 billion-dollar investment in transportation -- an 86 percent increase over the previous administration's average.

We take a common-sense approach to our work, listening and learning from those whom we serve as partners, believing that no person is more important than the one to whom we are listening.

DOT will be a good partner. We must build upon <u>all</u> we have done to create a transportation system equal to the challenges of the 21st century and the new millennium. And we must develop and inspire a visionary and vigilant workforce to operate, maintain and manage it. The transportation system of the 21st century must be safe and sustainable, to be sure; but it also must be international in reach, intermodal in form, intelligent in character and inclusive in service.

In order to bring this kind of system into being, it is essential that we invest resources adequate to the task of nurturing a climate of transportation innovation and that we reach out to a wide range of concerned stakeholders. That is why we are establishing a New Transportation Policy Architecture for a new century and new millennium. That is why we are conducting a "2025" Visionary Exercise that will result in a report to the nation this summer on Trends and Choices in Transportation for the next 25 years. And that is why we will host an International Transportation Symposium in Washington this fall for our partners and colleagues from around the world.

The new electronic economy does not obviate the need for investment in our nation's physical infrastructure. In fact, the time-definite, point-to-point delivery needs of e-commerce require an even more flexible and resilient transportation network. As I said in my address to the Global Summit on International Aviation Infrastructure last fall, "You can order 'Steaks from Omaha' on-line, but you can't download them to your plate. E-commerce delivery still requires transportation to move products from the warehouse to your house."

Today, at the dawn of the e-commerce revolution, we ask, "How do we best continue and maintain our country's extensive transportation infrastructure." Clearly, we need to anticipate the shifting demands of a "next day" economic system. We must integrate our physical infrastructure with information technology to ensure consumer access "to anything, anywhere, all the time -- on time."

Over the past three years, the Internet and information technology have accounted for over one-third of the real growth in U.S. Gross Domestic Product. And price declines in information technology have reduced our overall inflation in the U.S. by one-third. In an effort to encourage this growth, and develop some basic international understandings on the subject, the Clinton -- Gore Administration announced a framework, or set of principles, for global electronic commerce in July 1997.

As expressed by the President, our policy is to "Encourage the private sector to regulate itself as much as possible. E-commerce creates enormous potential for growth -- and it will continue to do so, if we can resist the temptation to put up barriers to this important area of our new economy."

Avoiding regulation does not imply that we have taken a passive approach to e-commerce. On the contrary, creating a broad economic, social and technological foundation that supports continued economic growth *is* our policy. The President and Vice President's strategy of fiscal discipline -- and their programs fostering strategic investments in our people through support of innovation in education, health- care, the environment, technology and

markets to U.S. goods and services around the world are all intentionally designed to contribute substantially to the new economy.

And this strategy is working. We begin this new century with over 20 million new jobs; the fastest economic growth in 30 years; the lowest poverty rates in 20 years; the lowest African American and Hispanic unemployment rates on record; a 46-year low in unemployment among women; the first back-to-back budget surpluses in 42 years and -- as of February 1, 2000 -- the longest sustained period of economic growth in our history.

Consider what the President said about the Internet and education in this year's budget message: "We know we must connect all of our classrooms to the Internet and we are getting there. In 1994, only 3 percent of our classrooms were connected. Today, with the help of the Vice President's E-Rate programs, more than half of them are -- and 90 percent of our schools have at least one Internet connection."

However, government must also invest in basic physical improvement of our schools. One third of our classrooms are in such disrepair that they have walls and wiring "too old" for the Internet. That's one of the reasons the President has proposed to make immediate and urgent repairs on 5,000 schools per year -- and that's why he has proposed to help build or modernize 6,000 more.

As the President said, "Sustained growth requires investment in human capital education, health care, technology, infrastructure. Particularly in an economy that runs more and more on brainpower, no investment pays off more than education."

This is also the way I look at what our administration is proposing for transportation in the new budget year. We are calling for broad investments in people and programs in order to assure safety and foster growth. In the area of education, our Garrett Morgan Technology and Transportation Futures Program has already reached some two million young people with the message that they need a solid education in science and math to compete for high-paying transportation jobs in the year's ahead. These are tomorrow's innovators. It is they who will help insure that our transportation system supports Internet commerce.

We should keep in mind that not all "infrastructure" consists of Interstates, airport runways, global positioning satellites, or large-scale hardware systems. Some of the most important features of the transportation policy architecture we are formulating to guide us in efforts to build the transportation system of the 21st century and the new millennium, fall under the heading of political, governmental or regulatory policy.

This morning I am also pleased to announce a major trip to Asia to meet with my transportation counterparts and other government officials. I am planning stops in Singapore, Hong Kong, Beijing and Tokyo. The goal of these meetings is to promote a more integrated, safe, secure and efficient Asia-Pacific transportation system as part of a global 21st century transportation system that is "international in reach, intermodal in form, intelligent in character and inclusive in service."

We now have bilateral "open skies" agreements with 42 nations around the world. We want to replace the present regime of bilateral agreements with a global system of liberalized aviation that will support the free flow of people, ideas and products from 'anywhere to anywhere' as envisioned by the pioneers of e-commerce. Our present network of agreements -- and the more global framework we seek to replace it with -- are a vital part of the 'transportation infrastructure' that supports e-commerce, especially emerging logistics giants like UPS or FEDEX.

Transportation is clearly a critical, if often unacknowledged, component of the Internet economy, which Jim Kelly of UPS and John Morgridge of Cisco Systems spoke of so eloquently at last night's dinner. It may be true that e-commerce operates 'by the click of a button.' However, it is also true that e-commerce still requires planes, trains, and trucks to move goods to their destinations after they are ordered over the Internet. As I have said before, you can order 'Steaks from Omaha' on-line, but we have no replicator that will let you download those steaks to your dinner table.

I thought Jim painted a particularly vivid picture of how much e-commerce depends upon our transportation infrastructure, when he talked about UPS operations over last Christmas. To handle the nearly 19 million packages his company moved on a single day -- December 17th -- he needed 152,000 trucks and 90 thousand extra workers, not to mention two- dozen extra planes for what was already the 9th largest airline and the largest transportation company in the world.

The growth of e-commerce is one of the reasons why we expect the value of cargo shipped by air to triple in value by the year 2015. On the positive side, e-commerce will not only stimulate more air traffic, it will also provide us with new ways to simplify and speed up operations in every aspect of transportation. Last night's speakers spoke of some of these innovations. You will discuss more of them today.

One of the objectives of this forum is to advance the climate of innovation we need to foster the physical delivery systems that can foster e-commerce. 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 'can do' attitude characterizes the Department's efforts, as we create a transportation policy architecture for the new century and new millennium that fosters, nurtures and sustains a climate of innovation in transportation to delivery electronic commerce. One key to encouraging innovation is building partnerships and exchanging ideas. To ensure the continued growth of this industry, we need to bring business, government and academic experts together to examine electronic commerce.

For me, today's forum is the next stage in our efforts to frame the 'visionary and vigilant' transportation architecture needed to support e-commerce -- and all commerce -- in this new century and new millennium. Earlier this year, we began a series of what I am calling 'visioning' sessions to systematically explore how our transportation system might evolve over the next 25 years. At this forum, this inquiry continues because we have gathered here, in one place, the stakeholders whose vision and ideas, in partnership with our own, will shape our transportation future.

In that same spirit, I am pleased to announce our intention to expand the cooperative relationship between the U.S. Department of Transportation and the Council on Competitiveness in the area of transportation and e-commerce. Later this morning I will be signing a Memorandum of Understanding with Council President John Yochelson. This MOU will create a formal relationship that will continue today's conversations into how transportation supports the e-commerce revolution -- and what can be done to make that relationship even more supportive.

Two weeks ago tomorrow, the President spoke to the World Economic Forum in Davos, Switzerland. He asked his audience, "What does making a difference and new beginnings mean in an era of globalization?" Today in Atlanta we are developing part of the answer to the President's question. What 'making a difference and new beginnings' means in an era of globalization, is to bring together in one place, the best minds available to create a new vision for a new age. This we have done. Let me conclude with a quote from the prophet Isaiah that captures the spirit of expanding our vision to capture the full potential of the e-commerce revolution:

"Widen the space of your tent; stretch out your hangings freely; lengthen your ropes; make your tent pegs firm--for you will burst out to the right and to the left."

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELIVERING E-COMMERCE' RECEPTION
FEBRUARY 10, 2000
ATLANTA, GEORGIA

Acknowledgements:

- Wayne Clough, President, Georgia Institute of Technology
- *Jim Kelly,* CEO, United Parcel Service
- *John Yockelson,* President, Council on Competitiveness
- *John P. Morgridge,* Chairman of the Board, CISCO Systems
- *Dot Staff/Forum Guests (Check on site)*

On behalf of President Clinton and Vice President Gore, I am delighted to join you for this important forum on *Delivering E-Commerce: Logistics and the On-Line Revolution.*

Our purpose here today and tomorrow is to move up to the next stage in our efforts to create a visionary and vigilant transportation architecture to support e-commerce -- and all commerce -- in this new century and new millennium.

As President Clinton said last month in Davos, Switzerland and the World Economic Forum, *"At the start of a new century… the entire world finds itself at a crossroads. Globalization is revolutionizing the way we work, the way we live and, perhaps the way we relate to each other across national boundaries."*

And that really what this forum is all about -- not just the fabulous impact of e-commerce on the American economy, but on creating new opportunities for people all over the world.

That's what makes the link between transportation and e-commerce so important. Transportation is 'the tie that binds' the physical world together, allowing e-commerce to support the movement of people, ideas and products from one place to another, "anywhere, anyplace, anytime."

Under President Clinton and Vice President Gore's leadership, this country has adopted a clear, sustained and effective strategy to promote the growth of electronic commerce.

The foundation of that strategy was to create the strongest economy in a generation.

We begin the new century with over 20 million new jobs; the fastest economic growth in 30 years; the lowest poverty rates in 20 years; the lowest African American and Hispanic unemployment rates on record; the first back-to-back budget surpluses in 41 years.

And, as of February 1, 2000, the longest sustained period of economic growth in our history.

The keys to this success have been our strategy of fiscal discipline and strategic investments in our people, through support of innovation in education, healthcare, the environment, technology and transportation -- and their work to open new markets to U.S. goods and services around the world.

At this important gathering of key stakeholders from the public and private sector, as well as the university research community, we will advance our understanding of how transportation and e-commerce work together to promote growth

...And how we can work together to promote even more growth. I am excited. I hope you are, too.

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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
COMMUTER CHOICE SUMMIT KICK-OFF
ATLANTA, GEORGIA
FEBRUARY 11, 2000

It is such a pleasure to once again return to the beautiful city of Atlanta. I just left the E-Commerce conference where Governor Roy Barnes talked about how Georgia's new high-tech hub is positioning Atlanta, and the entire state, to reach even higher heights in the global economy of the 21st century. Truly the Peach State's best days are yet ahead.

I thank Mayor Campbell for joining us today to kick-off the National Commuter Choice Summit. Clearly, Commuter Choice is the right tool to help communities across the nation address critical traffic congestion concerns.

President Clinton's 2001 budget underscores the urgent need for solutions these problems. He's requesting a record $9.1billion -- a $1.1 billion increase -- to help America's communities ease traffic congestion and reduce air pollution.

Let me also welcome participants from the cities of Chicago and San Francisco to today's summit. They join us by satellite.

We are in Atlanta today -- and virtually in Chicago and San Francisco -- to officially kick-off the Commuter Choice Summit. Announced last March by Vice President Gore, Commuter Choice will help ease traffic congestion, protect the environment and most importantly, make communities across America more livable.

In making his announcement, the Vice President said the Commuter Choice Initiative will "....help us to build more livable communities, where we can spend less time in traffic and more time with our children, our spouses, our friends." This is a goal for all of us.

Commuter Choice allows employers to provide easy, tax-free transit, eligible vanpool and parking benefits.

For employees, it means less-costly commuting choices and improved quality of life.

- more -

And for cities, it means reduced traffic congestion and improved air quality. Every person using transit means one less car in rush-hour traffic -- easing congestion and reducing pollution.

We chose these three cities for today's kick-off because they are shining examples of how smart transit investments can offer excellent transportation alternatives for commuters.

Right here in Atlanta, you can travel from the Atlanta-Hartsfield Airport to Downtown Atlanta in minutes. The new MARTA stations -- Sandy Springs, North Springs and North Line -- scheduled to open later this year, will offer even more alternatives for Atlanta commuters and ease congestion on the Georgia 400 corridor.

In San Francisco, the new BART-San Francisco International (SFO) Airport Extension will provide direct rapid transit service to the world's seventh busiest airport -- eliminating 10,000 trips per day on already congested US 101 and 280 corridors.

Last Friday I was in Chicago -- one of America's oldest transit cities -- to sign full funding grant agreements for two key transit projects. These agreements will allow the Department of Transportation to partner with the Chicago Transit Authority to rebuild the entire Douglas Branch on the Blue Line, and to partner with METRA Commuter Rail to build an 11-mile extension to connect Chicago suburbs to Union Station.

Clearly, these cities are committed to providing alternative transportation solutions for their residents.

Commuter benefits have truly evolved and improved as we recognize the critical need for alternative commuting choices. In 1984 benefits were limited to $15 a month. Today it is $65 and by 2002 -- $100.

Commuter Choice demonstrates the commitment of the President and the Vice President to put the American people first -- to help working people in a very real way -- to improve their quality of life.

Let me say, this program really works -- the proof is in the pudding.

Already in Atlanta more than 25,000 employees are using Commuter Choice. In Chicago, 1,500 hundred employers purchase and distribute $20 million in commuter benefits annually. More than 2,500 hundred San Francisco-area employers provide about $15 million a year in commuter benefits.

Our goal is to see these numbers rise dramatically. That is why we are here today, we want to encourage more employers to adopt Commuter Choice.

In the movie "A Field of Dreams," Kevin Costner's character was told to build the field and the spectators would come. Let me tell you the Commuter Choice program is even better than that field of dreams.

If you build this program into your business, your employees will definitely come to use it. There are no losers here.

This program has such enormous payoffs for *everyone* involved. It's a win for employers -- increased productivity and employee satisfaction; a win for employees -- less time in traffic and more affordable transportation; a win for families -- parents have more time to spend with children; and, without a doubt, a win for the environment -- improved air quality and energy conservation.

Transportation is about so much more than concrete, asphalt and steel: it is about people and their pursuit of happiness.

Commuter Choice is a transportation solution that expands opportunity -- opportunity for every American to enjoy greater prosperity and an enhanced quality of life.

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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
FRIDAY, FEBRUARY 11, 2000
7:30 AM

Thank you (MC). It's a pleasure to be here in Buffalo for this important event -- the expansion of affordable airline service for New Yorkers and others traveling to the Empire state. And, the Department of Transportation is proud to be a participant. Although he could not be here with us this morning, Secretary Slater asked me to read the following statement to you:

Our skies are becoming the new highways of the 21st Century. Some 1.5 billion passengers worldwide will fly this year, 600 million of them in the U.S. alone. Our healthy economy means that these numbers will only increase. The FAA estimates that U.S. commercial airlines will serve 1 billion people by 2010. The growth trend in aviation brings with it both challenges and opportunities.

Today's event illustrates that the Department of Transportation is working with other government agencies and the private sector to increase and improve airline service in more communities. Such action will mean more high value jobs and air travel choices for all of us. JetBlue will provide low-fare service, increased competition and better access to New York state for travelers from the Buffalo area and throughout the United States.

