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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. TRANSPORTATION SECRETARY RODNEY E. SLATER
2000 FUTURE CAR CONFERENCE OPENING SESSION
ARLINGTON, VIRGINIA
APRIL 3, 2000

I am delighted to join you for the opening of this important conference on the future of the automobile. And I want to acknowledge everyone here for your interest in -- and commitment to -- innovative automobile technology.

Today's meeting coincides with the 33rd Anniversary of the U.S. Department of Transportation. President Lyndon Baines Johnson, who presided over the creation of DOT on April 1st, 1967, would surely be delighted with the fruits of his vision and the fruits of innovation in transportation over the last third of a century. Today's conference at the dawn of a new century and new millennium will provide us with a glimpse of even more amazing innovations yet to come.

Fostering technological innovation is not only central to DOT's mission, it has also been an indispensable ingredient in President Clinton and Vice President Gore's overall strategy for creating and sustaining what has now become the longest economic expansion in American history.

As the President has said, *"If we want our current prosperity to continue [in] the 21st century, we must continue to encourage the creation and spread of new technologies.*

This Administration has backed this commitment to innovation by reforming our patent system, extending the research tax credit, and increasing federal research and technology funding. This is especially true for transportation, where President Clinton and Vice President Gore have increased R&D by nearly 30 percent over the previous administration's average. And for fiscal year 2001 they have proposed increasing transportation R&D by another 35 percent, to more than $1.2 billion.

Since 1993, this Administration's overall commitment to transportation has grown by 86 percent, bringing our total transportation budget up to $55 billion for this year alone.

At the U.S. Department of Transportation we are supporting this strategy by establishing a new conceptual policy architecture for transportation. Transportation in the 21st century must not only safe and sustainable -- it must also be:

- *International in reach,* connecting us to markets around the world;
- *Intermodal in form,* enabling us to benefit from the collective strength of all modes of transportation working seamlessly together;
- *Intelligent in character,* harnessing the awesome power of advanced communications and computer technology;
- And *Inclusive in service* -- leaving no one behind as we move into a new economy of limitless opportunity.

To help ground this new architecture in a clear vision of the future over the next 25 years, the U.S. Department of Transportation is conducting what we are calling "2025 Visioning Exercises" with all segments of the transportation community. A report on what these stakeholders are saying, entitled *Trends and Choices,* will be published this summer and will available on DOT's web page at "www.dot.gov." I urge you to read it -- and to tell us what you think.

As an extension of this visioning process, this coming October I will host an International Transportation Symposium for our partners and colleagues from around the world in Washington, D.C., where we will consider Best Practices and innovative ideas with respect to all modes of transportation. I am very excited about the possibilities that may come out of this event -- and I invite all of you to attend. We need your insight and participation.

Today's conference program demonstrates the breadth of your vision for the future of the automobile. I was particularly impressed that, as part of your agenda, you will consider not only environmental and energy efficiency concerns, but also the issue of educating the advanced workforce we will need to build and operate our 21st century transportation system.

We are supporting this educational goal at the U.S. Department of Transportation through our *Garrett A. Morgan Technology and Transportation Futures Program,* which has already reached out to over two million young people. Our message is that they need a solid education in science and math in order to compete for high technology jobs in the transportation industry. I know that a

number of our transportation industry partners represented here today have been solid supporters of this program, for which we are grateful.

Transportation is about a lot more than concrete, asphalt and steel. It is about people -- and about enhancing the quality of people's lives.

When the Partnership for a New Generation of Vehicles was announced in the fall of 1993, there was no global race for a fuel-efficient car. Now, thanks to PNGV, there is such a race.

The rapid development and integration of new energy-efficient vehicle technologies is clearly creating new marketplace opportunities. As Vice President Gore said at last week's PNGV announcement at the White House, *"The Partnership for a New Generation of Vehicles can help to keep our economic engine humming for decades to come."*

New technology also creates new challenges. One major challenge that I hope you will examine thoroughly at this conference is the impact of technology on safety.

Safety remains President Clinton and Vice President Gore's highest transportation priority. At the U.S. Department of Transportation, safety continues to be the "North Star" by which we are guided and willing to be judged. I am delighted to be able to report that on this Administration's watch our highways have become safer. With the help of our industry and community partners, the rate of traffic deaths, in terms of miles traveled, is at an all time low.

However, the absolute number of deaths and injuries from traffic crashes remains unacceptably high. Each year more than 6 million crashes on our nation's highways kill more than 41,000 people and injure some 3.2 million other drivers and passengers. The cost to the U.S. economy is more than $150 billion every year.

The single most effective piece of safety equipment we have today is the seat belt. And our industry and community partners deserve credit for helping bring belt use to today's levels. However, national seatbelt usage, currently at nearly 70 percent, must be increased. More needs to be done to buckle up the final 30-plus percent.

To build on our advances in safety, this Administration has requested a record $1.7 billion dollars for safety in the 2001 transportation budget. That is a 21 percent increase, doubling the investment in many of our safety programs.

Let me briefly mention some of these projects:

Through the *Intelligent Vehicle Initiative*, the U.S. Department of Transportation is collaborating with our automotive industry partners to enhance driver performance through new applications of computer, information and communications technologies. We believe these technologies can significantly contribute to our stretch goal of reducing crash fatalities by 20 percent. To showcase the accomplishments of our collaboration with industry, the Department will host the first National Intelligence Vehicle Initiatives Conference this coming July 19th and 20th in Washington, D.C. I encourage all of you to attend.

Starting this June, DOT and the industry will begin using the Department's National Advanced Driving Simulator -- the most technically sophisticated and powerful in the world -- to test new vehicle safety systems.

We are also working in a joint research partnership with General Motors to create prototype crash-warning systems. These new systems will use audible tones and visual displays to caution drivers about impending crashes.

All of these automotive research projects, as well as other joint projects to improve truck safety and highway construction, underscore the value of the growing partnership for progress between government and industry. I congratulate all of you for participating in this conference.

With innovation as our strategy, we can, together, ensure that those who travel by automobile enjoy the safest, world-class transportation system possible in the years ahead.

Thank you for your commitment to turning this possibility into reality.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
EUROPEAN AVIATION CLUB
BRUSSELS, BELGIUM
MARCH 27, 2000

I am honored by this opportunity to address the *European Aviation Club* as part of this U.S. Department of Transportation aviation policy mission to Europe.

During this three-day mission, I will meet with members of the European Parliament, my transport ministerial colleagues from the Netherlands, France and Germany -- as well as with aviation business leaders, including Leo M. van Wijk, CEO of KLM Airlines and Jurgen Weber, the CEO of Lufthansa. I had a good meeting earlier this afternoon with Madame Loyola de Palacio, the EU Commissioner for Transport.

I mention these three individuals by name, because each recently has spoken before this distinguished audience, proving that this is, indeed, Europe's premier forum for discussing aviation policy.

All three addressed, in one way or another, the central aviation issue of our time -- aviation's response to globalization. This also will be my theme this afternoon.

The purpose of this week's mission is to continue to craft a shared vision of transportation in the 21st century and the new millennium. Working with our European partners and colleagues, we also continue our work to develop a new policy architecture for international aviation in the new century and the new millennium. This new architecture must move 'beyond open skies' to a multilateral or plurilateral framework. It must be safe and sustainable and, among other things, international in reach.

Yet this new 21st century transportation system and the new policy architecture needed to bring it into being, must also build upon, rather than repudiate our transportation system of today and the successes of the many existing and successful bilateral international arrangements.

Achieving both objectives is critical for the North Atlantic market. Despite the growth of Asian economies, the skyways between Europe and America are likely to remain among the world's busiest for some time to come. The need for greater integration is urgent. Yet honoring our existing open skies agreements remains essential to the stability of future growth.

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Let me first turn to the need for a more integrated global or international system. Since the early 1990s, it has become increasingly evident that the world's economy is becoming more integrated. In his State of the Union speech this year, President Clinton characterized this new century and new millennium as "The Era of Globalization" -- a force the President believes "... is tearing down doors and building up networks between nations and individuals, between economies and cultures."

Among the most important of these networks is aviation. To underscore this reality, you can literally take President Clinton's quote, placing aviation for globalization, and have a powerful and equally accurate statement. " Aviation is tearing down doors and building up networks between nations and individuals, between economics and cultures." I am convinced that aviation will be for the world 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 communities and states of America together to create "a more perfect union" during the last century, so will aviation connect communities and nations around the world in the new century and the new millennium.