To gain approval for expanded service from the John F. Kennedy airport in New York, JetBlue had to undergo an extensive application process. During that process, DOT and FAA received more than 225 letters of support for JetBlue from Governors, Senators, Mayors, universities, small businesses throughout the region and from other states. Last year, the state of Vermont sent me a Joint Resolution that passed in its General Assembly in support of the new airline service.

The message DOT, Senators Schumer and Moynihan and others received was that expanded airline capacity and service at competitive prices would have a positive impact on their lives and livelihoods. My best wishes to JetBlue for a successful first decade!

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

Speech

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
I-495 TECHNOLOGY CORRIDOR INITIATIVE CONFERENCE
FRANKLIN, MASSACHUSETTS
FEBRUARY 12, 2000

Thank you. I know that last year Jim McGovern promised he would bring me here for this third I-495 Initiative Conference so let me begin by letting you know that Jim McGovern is a Congressional Representative who fulfills his commitments.

I also want to acknowledge Marty Meehan and Ed Markey for their work on I-495 concerns. As co-chair of the House Sustainable Development Caucus, Marty played a key role, along with Jim McGovern, in winning funds for the Metropolitan Area Planning Council to plan and implement solutions for the I-495 region's growth issues.

Let me also compliment your state delegation, especially Senator David Magnani, for their work in putting together this very impressive coalition.

All of you involved in this I-495 Initiative deserve praise for opening up the conversation on growth issues in this corridor. By involving the whole community, the I-495 Coalition is the kind of public-private forum that can produce a vision of the region's future.

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

I know you have asked me to join you because you have identified transportation as one of the major issues facing the region. Transportation is clearly a concern that calls for joint problem-solving by all of the stakeholders -- public, private or community. I am happy to offer the help of the Department of Transportation in addressing these problems.

- more -

That is what President Clinton and Vice President Gore's livability initiative is all about -- helping communities across America grow in ways that ensure a high quality of life and strong, sustainable economic growth.

Our livability agenda helps communities with new tools and resources to preserve green space, ease traffic congestion, and pursue regional "smart growth" strategies -- much as you are doing through the I-495 Initiative.

As a member of the President's Cabinet, I would be remiss if I did not point out that it is the unprecedented economic record of the Clinton-Gore Administration that has allowed communities across the America the opportunity to give livability concerns the precedence they deserve.

As of February 1, the current economic expansion became the longest continuous period of economic growth in American history. We begin this new century and new millennium with 20 million new jobs; the fastest economic growth in more the 30 years; the lowest unemployment rates in 30 years; the lowest poverty rates in 20 years; the lowest African-American and Hispanic unemployment rates on record and a 46-year low in the unemployment rate for women; the highest home-ownership ever -- and the first back-to-back budget surpluses in 42 years.

We intend to support this economic expansion by continuing good sound strategic investment in our transportation network. The President's record $55 billion transportation budget for 2001, sent to Congress earlier, this week exceeds the average annual investment of the preceding administration by 86 percent.

It is not only a record level of investment but it is also smart investment. We are moving beyond the solutions of the past with new solutions that are less damaging to our communities and our environment -- just as you are attempting to do here in the I-495 corridor.

The budget reflects President Clinton and Vice President Gore's commitment to protecting our natural environment while growing the economy. As President Clinton said, "We finally put to rest the bogus idea that you cannot grow the economy and protect the environment at the same time." We all must be vigilant in remembering and focusing on this.

For the Administration's livability agenda, the president has proposed a record $6.3 billion for transit programs and $1.6 billion to help communities with projects that reduce congestion and improve air quality.

The budget increases by 50 percent the funding to help communities develop smart-growth plans to combat congestion and sprawl, and ensure in the words of Vice President Gore, "that communities are not only better off but better."

Congressmen McGovern and Meehan have already seen the wisdom of this program by pursuing funds for the MAPC's I-495 program.

Transportation for the 21st century is also about opportunity for workers to get to jobs. We are proposing to double the funding for our Job Access and Reverse Commute Program to support transportation services to connect low-income workers to jobs and to provide transportation to suburban jobs from the cities, rural areas and other suburbs. I know the I-495 Initiative has already started to work on the Reverse Commute problem in this region.

Transportation is about much more than concrete, asphalt and steel -- it is about people and creating livable communities for the new century and the new millennium.

DOT's mission is to be visionary and vigilant stewards -- along with you and our other transportation partners -- of our transportation enterprise. We will work with you as partners to prepare the region's transportation system for the new century and the new millennium as part of a livable community for all the people of the region.

The I-495 Initiative is just the type of community-wide effort that Vice President Gore envisioned when he started the livable communities program. It is an effort that will be successful because you are unified.

It is exciting to see so many people working together to support an initiative that will promote economic growth and livability for the new century. I congratulate everyone involved in this effort.

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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTERSTATE I- 495 CORRIDOR INITIATIVE/SHARED SOLUTIONS
FEBRUARY 12, 2000
FRANKLIN, MASSACHUSETTS

INTRODUCTION:

- I am pleased to have the opportunity to talk with you about livable communities and growth management in the context of the Interstate 495 Corridor

- This is an area of critical interest to all of us.

- You have brought together a unique collaboration -- one that includes business leaders, state and local officials, economic and environmental interests and involved citizens.

- This is precisely the type of collaboration Vice-President Gore envisioned when he announced the Clinton-Gore Livability Agenda a little over a year ago.

- Clearly, you are in a position to help influence how this corridor grows and develops -- whether it will continue to be an *economic and livability magnet* or whether it will become a victim of success, the kind of "success" that brings uncontrolled growth, congestion and negative environmental consequences.

- I believe that by working together on the complex issues associated with growth management, we can find answers and solutions that will be mutually beneficial.

CLINTON-GORE LIVABILITY INITIATIVE:

- We have similar efforts nationwide.

- As part of the Department of Transportation's work on the Clinton-Gore Livability Initiative, we are in the process of forming a partnership with a single community in each of our ten regions to help build upon existing transportation livability efforts.

- This will provide an opportunity to work with communities in enhancing the connection between transportation and development.

- As you have recognized, transportation plays a critical role providing communities with the tools and resources to ease traffic congestion, preserve green space and pursue wise regional growth strategies.

TRANSPORTATION SUCCESS STORIES

- We have success stories -- across the country -- that show how a relatively small investment in transportation can make a huge difference in making our communities livable.

- The Transportation Enhancements program, transit oriented development, the Surface Transportation Program, the Congestion Mitigation and Air Quality Improvement Program are just a few of the transportation programs that are helping make our communities more livable.

- Another program, the Transportation and Community and System Preservation Pilot (TCSP) Program, provides funding to state and local government to develop innovative strategies that use transportation to build livable communities.

  (NOTE: Congressmen Meehan and McGovern secured an earmark in the transportation authorization for the TCSP program for the 495 Initiative)

- We are pleased with the initial success of TCSP and the continued strong interest in this program nationwide.

- Our FY 2001 budget includes a significant increase in this program. (NOTE: The President's budget proposes an increase of $17 million in TCSP funding for FY 2001, bringing the total funding for this program to $52 million in FY 2001)

- TCSP has encouraged new ways of thinking about and responding to the challenges inherent in making good decisions about the nation's transportation system, our communities, and the environment.

- Under TCSP, for example, planners and freight-related businesses in northern New Jersey are leading an innovative regional effort to facilitate the redevelopment of abandoned industrial brownfield sites; the effort will help leverage statewide and regional resources to overcome current constraints to brownfield redevelopment.

- Tool Town in downtown Dayton, Ohio, another example under TCSP, is a private-sector led initiative to establish a precision metalworking park on underutilized industrial property; TCSP funds will be used to develop a plan, implementation schedule and funding strategies.

- Under the *Envision Utah* project, citizens in Utah have formed a broad-based public-private partnership to examine alternative regional growth scenarios to develop a quality growth strategy to guide the region's future.

- TCSP funds will assist the Lee Vining community, a main gateway to Yosemite National Park, in developing transportation and land-use plans that meet the challenge of balancing tourism with preservation of community character.

- These, and other programs from the Transportation Equity Act for the 21st Century (TEA-21), have brought new partners to the table -- partners with different perspectives and solid contributions to make to our communities -- just as you have done here.

THE BENEFITS OF SMART GROWTH

- As you have recognized in forming this unique coalition, choosing where and how transportation dollars will be invested involves region-wide planning that integrates transportation, safety concerns, land use development, environmental quality with economic development

- "Smart growth" ultimately means a reduced dependence on any one form of transportation and the availability of more choices.

- The federal role is to determine how it can best align federal resources -- existing funding, technical assistance, and information -- in support of locally determined livability goals.

- We are particularly interested in the transportation and land use connections and hope to encourage innovative projects and best practices that can be replicated across the country.

- We all recognize that better transportation decisions are essential -- decisions that preserve our livability rather than squander it.

WORKING IN COMBINATION WITH OTHER FEDERAL DEPARTMENTS

- As you have done here, we are encouraging communities to build a prosperous future by bringing together a combination of Federal programs such as efforts to link our Transportation Enhancements Program, Treasury's historic preservation tax credits and HUD's Community Development Block Grants to help turn deteriorated neighborhoods into more attractive places to live and work.

- The Environmental Protection Agency and others are encouraging new partnerships to redevelop brownfields, and the Department of Transportation supports providing transportation access to those sites.

- Such local partnerships give added power and reach to any single agency's contribution.

- That is what I see in your remarkable efforts here today

CLOSING

- Transportation is a critical factor in restoring a sense of community, in bringing people together, and in enhancing the human and natural environment.

- I believe that by working together, we can design transportation strategies along with commercial developments that result in healthy communities and healthy economies.

- In this way, we can make sure that the places in which we live today will remain the places in which we want to live tomorrow.

- Thank you for the opportunity to participate in this incredible collaboration.

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THE SECRETARY DID NOT DELIVERY REMARKS

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MILLENNIUM TRAILS
BOSTON, MASSACHUSETTS
FEBRUARY 12, 2000

Thank you, Mayor Menino. It is an honor to be here in Boston today during Black History Month to recognize the three National Millennium Trails that highlight this region's heritage and potential. I congratulate you, Mr. Mayor, for the great support you have given to these local projects.

I thank Linda McConchie and the Freedom Trail Foundation for their work in putting together this truly great event. I urge everyone to join the Foundation here this Thursday for the start of Let Freedom Ring! 2000 to celebrate the 225th anniversary of the American Revolution and at other sites on the trail in the coming months.

Let me also congratulate Pat King and the East Coast Greenway Alliance as well as the Civil War Trust, sponsor of the Civil War Discovery Trail, for their Millennium Trail projects.

President Clinton and First Lady Hillary Rodham Clinton created the Millennium program to give all Americans the opportunity to "honor the past and imagine the future." The national network of Millennium Trails will celebrate our democracy, strengthen communities and leave lasting gifts to the future.

The First Lady has noted that the Millennium Trails "tell the story of our nation's past and will help create a positive vision for our future."

The Freedom Trail, the Civil War Discovery Trail and the East Coast Greenway are three of the 16 trails in the nation selected as the flagship projects of the Millennium Trails initiative because they clearly meet the First Lady's goals. These National Millennium Trails reflect defining aspects of America's history and culture.

The Freedom Trail is the physical link between Faneuil Hall and 15 other sites that were the setting for many of the crucial events leading to our nation's independence.

It was here in 18th century Boston that a generation of patriots led our nation to independence and the Freedom Trail honors their vision and courage. In four decades, the trail has evolved from two red lines painted on the street to a major learning attraction for critical events in America's revolutionary history -- such as the tea party that was planned right here in Faneuil Hall, the Old North Church, Bunker Hill and Boston Common.

The Civil War Discovery Trail connects 500 battlefields, military routes and other historical sites in 28 states. In Boston, the trail recognizes the importance of the 54th Massachusetts, the first black regiment to serve in the U.S. military, and includes Boston's Robert Gould Shaw Memorial, a tribute to the unit, as one of the trail's.

This trail pays tribute to the people of 19th century Massachusetts who were in the vanguard of a movement that transformed the nation -- the campaign to abolish slavery.

Frederick Douglass, the young slave, escaped to freedom—to what he called the grand old commonwealth of Massachusetts. In two days, we will celebrate Douglass's assumed birthday of February 14 -- assumed because, as a slave, he did not know the date of his birth.

During the Civil War, Douglass helped organize the 54th Massachusetts -- and he watched his two sons march to war as part of the regiment.

In addition, it is particularly fitting to mark the birthday of Abraham Lincoln in Faneuil Hall. His determined leadership during the Civil War brought about the end of slavery.

In fact, it was here at the Boston telegraph office that Frederick Douglass first heard the words of President Lincoln's Emancipation Proclamation, which he described as "the dawn of a new day."

As we celebrate Black History Month, I am well aware of the Black Heritage Trail which offers a walking tour of 14 sites that were important to Boston's 19th century African American community, including the Shaw Memorial and the historic African Meeting House.

On June 3, we will celebrate National Trails Day by designating 2,000 Community Millennium Trails. I offer whatever encouragement I can to the Black Heritage Trail's sponsors to have it designated as part of this celebration.

As the President and First Lady suggested, we are imagining the future through the East Coast Greenway, another National Millennium Trail, extending through open spaces from the coast of Maine to Key West, Florida. The Greenway implements President Clinton and Vice President Gore's call for livable communities with a 2,500 miles of trails through Boston and the major cities of the East Coast to be used for walking and bicycling.

Millennium Trails are a smart investment in our nation's future, promoting open space and alternative transportation to create more liveable communities.

Earlier this week, President Clinton sent Congress a budget for fiscal year 2001 with a record $55 billion in transportation investments to make travel safer, improve the quality of life for all Americans, expand opportunity, promote innovation and continue economic growth in the new century and new millennium.

The budget increases by 50 percent the funding to help communities develop smart-growth plans to combat congestion and sprawl, and ensure in the words of Vice President Gore, "that communities are not only better off but better."

The proposed budget helps to ensure that transportation remains the tie that binds us together as a people -- and the millennium trails that we are recognizing today play a significant role in tying our past, present and future together.

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

As we begin a new century and a new millennium, I can think of no better gift -- no finer legacy -- to our children and our children's children than these Millennium Trails.

In the years ahead, these trails will provide places for people to walk and bicycle, and for travelers of all ages and abilities to, see and connect with our past and to enjoy the future.

Today's ceremony represents our vision for America's future and the vigilance with which we pursue that vision. As we move from strength to strength, to higher heights in the new millennium, the Millennium Trails will remain our generation's gift to the ages.

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

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL CHILD PASSENGER SAFETY WEEK *"DON'T SKIP A STEP"*
FEBRUARY 14, 2000
WASHINGTON, D.C.

Good morning and welcome to the kick-off of National Child Passenger Safety Week. I am pleased to be here to talk about one of the single most important issues for every parent in America, protecting our most precious loved ones -- our children. And what better day to focus on this issue than Valentine's Day -- a day we traditionally show our loved ones how much we care.

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

Under the visionary and vigilant leadership of this Administration, seat belt use is at an all-time high, the rate of traffic deaths are at an all-time low and the incidence of impaired driving fatalities are on the decline. Child safety seat use is at a record high 97 percent among infants and 91 percent among one to four year-olds.

These incredible numbers show that we *are* saving lives. We've seen a 12 percent reduction in child fatalities in two short years. And I am confident that we *will* reach President Clinton's and Vice President Gore's goal -- a 15 percent reduction in child fatalities by the end of this year.