The aviation industry has responded to the new world economy by offering services that are more competitively priced and more global in scope. Additionally, many airlines are forming partnerships and entering into cooperative arrangements to compete more effectively and to increase their worldwide networks of service.

These partnerships benefit the industry by promoting efficiency, increasing traffic and reducing costs; they also benefit consumers by offering a wider array of services and lower prices. I believe, over time, these partnerships have the ability to significantly improve aviation safety, as partnership members view safety and quality customer service as their highest common denominator.

We expect the globalization of the aviation industry to continue in the new century and new millennium. Therefore, it is clearly time for governments and other stakeholders to explore multilateral and plurilateral regulatory alternatives appropriate for this new operating environment.

Encouraging such an exploration has been the focus of U.S. international aviation policy for the past 15 months.

During this time, the U.S. has hosted two regional transportation ministerials, one for the Western Hemisphere and one for Africa. International aviation issues were a major focus of both meetings.

These regional sessions set the stage for a very successful global meeting, *the "Aviation in the 21st Century -- Beyond Open Skies"* ministerial held in Chicago last December.

Aviation ministers and other leaders representing more than 90 countries met in the same hotel used by the historic 1944 Chicago International Civil Aviation Conference. Ministers, heads of delegation, captains of industry and other participants discussed the challenges and opportunities facing international aviation in the new century and the new millennium. International, regional and trade organizations also were represented -- including the European Commission, ICAO, IATA, ATA, the European Civil Aviation Conference and the International Chamber of Commerce.

The Chicago Ministerial was an important step in engaging the world aviation community in a dialogue on the possibility of moving beyond bilateral agreements to plurilateral arrangements at the regional, or even multilateral arrangements on a global basis.

I can promise you that I, along with the visionary and vigilant members of the U.S. Department of Transportation, will continue to pursue and promote the positive ideas stemming from our conversations in Chicago. As part of this effort, we recently completed trips to South America, Central America and the Caribbean.

And just last month we traveled to Asia, where I met with my transportation counterparts in Singapore, Hong Kong, Beijing and Tokyo to further address these issues. In Singapore, I urged APEC ministers to move forward with plans for regional-wide air transport liberalization, which was on the agenda for the APEC transportation working group meeting held this month. The trip to Asia was fruitful, with a great deal of dialogue and plans for moving forward.

Continuing the work of the Chicago conference is the main purpose of my visit to Europe this week.

As part of this effort we will be discussing the Association of European Airlines proposal for a Transatlantic Common Aviation Area, which offers some possibilities that could move us toward a new, multilateral paradigm.

The AEA proposal, however, also raises many issues that are difficult for us and for others. Even so, we are prepared to begin formal discussions on proposals like this once the Commission receives a comprehensive negotiating mandate.

We also are here to see what can be done to renew negotiations with the EU on the "hushkit" issue. This administration and this secretary remain committed to achieving a new Stage 4-noise standard.

For us, there is a fundamental principle at stake. A truly global aviation system standard should be addressed at the ICAO, rather than at regional or national level. It is imperative that we protect a uniform ICAO standard for all aviation.

Based on this principle, any resolution of the hushkit issue we respectfully submit must meet three tests:

- First, there should be a single noise reduction standard for everyone;
- Second, any resolution has to take into account the huge investment industry has already made in Stage 3 aircraft; and
- Third, we must move promptly -- and collaboratively -- to protect the public and the environment by developing an effective and technologically feasible Stage 4 noise reduction standard.

I regret that we have not yet been able to reach a satisfactory resolution of this dispute. We must and we will continue, however, to energetically pursue a solution.

I am encouraged by the progress the ICAO-CEAP Committee is making on a new noise standard and look forward to the successful completion of this process in 2001. I will do all I can to move this process forward in an appropriate and expeditious fashion.

Based on my recent trips, I am delighted to be able to report to you that fruitful conversations about a "post open skies" policy architecture are now underway in both hemispheres and on every continent. Yet, as we explore these new options it is important that we preserve the positive features of the bilateral system even as we replace it with a better system. We must build from strength to strength.

Despite the limitations of the bilateral approach, I respectfully disagree with those who would suggest that our open skies bilateral agreements are actually harmful. Nor do I believe that broad segments of the European aviation community share such a pessimistic view.

The idea that our open skies agreements have had a negative impact must surely come as a surprise to the 17 European countries, including 10 EU members that have signed such agreements. In his remarks to this forum last December 15, Mr. Van Wijk pointed out that KLM's successful alliances with Northwest and Alitalia are predicated on the U.S.-Netherlands and the U.S.-Italy open skies agreements.

If we had to start from scratch, it might be possible to create a multilateral regime for the North Atlantic market, based entirely on a US-Europe regional agreement. But we must honor the network of promises and commitments we have already made to each other.

We should also acknowledge that our open skies agreements have facilitated the industry's development of its own multilateral systems, based on airline alliances and dynamic hubs. On balance, these agreements have united, not divided markets in Europe and beyond.

The growth of Amsterdam as a hub under our first open skies agreement, with the Netherlands, has been nothing short of spectacular. Similar results have been observed at Frankfurt, and our more recent open skies agreement with Italy will promote the growth of Milan as the first mega-hub south of the Alps.

The liberal US-France agreement currently falls short of full open skies in some respects, but a recent amendment (providing seamless aviation/rail service) will foster the development of Charles de Gaulle as the first true intermodal hub for passenger service. We look forward to adding similar intermodal codicils to our other open skies or liberalized skies agreements.

I want to emphasize that we not only agree with the view that it is time to move beyond "open skies," we are doing all we can to encourage moving up to the next level.

This does not mean, however, that we should repudiate the positive achievements of the current system. The opposite is indeed the proper course--we should build on the positive achievement of the current system.

In a nutshell, the time has come to embrace a bolder vision for international aviation. On that, I believe we can all agree, and the time to forge such a vision is now.

To accelerate this process, DOT is conducting an exercise designed to envision the future of transportation over the next 25 years by holding 2025 "visioning sessions." The sessions involve the stakeholders in transportation—government officials, private sector companies, labor, consumer groups, environmentalists and others.

We plan to issue a report entitled *Trends and Choices* about our 2025 Visionary Exercise this summer. The Report will be available on DOT's web page. I urge you to visit our website (www.dot.gov) and offer your insights. Tell us what you think. We believe this exercise will help us crystallize our vision of the transportation system of our dreams and that it will aid us in developing the policy architecture to guide our day to day, project by project decisions to make the transportation system of our dreams a reality.

This fall, the U.S. will also host an International Transportation Symposium in Washington, D.C., for our partners and colleagues from around the world. The meeting will be the largest and most inclusive international event sponsored during my tenure as Secretary. The Symposium will consider "Best Practices" and innovative ideas with respect to all modes of transportation, not just aviation, as was the case in Chicago last year at the International Aviation Conference.

I am very excited about the possibilities for future cooperation than may come out of this event -- and I invite all of you to attend. We need your insight and your participation.

The most important message I want to leave with you is that we must be visionary, vigilant and flexible on both sides of the Atlantic as we move beyond open skies. We need the vision required to explore new possibilities and the vigilance to follow through on our vision and best thinking. Yet we must be careful to preserve what works from past approaches. We need to take a "both-and" rather than "either-or" approach to the trade-offs between bilateral open skies and plurilateral or multilateral arrangements.

Such an approach is the essence of Partnership. And it is only by working together in the spirit of partnership that we can insure that the world fully realizes and enjoys the unprecedented and limitless opportunities of aviation's second century.

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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
16th ANNUAL UNITED STATES SPACE FOUNDATION SYMPOSIUM
COLORADO SPRINGS, COLORADO
TUESDAY, APRIL 4, 2000

On behalf of President Clinton, Vice President Gore, and the United States Department of Transportation, I am delighted to join you for this 16th Annual Symposium of the U.S. Space Foundation. As the first U.S. Secretary of Transportation to address this distinguished audience, I feel highly honored.

As the premier gathering of the space community, the Space Foundation's Symposium is the perfect place for me to report on where this Administration stands on commercial space policy. And this week, as the Department of Transportation celebrates its 33rd anniversary, it is the perfect time for us to acknowledge that both the department and this industry owe a great deal to the leadership of someone who is not often acknowledged today: President Lyndon Baines Johnson.