To continue these extraordinary accomplishments, President Clinton, in his 2001 budget, has requested a record $1.7 billion -- a 21 percent increase -- for transportation safety. This increase doubles the investment in many of our safety programs.

We did not get here by ourselves. We did it by working together -- moving from strength to strength -- with our many safety partners at the local, state and national levels.

I want to thank publicly, Chairman Jim Hall and the National Transportation Safety Board, the Air Bag and Seat Belt Safety Campaign and the National Safety Council for working with us to keep the focus on safety; automakers, in particular

- more -

GM, Daimler-Chrysler and Ford, for all the work they do on the safety front the commitment from the insurance industry is vitally important to our partnership; the National Safe Kids Coalition for its work to educate parents on proper child safety seat installation; law enforcement agencies, healthcare providers, community and faith-based organizations and the hundreds of partners who took the safety pledge with us at our National Transportation Safety Conference to increase seat belt and child safety seat use.

In fact, we have some of our safety partners with us today. The work you do proves that safety is a promise we make, and keep, together.

But, we must remain vigilant and that is why we are here today.

Each year at Valentine's Day we observe Child Passenger Safety Week. In recent years, this week has focused on infants and younger children who require restraint in child safety seats

This year -- 2000 -- the U.S. Department of Transportation is focusing attention on those older children who've out-grown their child safety seats -- and it is their safety -- their proper restraint that we address today.

The National Highway Safety Administration, in cooperation with our safety partners, is conducting a national outreach program -- Don't Skip a Step -- that will continue our efforts to educate parents, and caregivers alike, to know that child passenger safety is a graduated, four-step process.

First and foremost children should always be properly restrained in the back seat for every trip.

Now most parents are familiar with three of the four steps for child passenger safety -- rear facing infant seats, forward facing toddler seats and finally, adult seat belts.

But there is a third step that is often skipped -- booster seats for children who've outgrown child safety seats and are too small for adult seat belts.

NHTSA's Blue Ribbon panel, last year, found that we are putting our older children at unnecessary risk because booster seat use -- less than 7 percent -- is so low.

Many parents and caregivers -- even the most safety-conscious -- just don't understand that as their children grow, child safety restraints must be modified to assure those restraints fit properly.

We are here today to change that. We want to get the word out -- *Don't Skip a Step*. Booster seats are key to making adult-sized seat belts fit children properly and prevent injury.

This morning we are releasing $7.5 million in state grants to promote public awareness of this life-saving message.

And as part of our nationwide *"Don't Skip A Step"* campaign, we have already distributed more than 50,000 brochures to child safety advocates across the nation to help educate parents and caregivers about booster seat safety.

With today's announcements we can and will do more to enhance our effort to get the word out to parents in the Mississippi Delta, to Appalachia, to the Indian Nations, to our inner-cities -- to every community in America. We want every parent -- every caregiver -- to hear and heed this life-saving message. Child passenger safety is a four-step process, please, *Don't Skip a Step*. And remember, to always properly restrain children in the back seat.

In his State of the Union address last month, President Clinton said "...great goals are reached step by step, always building on our progress, always gaining ground."

We will continue building on our safety progress -- step by step -- working together with our safety partners to provide all of our people with greater opportunities to lead safer, happier, more fulfilling lives in this new century and new millennium.

# # # #

8.127

REMARKS PREPARED FOR DELIVERY
U. S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GENERAL COUNTERDRUG INTELLIGENCE PLAN PUBLIC RELEASE
FEBRUARY 14, 2000
WASHINGTON, D.C.

(FYI-you're asked to limit remarks to five minutes)

Acknowledgments

Rear Admiral Bert Kinghorn, Dir.of Intell. & Sec., DOT

Rear Admiral Ernest Riutta, DOT

Dennis Hager, Chief of Coast Guard Intelligence, DOT

Honorable Janet Reno, Attorney General

Barry McCaffrey, Director, ONDCP

James Johnson, Undersec. for Enforcement, Treasury

General John Gordon, Deputy Director of Central Intelligence, US Air Force

The release today of the General Counterdrug Intelligence Plan (GCIP) represents thousands of hours of work by many dedicated professionals seeking together to improve the gathering, processing, and dissemination of counterdrug intelligence.

Commandant of the Coast Guard James Loy and my Director of Intelligence and Security, Rear Admiral Bert Kinghorn and their staffs have been very involved in and supportive of the GCIP, and I join them in enthusiastically embracing this major enhancement of support to drug interdiction.

The GCIP creates a three-level structure to implement its many facets.

I am proud to serve on the President's Council on Counter Narcotics, while the Coast Guard and Admiral Kinghorn represent me on the interagency coordinating group, and our representative serves on the Counterdrug Intelligence Secretariat (CDX) staff.

The implementation of the GCIP will improve cooperation and coordination among the interdiction, enforcement and intelligence communities in support of the National Drug Control Strategy.

This enhanced cooperation and coordination will better support our brave men and women conducting drug interdiction operations in the Transit Zone, including the U.S. Coast Guard, which I am immensely proud to say serves under the Department of Transportation.

1999 proved to be a record year for Coast Guard drug interdiction efforts. The U.S. Coast Guard participated in 118 drug cases made 302 arrests, seized more than 110,000 pounds of cocaine and nearly 29,000 pounds of marijuana.

In prosecuting the comprehensive *Operation Steel Web* counterdrug operation throughout the Caribbean Basin and the Eastern Pacific Ocean, the Coast Guard is saving lives in a different way from their historic role of maritime Search and Rescue.

The importance of interagency cooperation among all of our partners in the drug interdiction community cannot be overemphasized. The GCIP will help us to be even more effective in coordinating what we know about drug traffickers and their operations and focusing that information into how we can stop them.

The GCIP will also support the cooperation of federal law enforcement officers with our state and local law enforcement partners here in the United States, improving their combined efforts in apprehending drug traffickers and their deadly cargoes as they arrive at our shores.

The GCIP represents a major step in carrying out the National Drug Control Strategy, particularly Goals 4 and 5; shielding America's air, land and sea frontiers from the drug threat, and breaking foreign and domestic drug sources of supply.

These efforts, in conjunction with our many domestic efforts at reducing demand for illegal drugs in our country, will pay great dividends in the prosperity, health and happiness of all Americans, particularly our young people who are at perhaps the greatest risk.

# # # #

TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GENERAL COUNTERDRUG INTELLIGENCE PLAN ROLLOUT
FEBRUARY 14, 2000
WASHINGTON, D.C.

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Rear Admiral Bert Kinghorn, Director of Intelligence and Security, DOT
Rear Admiral Ernest Riutta, DOT
Dennis Hager, Chief of Coast Guard Intelligence, DOT
Honorable Janet Reno, Attorney General
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# # # #

8.126

REMARKS AS PREPARED FOR DELIVERY
U. S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL ACADEMY OF SCIENCES PORTRAIT COLLECTION INDUCTION
WASHINGTON, DC
FEBRUARY 14, 2000

We're here today to join the National Academies in honoring three African American men from three different fields whose initiative and determination have made the world we live in a much better place.

Their lives commemorate what President Clinton called "the triumph of the human spirit" when he proclaimed February as National African American History Month to, as the President said, "teach our children that America's story has been written by men and women of every race and creed and ethnic background."

I congratulate Dr. Keith Black and Dr. George Carruthers for your lifetimes of incredible, outstanding work that led to this honor.

Dr. Black, your groundbreaking research on brain tumors and your impressive record of neurosurgery provides invaluable help to people around the world and for generations to come.

Dr. Carruthers, your work in astrophysics has helped us unlock the mysteries of our earth and our universe. And I commend you for your dedicated efforts to promote science and technology among our young people.

What each of you has accomplished is truly extraordinary.

It is, of course, Garrett Morgan, who is represented here by his granddaughter, Sandra, with whom I am most familiar. His rise from the farms of Kentucky just years after the Civil War to become a pioneer inventor responsible for major advances in transportation has made him a personal hero of mine. And he did it at a time when life was so difficult for African Americans that achievements such as Garrett Morgan's were almost impossible to imagine.

Even though he died almost 40 years ago, Garrett Morgan's life continues to touch all of us. His breakthrough invention of the traffic signal in the early 20th century still forms the basis of today's modern traffic signal systems and was a model for the Intelligent Transportation Systems of the 21st century.

He continues to touch us, too, through the Department of Transportation's Garrett A. Morgan Technology and Transportation Futures Program. When President Clinton announced his plan in 1997 to reach millions of schoolchildren

we joined with our partners in the transportation community to inspire more than one million students to gain the knowledge and skills needed to join the transportation workforce of the 21st century.

I started the Garrett A. Morgan program to challenge one million students to develop their math, science, and technology skills in preparation for careers in transportation. I believe the program is needed because we, as parents, as leaders, as public officials, as concerned members of our communities, have to get involved to help our children prepare for the future.

I have said many times that transportation is about more than concrete, asphalt and steel. It is about people. The Futures program, in the spirit of the life and accomplishments of Garrett Morgan, clearly reflects the focus on people that President Clinton and Vice President Gore have demonstrated.

With Garrett Morgan as the model, we have dedicated ourselves to preparing our schoolchildren for their careers. We have also dedicated ourselves to creating the pool of knowledge and skills that will be needed to operate the transportation system of the new century.

I am proud to be here on this occasion. I congratulate the National Academies for choosing to honor three people whose lives have made a difference. And I congratulate Sandra Morgan, Dr. Black and Dr. Carruthers.

# # # #

8:125

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 REPRESENTATIVES

February 15, 2000

Mr. Chairman, Members of the Subcommittee. I thank you for the opportunity to testify today in support of President Clinton and Vice President Gore's FY 2001 transportation budget.

Overview

The record $54.9 billion budget we propose for FY 2001, nine percent more than this year — also a record, will continue to advance the safety, efficiency and conditions and performance of our transportation system. Working especially with the Congress, our state and local partners and the private sector over the past seven years, we have made transportation safer and more efficient and our communities more livable. We must not rest on this success, but build upon it to create the transportation system of the 21st century and develop and inspire a visionary and vigilant workforce to design, operate, maintain and manage it. The transportation system of the new century and the new millennium must be safe and sustainable, to be sure, but also international in reach, intermodal in form, intelligent in character, and inclusive in service. Adequate resources and the nurturing of a climate of transportation innovation are essential to bringing this type of system into being.

Over the last three years, we at the Department have worked diligently to become an ever visionary and vigilant organization that pursues excellence in its service to the American people and casts its sights far into the future.

Almost three years ago at my first hearing before this distinguished Subcommittee as Secretary of Transportation, I said that the Department of Transportation must set high goals and be architects of change, that we must build a new balance in our relations with state and local governments, and that we must look for, not always the quick solutions, but the solutions that will make a difference in the long run. Now, in likely my last appearance before this Subcommittee, I would like to report briefly on how we have done, what we have yet to do, and how the Administration's budget will support our efforts. With enactment of TEA-21, and its substantial funding for priorities like highway and transit infrastructure and the Congestion Mitigation and Air Quality Improvement Program, we were able to pursue strategies that will make a positive difference in the long run for the American people. With

our ONE DOT management strategy, where the modes work in close coordination, and in some locations in the same offices, we are able to build new and improved relations with our state and local partners to further the intent of DOT programs. And our best-in-government strategic and performance plans show that through vision we are willing to set high goals and through vigilance we are willing to commit the resources and time to follow through on these plans.

A Transportation System That Meets the Challenges Of The 21st Century

The FY 2001 budget continues our effort to set the course for transportation investment that will help achieve our hopes, dreams and needs for this new century. It is a budget not just about funding concrete, asphalt, and steel, but about people. We know that our mission must be to be good stewards of the transportation enterprise so as to help people live safer, better, more fulfilling lives. Here, again, the fundamental challenge is to envision and build the transportation system of the 21st century — and to develop and inspire an ever visionary and vigilant workforce to operate, maintain and manage it.

The budget provides funding increases in the areas that matter most, those that reflect the goals in our best-in-government strategic plan — safety, mobility, economic growth, protection for the human and natural environment, and national security.

As President Clinton said in his State of the Union address, "Never before have we had such a blessed opportunity…to build the more perfect union of our founders' dreams."

In the 20th century we saw the building of a transportation system that allowed unprecedented new opportunities to arise and our country to achieve unheard of levels of prosperity. Our transportation system, which has responded to consumer demands, now allows just-in-time delivery, overnight packages and e-commerce. These innovations changed the way people lived in the 20th century and will significantly impact the way people live in the 21st century.

As our transportation system has grown and changed, so have the unintended consequences of that system, such as transportation-related fatalities and environmental impacts. The Federal Government must continue to show leadership in trying to alleviate these harmful unintended consequences and the FY 2001 budget requests additional funding to expand this leadership role.

BUILDING UPON OUR TRANSPORTATION SAFETY RECORD

Safety is our top strategic goal, and President Clinton and Vice President Gore's top transportation priority. We at DOT have said that safety is our North Star by which we are guided and by which we are willing to be judged. Our transportation system's performance reflects the strength of this commitment. Today, 4,300 fewer people die on our roads than in 1993 and alcohol-related fatalities are at all time lows. However, over 41,000 lives are claimed on our highways every year and more Americans need to buckle-up, even though our seat belt use rate is at an all-time high. As motor carrier traffic has increased, fatalities related to motor carrier accidents have remained too high. These challenges must be successfully met and we

are committed to leading the way in doing so.

The President wants to build on the safety progress we have made even as our economy expands and travel grows. We propose a 13 percent increase in transportation safety funding, to $4 billion in FY 2001. This will allow us to improve highway, aviation, rail and pipeline safety.

Since transportation deaths occur mostly on our roads, we must continue making our roads safer. That is why we want to increase safety funding for the new Federal Motor Carrier Safety Administration, NHTSA, and FHWA. We are extremely troubled by the fact that 63 percent of the motor vehicle occupants who died in traffic crashes last year were not wearing seat belts and almost 60 percent of the small children who died in traffic crashes in 1997 were not in safety seats. Unquestionably, the best way to save lives and prevent injuries on the road is for each and every one of us to use a seat belt and to protect our children by properly securing them in safety seats and keeping them in the backseats. To do this, we must constantly repeat the two words "buckle up." Changing human behavior is our most difficult challenge. That is why we propose to increase NHTSA operations and research spending by 79 percent to $286 million in FY 2001.

Ensuring safe motor carrier transportation is a critical part of our overall efforts to improve highway safety and you, Mr. Chairman, have been a strong voice in ensuring that we are ever vigilant in this area. Healthy economic growth and logistical innovations like "just in time" delivery have spurred significant increases in truck travel and have been a boom for the trucking industry. But while the motor carrier fatality rate has decreased significantly, from 3.0 per 100 million vehicle miles traveled in 1993 to 2.7 in 1998, the actual number of large truck crash fatalities has increased from 4,849 to 5,374 over that same period. This is unacceptable and we are making the changes necessary to address this critical problem. Federal motor carrier safety programs must channel resources to strategies that give us the highest payoff in reducing crashes, injuries and fatalities. We must have better focus on high-risk behavior, increase our enforcement efforts, put more investigators in the field and at our borders to enforce truck safety laws, and promote enhanced education and training programs. And that is what we propose to do more of in the FY 2001 budget by increasing funding for the new Federal Motor Carrier Safety Administration by 54 percent to $279 million.

In order to increase state enforcement efforts and improve the commercial drivers licensing information, we propose to raise motor carrier safety grant funding by 78 percent to $187 million. To increase Federal border inspection efforts, increase the number of inspectors, and improve data and data analysis, we propose to increase the Federal Motor Carrier Safety Administration's operating and research funds by 21 percent to $92 million. These substantial funding increases should allow us to aggressively reduce motor carrier fatalities and accidents and achieve our "stretch goal" of a 50 percent reduction in motor-carrier related fatalities by 2009.

Equally important is the $1.1 billion we request for our aviation safety programs, six percent above this year's level. Again, Mr. Chairman, you have been a strong voice in ensuring that we remain vigilant on all aviation safety issues, including runway incursions. The funding we

request will help us move towards our "stretch goal" of an 80 percent reduction in the rate of fatal aviation crashes by 2007. The tragic Alaska Airlines Flight 261 crash reminds us of the importance of our commitment to making our skies - the safest in the world - ever safer.

Finally, let me add that as Congress acts on this budget, I hope it also acts expeditiously to pass legislation to reauthorize the FAA's programs. This is our number one legislative priority as this is the third year that we have not had a reauthorized aviation program. We need to give the FAA the management tools and the financial structure it needs to do its job.

Our railroad safety vigilance and our cooperative relationship with the railroad industry in identifying and ameliorating the root causes of rail safety challenges have paid substantial dividends over the past few years. Railroad accidents and fatalities are down eleven and twenty-nine percent, respectively, since 1993. A total $117 million, six percent above this year, is proposed to continue and expand upon our rail safety research and programmatic efforts, bringing together rail labor, management and DOT. In addition, we request $18.7 million for the Nationwide Differential Global Positioning System, within the surface transportation budget. Together with $10 million for train control projects, this gives us the foundation for safety assurance in our rail system.

Safety on our seas is also a critical component of overall transportation safety, as the Coast Guard saves one life every two hours. The FY 2001 budget includes close to $1 billion, six percent above this year, for the Coast Guard to continue and expand its search and rescue capability by being better able to detect, locate and assist those in distress. As part of this effort, the Coast Guard is seeking to increase safety among the nation's commercial fishing fleet, traditionally among the most hazardous occupations in the United States. Modernization of the national distress and response system will contribute to the safety of professional mariners and recreational boaters alike on America's waters.

BUILDING INNOVATIVE MOBILITY SOLUTIONS

Mobility is about helping people get to where they want to go. It is about strengthening families, linking communities and supporting businesses. Today, roads and bridges are in better condition, Amtrak ridership is increasing, and transit ridership has seen double-digit growth since President Clinton and Vice President Gore took office -- thanks to smart investment in our nation's transit systems. The number of airline passengers has grown 36 percent in seven years. We have made a great deal of progress during the past seven years and we must build on this progress and continue to advance innovative, intelligent solutions to the mobility challenges that we face.

That is why we are engaged with our partners in a 2025 visioning process that will help us

complete the task of crafting a new transportation policy architecture for a new century and a new millennium. That is also why we will be hosting an international transportation symposium to share our best practices and listen to and learn from our international partners about how can work better together to build the transportation system of our dreams.

The first crucial piece in keeping our transportation network in good shape is good sound strategic investment. Investment in transportation infrastructure proposed in 2001 exceeds the average annual investment in 1990-93 by 86 percent. The FY 2001 budget includes a record $30 billion for Federal-aid Highways, a record $6.3 billion for transit, $521 million to continue Amtrak's rebuilding, $468 million to expand capital investment in intercity passenger rail service and $1.9 billion for airports.

Transit investment has become an increasingly important part of the mobility mix. The $6.3 billion requested for transit programs in FY 2001 reflects our commitment to transit programs across the nation, while maintaining a balance of funding between highways and transit. We have requested funding for 12 new full funding grant agreements.

The $1.9 billion requested for airport grants, when coupled with our proposal to permit airports to raise additional funding through airport passenger facility charges and combined with other sources available to airports, provides record level funding to meet airport infrastructure investment needs. To continue the modernization of our air traffic control system, $2.5 billion is proposed, 22 percent more than current levels. This funding will be used to further reduce the number of outages and delays and to maximize the use of our airspace.

In order to continue its capital modernization efforts, we request $520 million, 34 percent above this year, for Coast Guard assets. This includes $42 million to continue the deepwater recapitalization analysis begun last year, so that Coast Guard can modernize its aging deepwater assets in the most efficient and least costly manner.

The marine transportation system is a key element of the national transportation system, serving as a primary link between all modes of surface transportation and facilitating global commerce. It contributes more than $720 billion to the U.S. Gross Domestic Product and creates employment for more than 13 million Americans. The maritime transportation system will realize increased mobility through this budget with the acquisition of the Great Lakes icebreaker replacement, three new seagoing buoy tenders, and ongoing ports and waterways system analyses.

In addition, the budget includes a total of $47 million, $27 million in the Coast Guard and $20 million in the FAA, to operate and maintain the Loran-C navigation system. This request is 28 percent more than this year's funding level. After careful consideration, the Administration has decided to operate and maintain Loran-C in the short-term while continuing to evaluate the long-term need for the system.

A second critical ingredient for keeping our transportation network working effectively is smart investment. We must build upon the solutions that have served us well in the past, in a manner that is less damaging to our communities and our environment. Our transportation

system should be managed better, so that we can make more efficient use of our existing system. The budget includes $338 million for Intelligent Transportation Systems, to improve - among other things - traffic signal control, freeway and transit management and regional multi-modal traveler information.

Smart investment includes investment in transportation solutions for the future. Last year Amtrak ridership increased substantially. This shows that many Americans continue to want intercity passenger rail transportation. The FY 2001 budget proposes a substantial investment in passenger rail service, building on the growth in ridership and ability to cover operating costs that our Northeast Corridor investment has supported. Many state governments have invested in passenger rail service, including high speed rail, and Federal funding will provide the foundation for it to be a significant transportation solution for the future. We propose $468 million for this new program, in addition to continued Amtrak capital funding.

All of our goals, including our mobility goal, will be further enhanced by our budget proposal to increase technology and innovation by 37 percent to $1.28 billion. The Administration is committed to innovation for good reason: innovation has proven to be an indispensable ingredient in the longest economic expansion in American history. This budget moves our commitment to innovation to higher heights than ever before. The budget includes a nearly 80 percent increase for NHTSA —administered safety programs — a more than 80 percent increase for Intelligent Transportation Systems -- and a greater than 50 percent increase for surface transportation research. Our ITS programs are demonstrating real world effects. For example, a joint General Motors-DOT partnership is demonstrating state-of-the-art rear end collision warning systems. Additionally, it measures performance and effectiveness with real drivers on public roads, not in an artificial test situation.

The funding will be utilized according to our four innovation strategies — to build partnerships, increase investment in innovation, reduce barriers and provide incentives to innovation, and support of education and training to develop the next generation of inventors.

Support for training also extends to the DOT workforce because we must invest in our own workforce to achieve the best performance. That is why the budget includes training funds across-the-board in DOT equal to at least two percent of payroll. FAA and Coast Guard will exceed this standard, as they have more unique training needs.

BUILDING THE FOUNDATION FOR ECONOMIC GROWTH

Our great economy provides better jobs and a higher standard of living for all Americans. An economy that works for all Americans depends on a transportation system that is safe and that serves all Americans. If transportation connections are not available, or not offered at a time when we need them, our work, education and overall "pursuit of happiness" are limited and sometimes impossible. Transportation accessibility has grown considerably in the past seven years, but there are still areas of this country, such as the Delta region, Native American lands, Appalachia, and some inner cities and isolated rural areas where accessibility is limited or non-existent.

The FY 2001 budget includes more than $1.2 billion, 44 percent over 2000, for programs that contribute to the nation's economic growth and increase transportation accessibility. The funding proposed to support these efforts will provide all Americans with better access to work, educational opportunities, and commercial markets. The resulting enhanced economic and community development will improve the quality of life for our nation's citizens.

The budget includes strategic investments in critical transportation links that will provide greater economic opportunities for Native Americans, the Mississippi Delta region, isolated urban and rural residents, and former welfare recipients. We propose to double the 2000 level for the Job Access and Reverse Commute Program, to $150 million, to provide essential support for the Administration's welfare-to-work goals and economic growth in our low-income workforce.

The vast rural areas and small towns of the Mississippi Delta region suffer from disproportionate isolation and diminished opportunities for access to the daily activities of life. Many Delta residents have substantial difficulties in accessing employment opportunities and related activities such as training, education, and childcare. We propose a new $69 million initiative to expand the access to opportunity to those who call the region home.

Transportation services available to Native Americans also fall below those for the rest of the nation. A total of $358 million, 50 percent above 2000, is proposed to begin to correct this imbalance. Most of this funding will be used to help meet the more than $4 billion needed to improve the condition and performance of Indian Reservation roads.

We also propose to double funding, to $280 million, for the Corridors and Borders Program. This will improve the movement of freight that is so crucial to our global economic competitiveness. Demand for this program is substantial. In fact, this year we have 150 requests totaling close to $2.2 billion for the limited funding that we can award at our discretion.

And here in the Washington metropolitan area, the President committed $25 million towards a new Metro station to promote economic development along New York Avenue. We also are providing a Full Funding Grant Agreement for the Largo extension and propose $600 million to complete the federal investment in the replacement of the Woodrow Wilson Bridge.

BUILDING AN ENVIRONMENT FOR OUR CHILDREN

In his State of the Union address, President Clinton reminded us that we have "put to rest the bogus idea that you cannot grow the economy and protect and enhance the environment at the same time." This Administration has committed itself to protecting our environment. Our air is cleaner and our water is purer today than seven years ago, even as we enjoy the longest economic expansion in our nation's history. Our commitment to protecting our nation's environment continues in this budget, with a total of $3.8 billion, almost five percent above this year for DOT's environmental programs.

To aggressively implement the Administration's livability and environmental agenda, a record

$6.3 billion, as already mentioned, is proposed for transit programs and a record $1.6 billion is proposed for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Support needs to be continued and replicated across the country for increased use of alternative transportation systems providing access to and within national parks and other public lands, such as the new propane fuel bus system inaugurated last summer to serve Arcadia National Park and surrounding communities in Maine.

Our budget increases by almost fifty percent the funding provided to the Transportation and Community and System Preservation Pilot Program. This will aid communities in developing smart-growth plans to combat congestion and sprawl, and ensure in the words of Vice President Gore, "that communities are not only better off, but better." There is tremendous demand for these programs, as communities desperately want to tackle livability issues.

Additional funding is also requested for the Advanced Vehicle Program, DOT's contribution to the effort to develop clean, fuel-efficient vehicles for the new century. Programs like these are crucial to building a transportation system that meets the needs of future generations. The Detroit International Auto Show recently spotlighted the clean car developed through the Partnership for a New Generation of Vehicles. Our Advanced Vehicle Program, with $20 million in new funding, will apply similar technologies to produce clean trucks and buses.

KEEPING OUR NATION SECURE

DOT plays a critical role in ensuring that the transportation system is secure, that U.S. borders are safe from illegal intrusion, and that the transportation system can meet national defense needs in times of emergency. In addition, the Coast Guard and the Maritime Administration continue to perform several specific national security functions in support of the Department of Defense. A total of $1.6 billion, eight percent above this year, is proposed for DOT national security programs.

This includes $617 million, eight percent above this year, to fulfill the Department's commitment to conduct drug law enforcement operations. This funding will enable the Coast Guard to maintain an effective presence in the transit and arrival zones by mounting strong and agile interdiction operations. And it will build on the record interdiction effort of last year, with 70 tons of drugs confiscated.

It also includes $99 million for the Maritime Security Program, so that we can ensure that vessels will be available to carry military cargo during war or national emergencies.

CONCLUSION

I firmly believe that our goals as a free people, served by a strong economy and a climate of peace, can only be achieved in this century of the global economy by making sure our transportation system remains safe and sustainable, and becomes over time international in reach, intermodal in form, intelligent in character and inclusive in service. We at DOT, ever visionary and vigilant, are committed to building this type of system. The FY 2001 budget reflects the Clinton-Gore Administration's commitment to the future of this country and the

recognition of the importance of transportation to enjoying sustained growth and an improved quality of life.

Our proposed budget helps to ensure that transportation remains the tie that binds us together as a people — and the foundation of our prosperity as a nation. The budget will improve transportation safety, maintain and expand the transportation infrastructure, reduce environmental degradation, and provide more opportunities for our citizens in their "pursuit of happiness."

I, and the members of the DOT family, look forward to working with this Subcommittee, and the entire House and Senate, to pass a budget that will aid us in building the transportation system of our dreams and the ever visionary and vigilant workforce we need to meet the challenges and embrace the limitless opportunities of the 21st century and the new millennium.

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BLACK HISTORY MONTH PROGRAM AND
FEDERICK DOUGLASS CELEBRATION
FEBRUARY 14, 2000
WASHINGTON, D.C.

Dignitary Acknowledgements:

- Arlene Ackerman, Super. DC Public Schools; *Romaine Thomas,* Principal, Ketcham Elementary School

- *Sharon Ambrose,* DC Council Member, Ward 6;
- *Harold Brazil,* DC Council Member at Large

- *Maudine Cooper,* Pres/CEO, Greater Wash. Urban League (GWUL); *Audrey Epperson,* Education Director, GWUL

- *Matthew Moore,* President, PTA, Ketcham School

- *Linda Moody,* National President, DC Congress PTA

Ketcham School Acknowledgments

- (INSERT NAME_____)Student who introduced you

- *Ketcham Drill Team* (Team Sponsor: *Mr.* _____ *Cordell*
-
- *Pom-Pom Team* (Team Sponsor: *Ms. Paul Brown*)

- (NAME_____)Student who gave Welcoming Remarks

- *Acrostic Presentation* participants

- (NAME _____) Glee Club Soloist (Sponsor: *Mrs. Vanessa Curry*)

I have two messages today.

--My first message is for all the students at Ketcham Elementary

--My second message is for adults representing DC government, public schools and civic organizations

MESSAGE TO KETCHAM SCHOOL STUDENTS

- I am delighted to be here to help you celebrate *African American History Month*

- **Purpose** of month is to <u>celebrate</u> 400 years of African American contributions to American history and to <u>inspire</u> us to even higher heights of achievement in the future
- (How many of you know who *Frederick Douglass* was?)
- <u>Wreath laying</u> ceremony at Frederick Douglass House

  --Ms. Thomas attended with some Ketcham students

  --Purpose was to celebrate 182nd Anniversary of birth of <u>great civil rights leader</u>, born into slavery in 1818

  --"National Park Service told me about 15-year *partnership* between Ketcham Elementary and Frederick Douglass House"

  --Also heard about *Junior Ranger Program* oratory contest held during National African History Month. (Would this year's winners please raise your hands...Congratulations!)

GARRETT MORGAN MESSAGE

- Earlier this morning I also attended a ceremony honoring *Garrett A. Morgan* at the National Academy of Sciences
- Unveiled his painting, which will hang in a place of honor in National Academy of Sciences *Portrait Collection of Distinguished African Americans*
- How many of you know who Garrett A. Morgan was?
- (African American inventor of *traffic light* -- one of the most important traffic safety inventions of all time)

  --This simple, original idea not only saves lives, it makes it possible for traffic to move smoothly and efficiently through intersections

  --Imagine how long it would take to go from one place to another in a bus or a car if there were no traffic lights?