LBJ had the vision to call for the creation of USDOT, which took place on April 1, 1967, thirty-three years ago last Saturday. As Vice President under President John F. Kennedy, Johnson served as chairman of the National Space Council, where he played a major role in the success of the Apollo space program. It was his recommendation that led President Kennedy to declare our nation's commitment to a lunar landing by the end of the 1960s.

LBJ would not be surprised to hear that commercial space became part of DOT in 1984. He believed that space was part of the future of transportation -- and so do I. Nor would LBJ be surprised to find out that commercial space has grown from a fledgling industry, struggling for its existence against overwhelming European competition during the early 1990s, to its premier position as industry leader today.

I'm not surprised, either. After all, from Kitty Hawk to the International Space Station, America has pioneered the high frontier for nearly a century.

But as a former Senate Majority Leader, President Johnson probably would be surprised that 16 years after the *Commercial Space Launch Act* was signed into law, the House and Senate have yet to resolve differences in the way the two branches of Congress manage appropriations for commercial space activities.

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Consider what happened with the FAA Reauthorization Bill this year. Congressional passage of FAA Reauthorization marked an important milestone in President Clinton and Vice President Gore's vision for the future of U.S. aerospace.

The Bill contains 95 percent of what we asked for on behalf of the FAA, including specific provisions addressing basic principles, such as --

- Improving the safety and security of aviation through modernization of air traffic control and supporting systems;
- Expanding the capacity and improving the efficiency of the system to meet the air travel needs of the 21st century;
- Improving rural air service;
- And enhancing competition and access for all Americans.

But because of the legislative history of the Commercial Space Launch Act, reauthorization for the Commercial Space Office was not part of the FAA Reauthorization process this year. We are still waiting for Congress to resolve differences between alternative versions of commercial space legislation passed by the House and Senate last year. I urge the Congress take swift action on this matter.

Not only do we need commercial space funding authorized -- and we have asked for an increase this year -- we also need action on the "indemnification" provision so important to the continued financial viability of U.S. commercial space launch operations. This provision allows the government to indemnify launch companies for liability losses of up to $1.5 billion above the amount of insurance required by the Commercial Space Office for each individual launch. If the temporary one-year extension currently in place expires without action by the Congress, it could endanger the industry's international competitiveness.

That would be unfortunate, because the industry is doing well, despite launch failures by both U.S. and some competitor's vehicles last year. The U.S. went from zero commercial launch capability in 1988, to cracking the $1 billion dollar mark in launch revenues by 1998.

As a high-technology industry, commercial space is part of this Administration's core strategy to create and sustain what has now become the longest economic expansion in American history. We begin this new century and new millennium with 20 million new jobs, the fastest economic growth in 30 years and the lowest unemployment rates in 30 years. We also have the lowest poverty

rates in 20 years; the lowest African-American and Hispanic unemployment rates on record -- and the first back-to-back budget surpluses in 42 years.

Innovative technology is critical to continuing this unprecedented expansion. It accounts for up to one-third of our economic growth and a substantial fraction of our international exports. As the President has said, *"If we want our current prosperity to continue in the 21st century, we must continue to encourage the creation and spread of new technologies.*

This Administration has backed its commitment to innovation by reforming our patent system, extending the research tax credit, and increasing federal research and technology funding.

This is especially true for transportation, where President Clinton and Vice President Gore have increased R&D by nearly 30 percent over the previous administration's average.

And for fiscal year 2001, they have proposed increasing transportation R&D by another 35 percent, to more than $1.2 billion dollars. Since 1993, this Administration's overall commitment to transportation has grown by 86 percent, bringing our total transportation budget up to $55 billion dollars for this year alone.

At the U.S. Department of Transportation we are supporting this strategy of fostering innovation by establishing a new conceptual policy architecture for transportation.

Transportation in the 21st century must not only be safe and sustainable -- it must also be:

- *International in reach,* connecting us to markets around the world;
- *Intermodal in form,* enabling us to benefit from the collective strength of all modes of transportation working seamlessly together;
- *Intelligent in character,* harnessing the awesome power of advanced communications and computer technology;
- And *Inclusive in service*—leaving no one behind as we move into a new economy of limitless opportunity.

And commercial space transportation systems must be part of this 21st century vision. Innovative space technology can produce enormous, down-to-earth benefits for entire segments of the economy, including transportation.