- G.A. Morgan died 40 years ago. Today we also hung portraits of two other great African American scientists who are <u>still alive</u>:

  --*Dr. Keith Black,* a great brain researcher who studies how to help people who have dangerous tumors growing in their brains; and *Dr. George Carruthers,* an <u>astrophysicist</u>, who studies stars and galaxies and planets in outer space.

- In a way, *spirit* of Garrett A. Morgan is also still alive
- In his memory, we created *Garrett A. Morgan Transportation Futures Program* in 1997

- Purpose of program is to encourage students like you to gain the knowledge and the skills you need to make the kind of scientific or technological contribution these other great African Americans have also made
- And once you have those skills, I hope you will consider joining the transportation workforce of the 21st century
- However, to qualify for these jobs you will have to have strong math and science skills.
- Almost every good, high-paying job in the 21st century will require first-class math and science skills
- For me, you are already "first class."
- So I urge each and every one of you to live up to your full potential by continuing to develop your skills and knowledge in these areas
- Take all the math and science you can stand. And then push yourself to higher heights by taking on even more. I know you can do it

DIGITAL DIVIDE

- There is one other thing you will need to be successful in the 21st century
- As President Clinton said in his State of the Union Message a few weeks ago, *Opportunity for all requires something else today -- having access to a computer and knowing how to use it.*
- To help make sure that happens at Ketcham Elementary, I am proud to announce that today we are donating 25 Pentium computers to Ketcham.
- Learn to use them well.
- Many of you have already proved you can read at least 35 books a year to improve your reading skills. I am asking you to use these computers to improve your computer skills.
- ...*Thank you very much.*

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MESSAGE FOR ADULTS

- When I started, I also said I had a brief message for the teachers and other 'older folks' who are here today. You can listen if you want to, but this short message is for them.
- And it comes directly from President Clinton. In his Budget Message last week, the President said: *"We know we must connect <u>all</u> of our classrooms to the Internet and we are getting there." MORE*
- *"In 1994, only 3 percent of our classrooms were connected. Today, with the help of the Vice President's E-Rate Programs, more than half of them are—and 90 percent of our schools have at least one Internet connection."*
- However, government must also invest in <u>basic physical improvement</u> of our schools. One third of our classrooms are in such disrepair that they have walls and wiring "too old" for the Internet.
- That's one of the reasons why the President has proposed to make immediate and urgent repairs to 5,000 schools per year—and that's why he has proposed to help build or modernize 6,000 more.
- Let me conclude just as the President concluded, by saying *"...In an economy that runs more and more on brainpower, no investment pays off more than education."*
- During African American History Month, we honor the great contributions made by heroes of the past
- But I believe that even more important, we plant the seeds of new dreams and new ideas that will make the contributions of the African Americans in the 21st century go far beyond anything we can dream or imagine
- Among the students here at Ketcham Elementary School we have young people with the ability and the vision to walk on distant planets, cure deadly diseases and compose great works of music, poetry and art

- They are tomorrow's innovators, tomorrow's inventors, tomorrow's artists
- So this morning, as we celebrate African American History Month, let us resolve to 'make a little history' ourselves by making sure these young people have the tools they need to make these dreams real
- For if we do, we can be sure that America's best days are yet to come. [END]

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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
THE NATIONAL SUMMIT ON AFRICA
WASHINGTON, D.C.
FEBRUARY 17, 2000

I am delighted to join you for this National Summit celebrating America's growing ties with the mighty continent of Africa. We gather to craft a common dream for a new, prosperous U.S.-Africa partnership and to take the bold steps necessary to make that dream a reality. Among the many who deserve our praise for making this event possible, I would like to express my personal thanks to *Mr. Leonard Robinson* who organized it -- and to *Ambassador Andy Young* for serving as our event chairman.

I also want to begin by acknowledging the one person whose bold leadership has redefined America's relationship with Africa forever -- the President of the United States, *William Jefferson Clinton*. As the President said, during his precedent-breaking visit to 6 African nations in March 1998, *"The age of the marginalization of Africa is over."*

I am excited by this gathering -- and excited by what it says about the new partnership with Africa the President launched during his historic trip. I had the privilege of accompanying the President on that trip, and I also was able to conduct a follow-up trip last July to advance the President's goals for Africa in the field of transportation.

Last March, the President marked the one-year anniversary of his Africa trip by hosting the first-ever U.S.-Africa Ministerial here in Washington, attended by 83 ministers representing 46 African Countries, where he renewed his commitment to strengthening U.S.-Africa ties. As the President said, *"We have a common heritage that binds us to a common future."*

Others will speak later in the program about the broad range of initiatives the President has undertaken in Africa. I would like to use this opportunity to briefly describe the major *transportation* initiative launched by the U.S. Department of Transportation at the direction of the President.

- more -

The theme of our initiative is "Transportation -- The Tie That Binds." Transportation connects peoples and nations -- it is a "Bridge over Troubled Waters" that "Makes Crooked Roads Straight." The basic premise of our program is that by improving the basic transportation infrastructure of Africa, particularly in the field of aviation, we facilitate the trade and tourism that will, in turn, stimulate economies on both sides of the Atlantic.

The reason for focusing on aviation is the possibility of using airports as the hubs for new trade corridors. Airports are huge job generators -- vital economic engines for growth. But to attract tourists other travelers, airports and air travel in Africa must be safe and secure.

That's why our "Safe Skies" program is a centerpiece of our initiative. We are committed to quadrupling the number of African countries that meet international aviation safety standards within the next three years. We also have targeted 8 to 12 African airports for improved airport security, and we intend to upgrade air navigation services throughout the region. As evidence that this is a realizable goal, I would cite how DOT technical assistance recently brought Johannesburg International Airport into compliance with international security standards. And just a little over two weeks ago, on January 31, we celebrated the inauguration of direct air passenger service between Johannesburg and Atlanta.

In addition to "Safe Skies," we are also seeking to liberalize bilateral aviation agreements between the United States and individual African countries through "Open Skies" agreements. Eight of the 15 bilateral agreements currently in effect date back to Africa's pre-independence days and urgently need revision. We are making good progress here. Just last week our DOT negotiating team returned from Africa having completed successful Open Skies negotiations with Burkina Faso and Namibia. And I am looking forward to announcing additional Open Skies partners in the months ahead, including Ghana and Kenya.

Our efforts to liberalize aviation agreements, of course, are not limited to Africa. Last December we hosted 900 delegates from 93 nations for the *Aviation in the 21st Century -- Beyond Open Skies Ministerial"* to discuss the challenges and opportunities facing international aviation in the 21st century.

By emphasizing the aviation components of our Partnership with Africa, I do not mean to imply that we have neglected other modes of transportation:

Our Federal Highway Administration is working with individual sub-Saharan countries and with the Southern Africa Development Community to promote technical assistance and technology transfer.

Our Federal Transit Administration has a safety-training program underway in South Africa; we are encouraged by the initial results and we intend to duplicate the program in other African countries.

Our Federal Railroad Administration is working with the World Bank and several U.S. technical agencies to develop a CD-ROM-based Geographic Information System. This will enable the nations of Sub-Saharan Africa to conduct traffic forecasts and economic modeling exercises.

Our Department's Research and Special Programs Administration is working with the Federal Emergency Management Agency and AID to develop emergency response training for African countries, especially with respect to possible aviation disasters.

Our National Highway Traffic Safety Administration_is ready to begin working with the World Bank and other agencies on a proposed road safety program.

Finally the Maritime Administration has also been meeting with the World Bank to discuss options for funding Port and Shipping Operations Training at the U.S. Merchant Marine Academy and Louisiana State University.

For me, the crowning symbol of our efforts was the first-ever U.S.-Africa Transportation Ministerial, held in Atlanta last September and attended by 43 Ministers of Transportation. We went to Atlanta to solidify our commitment to building a seamless network of roads, rail lines, ports and aviation corridors throughout the continent. We ended that historic meeting with a declaration to work together to build a transportation system that supports economic growth, regional integration, increased trade, tourism and mobility.

In short, we pledged to work as partners to integrate Africa into the global economy in this new century and new millennium.

Many people ask me "Why is the U.S. Secretary of Transportation so deeply involved with Africa?" My answer is simple --we seek jobs, opportunity and community.

As the President said in his State of the Union Message last month, to realize the full possibilities of America's burgeoning new economy, *"We must reach beyond our own borders, to shape the revolution that is tearing down barriers and building new networks among nations and individuals, and economies and cultures."*

The name of that revolution is globalization. And nowhere does that revolution have more potential for growth than in America's relationship with Africa.

As President Nelson Mandela has said, "*Though the challenges of the present time...are greater than those we have already overcome, we face the future with confidence. We do so, despite the difficulties and tensions that confront us, because there is in all of us the capacity to touch one another's hearts across the oceans and the continents.*"

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

News

FOR IMMEDIATE RELEASE
Wednesday, February 16, 2000

FTA 3-00
Contact: Bill Adams
Tel.: (202) 366-5580

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

JERSEY CITY -- U.S. Secretary of Transportation Rodney E. Slater today joined U.S. Senator Frank Lautenberg in presenting a check for $166 million for Phase One construction of the Hudson Bergen Light Rail Transit System.

Secretary Slater made the presentation to New Jersey Transit Director Jeff Warsh at ceremonies at the Hudson Bergen's Martin Luther King Drive Station in Jersey City.

"Senator Frank Lautenberg understands that transportation is about more than concrete, asphalt and steel," said Secretary Slater. "In the case of the Hudson Bergen Light Rail System, it is a means by which people in New Jersey get to jobs, schools markets, and to take advantage of all the opportunities this state and region offers."

"This is a down payment on the future of transportation in New Jersey," said Senator Lautenberg. "With the strong financial support of the Clinton-Gore administration to light rail today, we will have less crowded highways tomorrow. And that means cleaner air and more efficient use of everyone's time."

The grant from the U.S. Department of Transportation's Federal Transit Administration (FTA) will provide funding for a 9.3-mile, 16 station operating segment connecting Hoboken Terminal to 34th Street in Bayonne and West Side Avenue in Jersey City. The Hudson Bergen Light Rail Transit Line will enhance the development of the New Jersey waterfront projects and provide more convenient access to Port Authority Trans Hudson for residents of Bayonne and Bergen County.

It will also connect ferries and New Jersey Transit commuter rail lines. An estimated 36,000 riders are expected on the Phase One segment. The Phase One segment is being constructed as part of a $1 billion design, build, operations and maintenance contract.

A portion of the route is scheduled to open this summer.

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

FOR IMMEDIATE RELEASE
Tuesday, February 15, 2000

DOT 34-00
Contact: Bill Mosley
Tel.: (202) 366-5571

Statement of U.S. Transportation Secretary Rodney E. Slater on U.S.-U.K. Aviation Relationship

In stark contrast to the fast-emerging worldwide move towards liberalization of aviation services stands the U.S. aviation relationship with the United Kingdom. While we are moving forward in breaking down barriers around the globe, our aviation agreement with the United Kingdom remains one of the most restrictive in the world. We have invested significant time and effort to liberalize the agreement, and have raised the problems with this relationship to the highest levels of government in both countries.

Despite these efforts, the United Kingdom continues to hold on to the past while the United States looks to the future. As a result, the U.K. economy, consumers, and airlines pay the price of stagnation, as economies all around them secure the price and service benefits of competition.

We have been working aggressively with the United Kingdom since last fall to find a mutually acceptable exchange of opportunities that would include the restoration of Pittsburgh-London service. I had hoped that we would reach an acceptable resolution in talks held in late January, but U.K. negotiators merely reiterated proposals that we had already rejected in past discussions.

Even so, the United States continued to attempt to seek a resolution -- including President Clinton's discussion with Prime Minister Blair about the unsatisfactory state of the U.S.-U.K. aviation relationship -- however, the United Kingdom continues to respond with unworkable proposals.

I am profoundly disappointed that the United Kingdom has not been able to rise above near-term, self-serving arguments against liberalization. Today's hearing of the House Transportation and Infrastructure Committee confirms the deep concern shared by Congress on these issues.

Nevertheless, we must not, and will not, let the unwillingness of the United Kingdom to make progress divert us from our goal of progressively moving forward with those partners from around the world who share our vision for aviation in the 21st century. As the December 1999 Chicago International Aviation Conference made clear, there is a worldwide consensus supporting international aviation liberalization. Our strategy is to advance on all productive fronts to ensure that the vitally important aviation sector fulfills its full potential to support the emerging global economy.

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SECRETARIAL TRANSPORTATION POLICY MISSION TO ASIA-PACIFIC REGION
FEBRUARY 19-26, 2000

U.S. Secretary of Transportation Rodney E. Slater will travel to Asia the week of February 20th to promote transportation policies fostering President Clinton and Vice President Gore's goals of prosperity, stability and democracy in all regions of the world, including the one-third of humanity living in Asia. The $7 trillion economy of this region will significantly impact America's destiny in the new century and new millennium.

The Secretary will meet with his transportation counterparts and other government officials in Singapore, Hong Kong, Beijing and Tokyo to discuss the Department's vision of a *new transportation policy architecture* for a new century and a new millennium. The Department's vision of transportation in the 21st century and its impact on the emerging global economy reflects the need to manage the predicted expansion of trade and tourism between the United States and its Asia-Pacific partners in the years ahead.

The new transportation policy architecture the Secretary will discuss with his counterparts emphasizes policies that (1) increase regional cooperation among Asia-Pacific nations to implement policies that enhance safety, first and foremost and that liberalize, deregulate and privatize services; (2) harmonize standards and practices; and (3) encourage use of more environmentally-friendly transportation products. The goal is a safe and sustainable transportation system that matches the needs of the new century and new millennium -- international in reach, intermodal in form, intelligent in character, and inclusive in service. To bring this type of system into being, it is essential that we and our international partners create and encourage a climate of transportation innovation.

During his meetings, the Secretary will emphasize aviation -- which he believes will be a driving force for economic development in the 21st century. He will advocate a more open aviation system in Asia, based on 'plurilateral' agreements among groups of countries. This approach builds on the *"Aviation in the 21st Century -- Beyond Open Skies"* conference, hosted by Secretary Slater in Chicago last December, at which aviation ministers and other leaders representing 90 countries discussed the challenges and opportunities facing international aviation in the 21st century and the new millennium.

In Singapore, the Secretary will urge APEC ministers to move forward on region-wide liberalization, which is already on the agenda of next month's APEC Ministerial. In Hong Kong he will promote a liberalized air service agreement and discuss maritime access concerns. In Beijing, the Secretary will advance the case

for a bilateral open skies agreement between the People's Republic of China and the U.S.. In Tokyo he will focus on both aviation and maritime access issues.

At all mission stops, the Secretary will confer on the transportation impact of the anticipated entry of China into the World Trade Organization, and the "anytime, anywhere" transportation demands imposed by e-commerce, which already accounts for one-third of the real growth in the U.S. economy. He will underscore the Administration commitment to working with China during the WTO accession process as well as the President's intention to seek Permanent National Trade Relations (PNTR) status for China. He will also urge increased transportation cooperation among Asia-Pacific nations to deal appropriately with e-commerce concerns of transportation businesses, particularly airlines and express delivery companies.

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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
NATIONAL BLACK LAW STUDENTS ASSOCIATION
MIDWEST REGIONAL CONVENTION 2000
FEBRUARY 18, 2000
LITTLE ROCK, ARKANSAS

I am honored to have this opportunity to speak with the members and guests of the National Black Law Students Association Midwest Regional Convention 2000.

It is always such a great pleasure to return to Arkansas, to my home.

Your convention theme, "*Building a Future From Our Past....Poised for the Challenges of a New Century*" is so very timely.

For more than 50 years, the University of Arkansas School of Law has been building bright futures for African American lawyers.

The University of Arkansas School of Law was the first major state university in the South to admit African American students. This took place two years before the United States Supreme Court required the desegregation of public law schools in *Sweatt v. Painter.* And it came six years before the Supreme Court's opinion in *Brown v. Board of Education.*

The ensuing fifty plus years have seen extraordinary progress in the meaningful racial integration of higher education in the South and across America, due, in part, to the courageous actions of Silas Hunt, Dean Robert Leflar, and the University of Arkansas in 1948.

I am one of the beneficiaries of that courage of conviction to do the right thing -- to ensure that the doors of opportunity were opened to every young man and woman who wanted to succeed.

Let me share some thoughts with you about the events and decisions that shaped my own career choices.

Three come immediately to mind:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Under President Clinton and Vice President Gore we have enjoyed the longest economic expansion in American history -- an expansion that has created more than 20 million new jobs.

President Clinton has declared that "…..the state of our union is the strongest it has ever been."

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

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

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

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

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

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

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

Yet despite this track record of accomplishment, the President reminded us in his State of the Union Message that "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."

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

President Clinton believes that in order to keep our historic economic expansion going we need to start a 21st century revolution to open new markets, start new businesses, hire new workers in our inner cities, poor rural areas, and Native American reservations.

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

President Clinton has proposed a record $54.9 billion investment -- a 9 percent increase -- in transportation for his 2001 budget to fund key programs such as safety, mobility, economic growth and trade, environmental protection and national security.

Transportation provides the means whereby people can reach jobs, education, and health care services as well as shop for the goods and services they need.

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

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

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

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

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

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

This week, the second annual National Black Family Technology Week, brings the focus on closing the digital divide, a major concern for President Clinton and Vice President Gore.

Too many communities remained unconnected to the information economy -- with no access to basic technology, to computers, or to the Internet. Less than one-third of all Black households own personal computers and only 6 percent of the 58 million Americans using the Internet are Black.

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, the President and Vice President are making great progress.

In 1993, only one third of America's schools were connected to the Internet. Yesterday, the U.S. Department of Education announced that in five short years 95 percent of our schools are connected. But we can and must do more. In high-poverty schools only 39 percent of classrooms have access to the Internet..

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

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

He is talking about your voice and your leadership as future graduates of the University of Arkansas School of Law.

As your theme so eloquently states, you must be poised -- you must be ready–to meet the challenges of this new century and new millennium.

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

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

As the President said, *".... we stand on the mountain top of a new millennium. Behind us we can look back and see the great expanse of American achievement -- and before us we can see even greater, grander frontiers of possibility. We should, all of us, be filled with gratitude and humility for our present progress and prosperity. We should be filled with awe and joy at what lies over the horizon. And we should be filled with absolute determination to make the most of it."*

Thank you.

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

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WILLIAM JEFFERSON CLINTON ELEMENTARY SCHOOL
FEBRUARY 18, 2000
SHERWOOD, ARKANSAS

Students, let me tell you, one of the most valuable resources you will ever have growing up is a good teacher. More than 30 years later, I still remember my first grade teacher -- Ms. Price. I know how fortunate I was to have had excellent teachers like her -- teachers who helped me dream big dreams and acquire the knowledge and develop the skills to make my dreams come true. Teachers who showed me how to believe in myself -- that I could achieve anything -- that nothing was beyond my reach.

You have the same kind of teachers -- the faculty and staff here at Clinton Elementary School -- who are working so hard to prepare you to meet the challenges of the new century -- the new millennium. I want you to join me in showing them how much they are appreciated.

As you know I am the U.S. Secretary of Transportation -- a member of President Clinton's Cabinet. I am proud to be the second African American Transportation Secretary in history, and only the third Arkansan ever to serve in a President's Cabinet. It is an honor I will always carry with me.

I grew up in Marianna, Arkansas, up on the mighty Mississippi River, during the 1960s and '70s. It was not an easy time in which to grow up -- schools were segregated until my high school years -- but it was an exciting time. Dr. Martin Luther King, Jr. taught us that we could turn our dreams into reality, and we were blessed to have parents and teachers who encouraged us to do so.

For example, in the sixth grade, one the key teachers was Mrs. Willie Neal, who is the mother of Arkansas appeals court judge Olly Neal. She challenged us to find out about the world beyond Marianna, and to find out more about ourselves -- who we wanted to become. She was a powerful influence on me and many of my classmates.

In fact, Mrs. Neal joined others in helping me shape my dreams. I knew that, to achieve them, I would have to go on to college. I knew how hard that was. Although there was some student aid then, there was not as much as there

is today, with all of the scholarships and loans, work-study programs and the Americorp Program that have started under President Clinton and Vice President Gore.

I was fortunate in that I had good teachers and good coaches -- men and women who cared about their students and who encouraged us, just like the teachers here at Clinton Elementary -- teachers like Mrs. Sandra Eldrige, who was recognized last year as a Milken Family Foundation National Educator.

Let me tell you, it worked. I was fortunate enough to win a scholarship to Eastern Michigan University, where I played running back and was honored to be named captain of the team in my senior year.

While I was there, I kept my grades up and took up forensics -- public speaking -- something you are already studying! I also began to think even more about my future after college. In high school, I met John Walker, a civil rights lawyer from Little Rock. He was the first African American lawyer I'd ever met, and his example inspired me to try for law school.

Eastern Michigan was a wonderful experience -- it gave me the chance to discover new opportunities and meet new people -- but I was ready to come home. I applied to -- and was accepted at -- the University of Arkansas Law School.

In Fayetteville I met people like George Haley, the brother of famed author Alex Haley, and the second African American ever to graduate from the University of Georgia law school, and now America's Ambassador to Gambia. He and others like him showed me how people can make a difference. And their example put me on the path to a career in public service.

I have tried to make the most of the opportunities that have come my way, and to learn from the examples of the outstanding people I met along the way. Today, I'd like to encourage you to do the same.

You know, growing up is never easy, and in some ways it is harder now than ever. But the good news is that you are growing up in a time of expanded opportunity -- a time in which each of you can aspire to college, a good job, and a better life.

This is an age that lets us do more than imagine a better world -- we can make it possible. But nothing about this new world is guaranteed.

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

I know you believe this -- that is why you are working hard for your own future. I know President Clinton believes it -- that is why he is pushing the greatest education expansion since the 1960s -- and why he is making record levels of investment to provide school districts with the resources to hire more teachers and to modernize school buildings.

Now, you might be thinking -- this is interesting, but why is someone who works in transportation talking about education.

Because America will need a world-class transportation system to move forward into the new century and the new millennium and the U.S. Department of Transportation will need highly educated, highly skilled employees to build and run it.

I am looking for highly trained transportation technology workers -- future bridge architects, high-speed rail engineers, safety specialists, pilots, aviation mechanics -- the technology experts to design, develop and operate the complex transportation system of tomorrow that will keep America moving from strength to strength well into the new millennium.

But all these technologies will be possible only when we have the well-educated people to create and run them. Today, one in seven jobs in our economy is transportation-related -- and those jobs, among the best paid in America -- demand people who are well-educated.

Three years ago, I decided we also needed to do more for the next generation of students -- students like you at Clinton Elementary. It is never too early to start learning the knowledge and skills you need for demanding careers.

I created the Garrett A. Morgan Technology and Transportation Futures Program -- named after Garrett A. Morgan, a young African American who invented the very first automated traffic signal. He was the real grandfather of transportation technology.

The original goal was to challenge one million students across America to develop their math, science and technology skills to prepare for transportation careers -- or any other career that demands these skills -- because 21st century solutions will require a strong educational background. Although we have already

exceeded our original goal, we have set a higher one -- challenging three million students -- because we will need many more well-educated people for transportation jobs alone.

Garrett A. Morgan had a vision -- a desire to learn -- to make the most of the opportunities that came his way. He worked hard -- became a legendary inventor -- and set an example for all of us to follow.

I often say transportation is about more than concrete, asphalt and steel -- it is about people -- about giving them the opportunity to lead safer, better, more fulfilling lives.

And that is what your school is all about. It is about a search for excellence, and about giving all of you the opportunity to make the most of your talents and abilities.

I hope you'll all take advantage of the opportunities that the teachers and resources here at Clinton Elementary offer you.

Let me close on this. Today I have an assignment for you. I want you to start developing a plan. Now is the time to begin. Now is the time to develop the math and science skills to work in transportation or any other technology-related career field. I want you to start working on that plan today because your future begins now, this very minute.

When I was a young boy in rural Marianna, my sisters and I would sit on the porch watching the cars go by -- wondering about their destination. Were they going to the big cities -- the bright lights? Well I knew in order to get to those bright lights -- the big city, I had to study hard -- to work hard -- be the best I could possibly be.

And now this is your time, your future. It is so much bigger -- so much brighter. This is your opportunity to seize the day -- Carpe Diem!!

And always remember these words: Good, better, best. I will not rest, until my good is better and my better is best. Repeat this with me. Good, better, best. I will not rest, until my good is better and my better is best.

And with you giving your best, I know, America's best is yet to come. Thank you.

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8.120

SECRETARIAL TRANSPORTATION POLICY MISSION TO ASIA-PACIFIC REGION
FEBRUARY 19-26, 2000

U.S. Secretary of Transportation Rodney E. Slater will travel to Asia the week of February 20th to promote transportation policies fostering President Clinton and Vice President Gore's goals of prosperity, stability and democracy in all regions of the world, including the one-third of humanity living in Asia. The $7 trillion economy of this region will significantly impact America's destiny in the new century and new millennium.

The Secretary will meet with his transportation counterparts and other government officials in Singapore, Hong Kong, Beijing and Tokyo to discuss the Department's vision of a *new transportation policy architecture* for a new century and a new millennium. The Department's vision of transportation in the 21st century and its impact on the emerging global economy reflects the need to manage the predicted expansion of trade and tourism between the United States and its Asia-Pacific partners in the years ahead.

The new transportation policy architecture the Secretary will discuss with his counterparts emphasizes policies that (1) increase regional cooperation among Asia-Pacific nations to implement policies that enhance safety, first and foremost and that liberalize, deregulate and privatize services; (2) harmonize standards and practices; and (3) encourage use of more environmentally-friendly transportation products. The goal is a safe and sustainable transportation system that matches the needs of the new century and new millennium -- international in reach, intermodal in form, intelligent in character, and inclusive in service. To bring this type of system into being, it is essential that we and our international partners create and encourage a climate of transportation innovation.

During his meetings, the Secretary will emphasize aviation -- which he believes will be a driving force for economic development in the 21st century. He will advocate a more open aviation system in Asia, based on 'plurilateral' agreements among groups of countries. This approach builds on the *"Aviation in the 21st Century -- Beyond Open Skies"* conference, hosted by Secretary Slater in Chicago last December, at which aviation ministers and other leaders representing 90 countries discussed the challenges and opportunities facing international aviation in the 21st century and the new millennium.

In Singapore, the Secretary will urge APEC ministers to move forward on region-wide liberalization, which is already on the agenda of next month's APEC Ministerial. In Hong Kong he will promote a liberalized air service agreement and discuss maritime access concerns. In Beijing, the Secretary will advance the case

for a bilateral open skies agreement between the People's Republic of China and the U.S.. In Tokyo he will focus on both aviation and maritime access issues.

At all mission stops, the Secretary will confer on the transportation impact of the anticipated entry of China into the World Trade Organization, and the "anytime, anywhere" transportation demands imposed by e-commerce, which already accounts for one-third of the real growth in the U.S. economy. He will underscore the Administration commitment to working with China during the WTO accession process as well as the President's intention to seek Permanent National Trade Relations (PNTR) status for China. He will also urge increased transportation cooperation among Asia-Pacific nations to deal appropriately with e-commerce concerns of transportation businesses, particularly airlines and express delivery companies.

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8.119

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

Speech

"MEETING THE TRANSPORTATION CHALLENGE OF GLOBALIZATION"

REMARKS AS PREPARED FOR DELIVERY BY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S.-ASEAN BUSINESS COUNCIL BREAKFAST
SINGAPORE
TUESDAY, FEBRUARY 22, 2000

I am delighted to be in Singapore and honored to have this opportunity to brief the U.S.-ASEAN Business Council on this week's U.S. Transportation Policy Mission to Asia. For more than two decades, the U.S.-Asian Business Council has been a powerful advocate of a global perspective, and a strong partisan of strengthening economic and commercial ties between Asia and the United States.

Singapore is the perfect site to begin our mission. In addition to the convenient presence of transportation leaders from throughout the region for this week's Asian Aerospace 2000 Exhibition, Singapore is home for a world-class port, a world-class airport, a world-class airline and world class people.

Even more to the point, Singapore is also a visionary leader in transportation policy. As America's first Open Skies partner in Asia, Singapore inspired other nations to sign similar liberalized, market-based aviation agreements. This led to the elimination of thousands of restrictions on airline operations throughout Asia, creating enormous benefits for both airlines and their passengers.

Now that the Asian financial crisis has given way to renewed optimism, Asia's $7 trillion dollar market -- home to one-third of humanity -- is poised to move to 'higher heights' than many dreamed possible only a few years ago. ...Not just economically, but socially and politically as well.

And that is what this transportation policy mission is all about -- promoting President Clinton and Vice President Gore's goals of prosperity, stability and democracy in all areas of the world -- including Asia. America begins the new century with the strongest economy ever -- 20 million new jobs, the fastest economic growth in 30 years; the lowest poverty rates in 20 years; and the first back-to-back budget surpluses in 42 years. And, as of February 1, the longest period of continuous economic growth in our history. Yet we have not achieved this on our own. One quarter to one-third of our economic growth is a direct result of trade.

As the President emphasized in his State of the Union Address last month, "To realize the full possibilities of this economy, we must reach beyond our own

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borders to shape the revolution that is tearing down barriers and building new networks among nations and individuals, and economies and cultures." That revolution is globalization, which the President calls "The central reality of our time." And transportation is critical to globalization.

It is about more than "concrete, asphalt and steel." It is the tie that binds peoples and communities across national boundaries; without it, there can be no trade.

Over the next 5 days I will be meeting with my transportation counterparts and other government officials in Singapore, Hong Kong, Beijing and Tokyo. Our mission agenda is to foster a shared vision of how the transportation industry should respond to the challenge of globalization. The vision we seek to foster is of a 'safe and sustainable transportation system' that is international in reach, intermodal in form, intelligent in character, and inclusive in service.

To achieve this vision we must forge a new transportation policy architecture consistent with the needs of a new century and a new millennium. By "policy architecture," I am referring to the interlocking web of policies and practices that shape and inform transportation decisions by stakeholders at all levels: governments, industry associations, organized labor and individual companies, as well as consumers and interest groups.

The new policy architecture I seek to encourage in my conversations this week is one that, first and foremost, increases regional cooperation to enhance safety -- which remains President Clinton's top transportation priority and the "North Star" guiding everything we do at the U.S. Department of Transportation.

My second priority is to look for ways to reduce "over management" by government through policies that liberalize, deregulate and privatize.

My third priority is to seek a consensus on ways to encourage the use of more environmentally friendly transportation products. We know this is possible. By working together world wide, the transportation community passed safely through Y2K, the first global challenge of the information age. On this week's mission I intend to encourage similar cooperation in the environmental area.

However, the biggest policy challenge facing transportation in Asia is also our greatest opportunity -- the increasingly bright prospects for growth in U.S-Asia trade and tourism, especially after China joins the World Trade Organization.

President Clinton is a strong advocate of China's full participation in the emerging global economy, which he believes "Will plainly advance the cause of peace in Asia and promote the cause of change in China." He has therefore called

upon the Congress to "Support the agreement we negotiated to bring China into the WTO by passing Permanent Normal Trade Relations with China as soon as possible this year."

We will therefore be affirming our support for this policy at every stop on this mission. By helping to liberalize China's economy, WTO and Permanent Normal Trade Relations will open new economic freedoms for Chinese citizens and promote the rule of law in many fields. By integrating China more firmly into the Pacific and world economies, these steps will give China a greater stake in regional stability and prosperity.

In addition to these overall policy objectives, we also have some specific agenda items for each stop during the mission:

Here in Singapore, I will be meeting with the APEC/ASEAN Ministers of Transport this afternoon to urge them to move forward on region-wide aviation liberalization, which is already on the agenda of next month's APEC Working Group Meeting.

In Hong Kong, we will be promoting a bilateral liberalized air service agreement and discuss maritime access concerns as well as illegal immigration.

In Beijing, I intend to advance the case for a bilateral Open Skies agreement between the People's Republic of China and the U.S. We are also currently negotiating a new bilateral maritime agreement with China to reduce restrictions on U.S. carriers. Our Maritime Administrator, Clyde Hart, will be returning to Beijing later in the week for further discussions.

Finally, in Tokyo, we will be discussing several specific aviation and maritime access issues.

While our agenda is broad, our emphasis on this mission is clearly on aviation. This is because aviation will be a driving force for economic development in the 21st century and the new millennium. If the claim that "all roads lead to Rome" were the key indicator of that city's greatness in ancient times, a modern city's equivalent claim would have to be "all airlines land here."

For more than half a century, international aviation has been governed by the bilateral approach established by the historic Chicago Aviation Conference of 1944.

We have achieved enormous progress under the bilateral system. And the pace of bilateral negotiations has picked up significantly under President Clinton and Vice President Gore's leadership; we are proud of the fact that the U.S. now has 42 Open Skies partners, including six new partners in the Asia/Pacific region.

Including these six, we have amended more than a dozen aviation agreements with Asia/Pacific countries in less than six years and liberalized aviation relations with other nations in the region as well, including China and Japan.

However, it is now widely recognized that the bilateral system is obsolete. The old system allows governments to impose significant restrictions on airline operations, denies customers the freedom to choose the services they need -- and the airlines the freedom to serve those needs.

I am therefore traveling this week as an enthusiastic advocate of a more open aviation system in Asia, based on what we are calling "plurilateral" agreements among groups of countries. Eventually we would like to see a truly integrated global framework for international aviation.

This approach builds on the Aviation in the 21st Century -- Beyond Open Skies conference we held in Chicago last December, in the same location as the original Chicago Aviation Conference of 1944. Aviation ministers and other leaders representing 90 countries joined us to discuss options for the future of international aviation. The Conference concluded with a Ministerial Declaration endorsing continued efforts to work together to assure the success of aviation in the 21st century -- including a new policy architecture for civil aviation.

We are beginning that process here in Singapore, because of the importance of Asia to the United States and to the world economy.

We are also focusing our attention, throughout this trip to a related issue -- the explosive growth of e-commerce -- and the need for the physical transportation system to keep pace with that growth, especially in the aviation sector. E-commerce already accounts for one-third of the real growth in the U.S. economy and is expected to triple the value of cargo shipped by air by the year 2015.

It may be true that e-commerce operates 'by the click of a button." However, as I emphasized at the Executive Forum on 'Delivering E-Commerce' in Atlanta less than two weeks ago, e-commerce still requires planes, trains and trucks to move goods to their destinations after they are ordered over the Internet. You can order "Steaks from Omaha" on-line, but you still can't download them to your plate.

Let me sum up our agenda for this Transportation Policy Mission by saying that our goal is 'To ensure that international transportation in the Asia-Pacific region is ready for the challenge of globalization at the dawn of a new century and new millennium.'

As the President puts it, "Today, at the start of a new century...the entire world finds itself at a crossroads. Globalization is revolutionizing the way we work, the way we live, and perhaps most important, the way we relate to each other across national boundaries." I believe, with the President, that open markets and rule-based trade are the best engines we know of for raising living standards, reducing poverty, saving the environment -- and assuring the free flow of ideas.

That is our objective during this week's Mission to Asia. Now, as part of encouraging the 'free flow of ideas,' I would welcome your questions...

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8.16

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MEETING WITH U.S. AIR TRANSPORT COMPANY CEO'S
BRIEF OPENING STATEMENT
FEBRUARY 22, 2000
SINGAPORE

- Thank you Director Philip Gielczyck and the US-ASEAN Business Council for hosting this morning's meeting. It is always a pleasure to have the opportunity to meet with our American companies doing business overseas.

- We will meet with transportation officials here in Singapore, Hong Kong, Beijing and Tokyo.

- Transportation, in particular aviation, will be a driving force for economic development in the 21st century.

- Our goal is to establish open-skies aviation relationships with all our bilateral partners. Already signed open skies agreements with Singapore, Malaysia, Brunei, Korea, Taiwan and New Zealand.

- It is our intention to continue to seek open skies bilateral agreements with such economies as Thailand, Indonesia, the Philippines and Hong Kong.

- But beyond these goals we need to work to build a new aviation architecture for the new century. We must create and maintain a more efficient framework for international aviation services.

- We need a framework that meets the needs of your companies and those passengers and shippers whose needs you serve.

- We need a system that satisfies the demands of e-commerce and "just in time" inventory which have made flexibility, timeliness and network operations more crucial.

- At the Chicago ministerial conference last December there was a broad consensus that the needs of users and providers of air transport are evolving quickly.

- The Conference Statement endorsed the need to continue exploring the potential for aviation liberalization beyond open skies to identify effective mechanisms to exchange opportunities among like-minded partners, including consideration of regional, multilateral and plurilateral systems.

- I believe these concepts can be advanced in this region thru APEC. APEC Working Groups have adopted air transportation liberalization and their actions have been endorsed by APEC leaders. We intend to work with other APEC economies on providing a framework for liberal multilateral aviation relations in Asia and we plan to have a discussion of this framework at the next APEC Transportation Working Group meeting next month.

- I know of your interest in these matters and I look for your continued support through your work with the APEC Business Advisory Council.

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8.117

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
AMCHAM CHAMBER-WIDE LUNCHEON MEETING
WEDNESDAY, FEBRUARY 23, 2000
HONG KONG

I am delighted to be in Hong Kong and honored to have this opportunity to brief the AmCham Chamber here on this week's U.S. *Transportation Policy Mission* to Asia. Now that the Asian financial crisis has given way to renewed optimism, Asia's $7 trillion dollar market -- home to one-third of humanity -- is poised to move to 'higher heights' than many dreamed possible only a few years ago. ...Not just economically, but socially and politically as well.

And that is what this transportation policy mission is all about -- promoting President Clinton and Vice President Gore's goals of *prosperity, stability* and *democracy* in all areas of the world -- including Asia. America begins the new century with the strongest economy in a generation -- 20 million new jobs, the fastest economic growth in 30 years; the lowest poverty rates in 20 years; and the first back-to-back budget surpluses in 42 years. ....And, as of February 1, the longest period of continuous economic growth in our history. Yet we have not achieved this on our own. One quarter to one-third of our economic growth is a direct result of trade.

As the President emphasized in his State of the Union Message last month, *"To realize the full possibilities of this economy, we must reach beyond our own borders to shape the revolution that is tearing down barriers and building new networks among nations and individuals, and economies and cultures."*

That revolution is globalization, which the President calls *"The central reality of our time."* And transportation is critical to globalization. It is about more than "concrete, asphalt and steel." It is the tie that binds peoples and communities across national boundaries; without it, there can be no trade.

I began this mission's meetings with my transportation counterparts and other government officials in *Singapore* earlier this week. Today our delegation is here in *Hong Kong.* The next stops on our itinerary are *Beijing* and *Tokyo.*

Our mission agenda is to foster a shared vision of how the transportation industry should respond to the challenge of globalization. The vision we seek to foster is of a 'safe and sustainable transportation system' that is *international in reach, intermodal in form, intelligent in character, and inclusive in service.*

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To achieve this vision we must forge a *new transportation policy architecture* consistent with the needs of a new century and a new millennium.

By "policy architecture," I am referring to the interlocking web of policies and practices that shape and inform transportation decisions by stakeholders at all levels: governments, industry associations, organized labor and individual companies, as well as consumers and interest groups.

The *new* policy architecture I seek to encourage in my conversations this week, is one that, first and foremost, increases regional cooperation to enhance safety -- which remains President Clinton's top transportation priority and the "North Star" guiding everything we do at the U.S. Department of Transportation.

My second priority is to look for ways to reduce "over management" by government through policies that *liberalize, deregulate* and *privatize.*

My third priority is to seek a consensus on ways to encourage the use of more *environmentally friendly* transportation products. We know this is possible. By working together world wide, the transportation community passed safely through Y2K, the first global challenge of the information age. On this mission I intend to encourage similar cooperation in the environmental area.

However, the biggest policy challenge facing the transportation systems of this region is also our greatest opportunity -- the increasingly bright prospects for growth in U.S-Asia trade and tourism, especially after China joins the World Trade Organization. President Clinton is a strong advocate of China's full participation in the emerging global economy, which he believes *"Will plainly advance the cause of peace in Asia and promote the cause of change in China."*

He has therefore called upon the Congress to *"Support the agreement we negotiated to bring China into the WTO by passing Permanent Normal Trade Relations with China as soon as possible this year."*

We will therefore be affirming our support for this policy at every stop on this mission.

The Administration appreciates the support of the U.S. business community with regard to China's accession to the WTO and looks forward to continuing to work with you as we increase trade with China and with other countries in the Asia Pacific region.

By helping to liberalize China's economy, WTO and Permanent Normal Trade Relations will open new economic freedoms for Chinese citizens and promote the rule of law in many fields. By integrating China more firmly into the Pacific and world economies, these steps will give China a greater stake in regional stability and prosperity.

In addition to these overall policy objectives, we also have some specific agenda items for each stop during the mission:

Yesterday in Singapore, I met with the APEC/ASEAN Ministers of Transport this afternoon to urge them to move forward on region-wide aviation liberalization, which is already on the agenda of next month's APEC Ministerial. I also had a chance to meet with China's Civil Aviation Administrator, *Liu Jianfeng,* who will not be in Beijing during my visit.

We are here in Hong Kong, to promote a bilateral liberalized air service agreement and to discuss maritime access concerns as well as illegal immigration. The aviation relationship between the people of Hong Kong and the people of the United States is one of the oldest we have, dating back to the aftermath of World War II. Our current aviation relationship is now governed by a separate agreement and we look forward to continuing discussions on expanding air services between Hong Kong and the United States.

In Beijing, I intend to advance the case for a bilateral Open Skies agreement between the People's Republic of China and the U.S. We are also currently negotiating a new bilateral maritime agreement with China to reduce restrictions on U.S. carriers. Our Maritime Administrator, Clyde Hart, will be returning to Beijing later in the week for further discussions.

Finally, in Tokyo, we will be discussing several specific aviation and maritime access issues.

While our agenda is broad, our emphasis on this mission is clearly on aviation. This is because aviation will be a driving force for economic development in the 21st century and the new millennium. If the claim that "all roads lead to Rome" were the key indicator of that city's greatness in ancient times, a modern city's equivalent claim would have to be "all airlines land here."

For more than half a century, international aviation has been governed by the bilateral approach established by the historic Chicago Aviation Conference of 1944. We have achieved enormous progress under the bilateral system. And the pace of bilateral negotiations has picked up significantly under President Clinton and Vice President Gore's leadership; we are proud of the fact that the U.S. now has 42 Open Skies partners, including six new partners in the Asia/Pacific region. Including these six, we have amended more than a dozen aviation agreements

with Asia/Pacific countries in less than six years and liberalized aviation relations with other nations in the region as well, including China and Japan.

However, it is now widely recognized that the bilateral system is obsolete. The old system allows governments to impose significant restrictions on airline operations, denies customers the freedom to choose the services they need -- and the airlines the freedom to serve those needs.

I am therefore traveling this week as an enthusiastic advocate of a more open aviation system in Asia, based on what we are calling "plurilateral" agreements among groups of countries. Eventually we would like to see a truly integrated global framework for international aviation.

This approach builds on the *Aviation in the 21st Century -- Beyond Open Skies* conference we held in Chicago last December, in the same location as the original Chicago Aviation Conference of 1944.

Aviation ministers and other leaders representing 90 countries joined us to discuss options for the future of international aviation. The Conference concluded with a Ministerial Declaration endorsing continued efforts to work together to assure the success of aviation in the 21st century -- including a new policy architecture for civil aviation.

We are also focusing our attention, throughout this trip to a related issue -- the explosive growth of *e-commerce* -- and the need for the physical transportation system to keep pace with that growth, especially in the aviation sector. E-commerce already accounts for one-third of the real growth in the U.S. economy and is expected to triple the value of cargo shipped by air by the year 2015.

It may be true that e-commerce operates 'by the click of a button." However, as I emphasized at the *Executive Forum on 'Delivering E-Commerce'* in Atlanta less than two weeks ago, e-commerce still requires planes, trains and trucks to move goods to their destinations after they are ordered over the Internet. You can order "Steaks from Omaha" on-line, but you still can't download them to your plate.

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As the President puts it, "Today, at the start of a new century...the entire world finds itself at a crossroads. Globalization is revolutionizing the way we work, the way we live, and perhaps most important, the way we relate to each other across national boundaries."

I believe, with the President, that open markets and rule-based trade are the best engines we know of for raising living standards, reducing poverty, saving the environment -- and assuring the free flow of ideas. That is our objective during this week's Mission to Asia. Now, as part of encouraging the 'free flow of ideas,' I would welcome your questions...

# # # #

8.116

REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BEIJING RECEPTION/DINNER WITH US AND CHINESE
AND AMERICAN GOVERNMENT OFFICIALS AND BUSINESSES EXECUTIVES
FEBRUARY 24, 2000
BEIJING

Ladies and gentlemen.... Deputy Chief of Mission ?????.... to the U.S. business delegation and to the U.S. Embassy Staff.... on behalf of President Clinton and Vice President Gore, I am delighted to join you this evening at the close of the China portion of the U.S.-Asia Transportation Mission.

I visit China at the beginning of a new century and a new millennium with a renewed hope that by working together – moving from strength to strength – we will increase cooperation between our two great nations.

Constructive U.S. relations with the People's Republic of China (PRC) are fundamental to successfully addressing a wide range of issues important to the well-being and security of both America and China.

We have a long history of cooperation in the transportation sector. From aviation to highways to railways, we have worked together on a range of technical issues. This good work will continue.

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

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

We at the Department of Transportation appreciate the long standing relationships and exchanges that have continued without interruption these past 14 years. We look forward to continuation of this close and cordial cooperation.

No other country in the world matches the commitment of the U.S. aerospace industry and the U.S. Government to the development of China's aviation system. This commitment will continue. Let me also express my

appreciation for the close cooperation between the China Civil Aviation Administration (CAAC) and the U.S. Department of Transportation's Federal Aviation Administration.

The is Department is pleased with the CAAC's commitment to enhance safety oversight capabilities of the Chinese airline industry. And the FAA is delighted to partner with the CAAC in this very important endeavor.

As one of the world's largest countries with one of the world's fastest growing aviation sectors, China needs and deserves a modern air traffic control system which will provide safe skies for China's air travelers well into the 21st Century. The U.S. Government is very interested in the outcome of this procurement, and I have urged the Chinese government to give full consideration to the U.S. bidder.

I want to express my sincere appreciation to the Chinese Government for the work they did to reach an aviation agreement with the U.S. This agreement represents a major step forward in our aviation relations. It opens up a variety of new opportunities for expanded air services between our two nations and the additional services permitted by the agreement will benefit American and Chinese travelers and shippers alike.

As you know, this new aviation agreement permits each country to name a fourth carrier to enter the market by April 1, 2001. We've recently begun formal proceedings to select the U.S. carrier. This will not be an easy selection because we have four strong applicants (UPS, Polar Air Cargo, American and Delta) competing to serve China.

With the conclusion of our aviation agreement, the two sides expressed their intention to resume talks on a range of issues in the first quarter of this year. When the talks concluded last April, several important issues were left unresolved. I urge an early resumption of talks to provide an opportunity for our negotiators to revisit those issues and attempt to make further progress.

If we don't meet in this quarter, I hope that we can meet soon to build on the progress achieved last year. Air services are so critical to fostering economic development and trade, and to making air travel more convenient for our citizens. We *cannot* afford to delay in making improvements to the air regime that would benefit all.

We at the DOT also recognize the importance of our two countries successfully concluding a maritime agreement both for itself, and for the signal it sends to those interested in China's entrance to the WTO.

A delegation led by Maritime Administrator Clyde Hart will soon meet with Chinese officials to resume negotiations on a bilateral maritime agreement. We attach great significance to the outcome of this round of negotiations and we will be looking for concrete results during this session.

This fall the U.S. Department of Transportation will host an International Transportation Symposium in Washington, D.C .,to continue the global transportation dialog taking place here in Asia, as well in other corners of the world. I look forward to your participation.

Let me close my remarks on this.

President Clinton is a strong advocate for China's full participation in the emerging global economy, which he believes *"Will plainly advance the cause of peace in Asia and promote the cause of change in China."*

He has therefore called upon the Congress to "Support the agreement we negotiated to bring China into the WTO by passing Permanent Normal Trade Relations with China as soon as possible this year."

The Administration appreciates the support of the U.S. business community with regard to China's accession to the WTO and looks forward to continuing to work with you as we increase trade with China and with other countries in the Asia Pacific region.

By helping to liberalize China's economy, WTO and Permanent Normal Trade Relations will open new economic freedoms for Chinese citizens and promote the rule of law in many fields. By integrating China more firmly into the Pacific and world economies, these steps will give China a greater stake in regional stability and prosperity

To my new friends I say that China and America see a future of great opportunity in the new century and the new millennium. For without cooperation among nations, we could never prosper and grow.

Thank you very much.

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E.115

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
US-ASIA TRANSPORTATION AND TRADE MISSION
TOKYO, JAPAN
FEBRUARY 25, 2000

Ladies and gentlemen ... U.S. Deputy Chief of Mission Christopher LaFleur ... to the U.S. delegation and to the Japan delegation, to the U.S. Embassy Representatives.... on behalf of President Clinton and Vice President Gore, welcome to the Japan portion of the U.S.-Asia Transportation and Trade Mission.

Japan and America have much to celebrate about the progress made in our aviation relationship over these past two years. Our work ensures that the people of our two great nations can successfully compete in the global economy of the 21st century

Today we are enjoying the many benefits that both countries have realized as a result of the 1998 aviation agreement. By opening this market to more competition, consumers on both sides of the Pacific now enjoy improved service and more flights between Japan and the U.S., and around Asia.

Airlines have much more freedom to tailor their services to meet market needs. We have seen a number of new services introduced. Japan Airlines, for example, is now serving Las Vegas and Dallas/Ft. Worth and All Nippon Airways is serving Chicago.

U.S. carriers have also begun a number of new services, including Chicago-Tokyo and Dallas-Osaka flights by American Airlines, Atlanta-Tokyo services by Delta and new services from Houston and Newark to Tokyo by Continental Airlines.

We can also credit the agreement with opening the door to new code share relationships between U.S. and Japanese carriers. These relationships increase the array of services available to consumers and make a significant contribution to the U.S.-Japan aviation relationship.

We represent two nations of people who want to live in vibrant and growing economies that produce jobs and improve their quality of life. They would want us to come together to determine how to build integrated transportation systems

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that move people and goods safely and efficiently, between our countries. Without it our economies would have little chance of continuing the dynamic growth we have enjoyed.

So, I urge that we continue working toward achieving concrete outcomes in the transportation sector.

I am excited about the future for our two nations. This is our opportunity to forge new ground, to reach even higher heights in the new century and the new millennium. Thank you.

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U. S .SECRETARY OF TRANSPORTATION RODNEY E. SLATER
UNDERGROUND RAILROAD - MILLENNIUM TRAILS EVENT
LAFAYETTE AVENUE PRESBYTERIAN CHURCH
BROOKLYN, NEW YORK
FEBRUARY 29, 2000

It is an honor to join you, and the students of Public School's 56 and 115, at the historic Lafayette Avenue Presbyterian Church, one of the stations' on the Underground Railroad.

I cannot think of a more appropriate site on which to close the first National African American History Month celebration of the new century and the new millennium.

Let me also thank Mr. Fred Laverpool, Executive Director of *Braggin' About Brooklyn*, for his extraordinary work to showcase the rich and diverse heritage of this borough. Indeed, Brooklyn has much to brag to about.

I am delighted to be here in Brooklyn today to pay homage to the Underground Railroad -- one of America's 16 National Millennium Trails.

From the earliest routes of our ancestors, to new urban greenways, to itineraries that tell the story of our nation, trails, like the Underground Railroad, are an important part of our nation's landscape. They provide very real connections between our people, the land, our history and our culture.

President Clinton and First Lady Hillary Rodham Clinton created the Millennium Trails program to give all Americans the opportunity to "honor the past and imagine the future." The national network of Millennium Trails celebrates our democracy, strengthens our communities and leaves lasting gifts to the future.

Lafayette Avenue Presbyterian Church stands as a living legacy to the men, women and children who risked their lives, slaves and free men alike, in the name of liberty and freedom. They were the *"passengers"* and *"conductors"* of the *"stations"* on the Underground Railroad.

Lafayette Avenue *"station"* was a sanctuary on the road from bondage to the possibility of freedom. These sacred grounds, and others like it along the

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Underground Railroad, provided safe haven for countless runaways who fled the South, through the North and on to Canada, to the western territories, to Mexico and the Caribbean in order to escape the tyranny and oppression of slavery.

It was right here, that a generation of *"conductors,"* Lafayette Church's first pastor, *Reverend Theodore Cuyler*; *Harriet Tubman*; *Frederick Douglass*; *Reverend Henry Ward Beecher*; and *Sojourner Truth;* sat down together and penned some of the language of the Emancipation Proclamation.

Today, nearly 140 years later, the table on which they wrote, still sits in the Lafayette Avenue Church library.

As this *"station"* shows us, many churches were involved in the Underground Railroad. Safe havens throughout Brooklyn: Plymouth Church in Brooklyn Heights; Bridge Street AME; Varick Memorial AME Zion; Concorde Baptist; Bethel Tabernacle AME; Siloam Presbyterian; and Berean Baptist; all banded together to help slaves reach freedom.

But to reach these churches in the North, slaves had to travel from the Deep South, hundreds of miles through fields, forests, swamps, and waterways. These were the *"railways"* of the Underground Railroad.

Spiritual songs such as "Swing Low, Sweet Chariot," "Steal Away to Jesus," and "Go Down Moses" carried coded messages to help *"passengers* escape to freedom.

How many of you are familiar with the story, "Follow the Drinking Gourd?" The Drinking Gourd was the Big Dipper. Slaves followed the Big Dipper and the North Star at nightfall. On cloudy nights tree moss, which grew on the north side of tree trunks, then served as a guide to freedom.

Today we pay tribute to the many men and women, black and white, who were in the vanguard of a movement that transformed the nation -- the campaign to abolish slavery.

As we close the celebration of National African American History Month 2000, let us reflect on this year's theme, *"Heritage and Horizons: The African American Legacy and the Challenges of the 21st Century*."

Let us remember the great triumphs made over indignities of the past, and let us look with pride and anticipation at what awaits us in the future -- limitless opportunities filled with hope and promise.

This new century and new millennium offers us all a unique opportunity to write a new chapter in the history of African Americans and of our nation.

In fact the people of New York are already writing a new chapter with legislation underway to make March 10th, the anniversary of Harriet Tubman's life, a state holiday. Every student, throughout New York, is learning about Ms. Tubman and the great role she played in America's history.

At the U.S. Department of Transportation, we, too, are writing a new chapter. Through our Garrett A. Morgan Technology and Transportation Futures Program, we have already introduced nearly two million students to careers in transportation. We want to ensure that *all* students have the needed math and science skills to compete for the high-tech careers of the 21st century.

President Clinton and Vice President Gore are writing a new chapter on the education front. They are working hard to close the "digital divide."

In 1994, only 3 percent of our classrooms were connected. Today, with the help of the Vice President's E-Rate Programs, more than half of them are -- and 90 percent of our schools have at least one Internet connection.

However, government must also invest in basic physical improvement of our schools. One third of our classrooms are in such disrepair that they have walls and wiring "too old" for the Internet.

That's one of the reasons why the President has proposed to make immediate and urgent repairs to 5,000 schools per year -- and that's why he has proposed to help build or modernize 6,000 more. As the President has said *"...In an economy that runs more and more on brainpower, no investment pays off more than education."*

In his State of the Union address, 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."*

Let me close on this. As we begin a new century and a new millennium, I can think of no better gift -- no finer legacy -- to our children and our children's children than the Millennium Trails.

In the years ahead, the Underground Railroad will provide places for people of all ages and abilities to, see and connect with our past and to enjoy the future.

Today is about paying homage to our past and embracing the vision for America's future. As we move from strength to strength, to higher heights in the new millennium, the Millennium Trails will remain our generation's gift to the ages.

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

News

FOR IMMEDIATE RELEASE
Monday, February 28, 2000

Contact: Bill Mosley
Tel.: (202) 366-5571

Media Advisory

U.S. Transportation Secretary Rodney E. Slater will join local school children and community leaders at Lafayette Presbyterian Church in Brooklyn, N.Y. on Feb. 29, the closing date of National African-American History Month.

The church was an important part of the Underground Railroad, the escape route to freedom for slaves prior to the Civil War. The Underground Railroad is one of 16 National Millennium Trails designated by First Lady Hillary Rodham Clinton and Secretary Slater in June 1999, an initiative to promote the building and maintenance of trails that tell the story of the nation's past and help to build a positive vision of the future.

WHO: U.S. Transportation Secretary Rodney E. Slater
Rev. David Dyson, Lafayette Presbyterian Church
Other community leaders

WHAT: National African-American History Month/Millennium Trails event in commemoration of the Underground Railroad

WHEN: 11:00 a.m.
Tuesday, February 29, 2000

WHERE: Lafayette Presbyterian Church
85 South Oxford (at corner of Lafayette)
Brooklyn, N.Y.

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

News

FOR IMMEDIATE RELEASE
Tuesday, February 29, 2000

Contact: Tim Hurd
Tel.: (202) 366-9550

MEDIA ADVISORY

The U.S. Department of Transportation today released the attached letter regarding the timing of the rulemaking on advanced air bags required by the Transportation Equity Act for the 21st Century (TEA-21).

The letter was sent to Senator John McCain, Chairman of the Senate Committee on Commerce, Science and Transportation, and to Senator Ernest Hollings, the Ranking Member, and also to Congressman Thomas Bliley, Jr., Chairman of the House Committee on Commerce, and to Congressman John Dingell, the Ranking Member.

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THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

February 29, 2000

The Honorable John McCain
Chairman, Committee on Commerce, Science,
and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

I am writing to report on the status of the rulemaking on advanced air bags required by the Transportation Equity Act for the 21st Century (TEA 21).

Under TEA 21, the Department of Transportation must issue a final rule that will improve occupant protection for belted and unbelted occupants and reduce the risk of air bag injury to children and other occupants by means that include advanced air bags. On August 8, 1999, I advised you that we found it necessary to delay issuance of the final rule until March 1, 2000, as allowed by TEA 21, to resolve the issues raised by the rulemaking. To further explore these issues with the public and interested parties, we published a supplemental notice of proposed rulemaking on November 5, 1999.

I am hereby notifying you that we will issue the final rule after March 1, 2000. For reasons that will be discussed in the final rule, we have decided to provide the full implementation schedule allowed by TEA 21. Therefore issuing the rule after March 1 will not affect the benefits to be derived from the rule.

I am confident that the rule we issue will be a step forward for safety. It will meet the dual goals of increasing protection and reducing the risk from air bags. We plan to issue the rule shortly and I will keep you advised of our progress.

Sincerely,

Rodney E. Slater

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

February 29, 2000

The Honorable Ernest F. Hollings
Ranking Minority Member, Committee on Commerce
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Senator Hollings:

I am writing to report on the status of the rulemaking on advanced air bags required by the Transportation Equity Act for the 21st Century (TEA 21).

Under TEA 21, the Department of Transportation must issue a final rule that will improve occupant protection for belted and unbelted occupants and reduce the risk of air bag injury to children and other occupants by means that include advanced air bags. On August 8, 1999, I advised you that we found it necessary to delay issuance of the final rule until March 1, 2000, as allowed by TEA 21, to resolve the issues raised by the rulemaking. To further explore these issues with the public and interested parties, we published a supplemental notice of proposed rulemaking on November 5, 1999.

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Sincerely,

Rodney E. Slater

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

February 29, 2000

The Honorable Tom Bliley
Chairman, Committee on Commerce
U.S. House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

I am writing to report on the status of the rulemaking on advanced air bags required by the Transportation Equity Act for the 21st Century (TEA 21).

Under TEA 21, the Department of Transportation must issue a final rule that will improve occupant protection for belted and unbelted occupants and reduce the risk of air bag injury to children and other occupants by means that include advanced air bags. On August 8, 1999, I advised you that we found it necessary to delay issuance of the final rule until March 1, 2000, as allowed by TEA 21, to resolve the issues raised by the rulemaking. To further explore these issues with the public and interested parties, we published a supplemental notice of proposed rulemaking on November 5, 1999.

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Sincerely,

Rodney E. Slater

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

February 29, 2000

The Honorable John D. Dingell
Ranking Minority Member
Committee on Commerce
U.S. House of Representatives
Washington, DC 20515

Dear Congressman Dingell:

I am writing to report on the status of the rulemaking on advanced air bags required by the Transportation Equity Act for the 21st Century (TEA 21).

Under TEA 21, the Department of Transportation must issue a final rule that will improve occupant protection for belted and unbelted occupants and reduce the risk of air bag injury to children and other occupants by means that include advanced air bags. On August 8, 1999, I advised you that we found it necessary to delay issuance of the final rule until March 1, 2000, as allowed by TEA 21, to resolve the issues raised by the rulemaking. To further explore these issues with the public and interested parties, we published a supplemental notice of proposed rulemaking on November 5, 1999.

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Rodney E. Slater