The Global Positioning Satellite System, managed right here in the Colorado Springs area, is a good example. DOT is currently using GPS-based systems to improve the safety and efficiency of transportation systems on the land, sea and air.

GPS also underscores another aspect of space transportation that is vital to our nation—the national security connection. The level of accuracy of GPS systems available for civilian use is still less than that available for military use. As we redefine our national interest in the light of breakthrough technology, we need to remember that the High Frontier is still a frontier.

To help ground our new architecture in a clear vision of the future over the next 25 years, the U.S. Department of Transportation is conducting what we are calling "2025 Visioning Exercises" with all segments of the transportation community. A report on what these stakeholders are saying, entitled *Trends and Choices,* will be published this summer and will be available on DOT's web page at "www.dot.gov." I urge you to read it -- and to tell us what you think.

By 2025, we might even see significant tourism in space. In recent weeks investors have begun to talk about the possibility of turning the Russian *Mir* space station into the world's most expensive resort destination.

As an extension of this visioning process, I will host an International Transportation Symposium for our partners and colleagues from around the world in Washington, D.C., this coming October. We will consider Best Practices and innovative ideas with respect to all modes of transportation, including space.

I am very excited about the possibilities that may come out of this event -- and I invite all of you to attend. We need your insight and participation.

As evidence of their commitment to commercial space, the President and Vice President are proposing to more than double funding for the commercial space transportation office in the FAA. Next year we are seeking to raise our appropriation from its current level of slightly over $6 million dollars to $12.6 million dollars. AST needs this increased funding to meet its growing responsibilities in the new century and new millennium. Among the most important new responsibilities, will be managing a paradigm shift in the way we look at safety for commercial space.

Two fundamental factors are driving the need for an enhanced focus on safety: First, commercial space activity has become the dominant activity at federal launch facilities. So far, AST's record for 126 licensed launches is unblemished, with no instances of injury, death or significant damage to property. We want to preserve this outstanding record.

Second, and this is more critical, we are rapidly moving into an era in which people other than astronauts and cosmonauts will routinely fly into space for recreational or leisure time activities. There are numerous programs underway, by both government and the private sector, to develop reusable launch vehicles that will over fly populated areas carrying commercial passengers as well as crew.

For this new generation of space vehicles and the people they carry, we need to strive for the same level of safety and reliability currently enjoyed by commercial aircraft -- not the 95 plus percent safety of today's most reliable commercial launch vehicles -- but the *99.9 plus percent* safety record of commercial airplanes.

On the ground, in the water, in the air or in outer space, safety remains President Clinton and Vice President Gore's top transportation priority -- and the "North Star" guiding everything we do at the U.S. Department of Transportation.

The challenge of meeting a higher standard of safety for commercial space is what NASA Administrator Dan Goldin calls a "stretch goal" -- a goal that requires us to move beyond what we already know how to do. But that is what the challenge of space has been about from the very beginning. When President Kennedy declared that we were going to the moon, no one knew exactly how we would do it. We just knew that we were on our way.

I began my remarks saying that this Symposium was the perfect place for me to report on where this Administration stands on commercial space policy. Where we stand, simply put, is that commercial space is at the heart of aerospace -- and at the heart of what it means to be an American in the 21st century.

Over the long haul, it is not only vital to the economic future of this country; it is part of the drive to explore and develop new frontiers that makes us who we are as a nation.

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Speech

REMARKS AS PREPARED FOR DELIVERY
US SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DENVER TRANSPORTATION AND COMMUNITY
AND SYSTEM PRESERVATION PILOT PROGRAM ANNOUNCEMENT
APRIL 4, 2000
DENVER, COLORADO

President Clinton and Vice President Gore are committed to making America's communities more livable by easing traffic congestion, preserving green space, and employing smart growth strategies.

Therefore, I am delighted today to announce $175,000 in Transportation and Community and System Preservation Pilot program (TSCP) grants to promote alternative transportation choices for the people of Denver.

As you have recognized, communities must find ways to use transportation more effectively. Working in partnership together, we can help protect the region's environment, while continuing to grow the economy.

Today's grant will help fund a neighborhood electric vehicle hub, a full service bicycle station and network, and a study to expand the historic Platte Valley Trolley service at Union Station.

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

This program has brought new partners to the table -- partners with different perspectives and solid contributions to make to our communities -- just as you have done.

As you have shown here in Denver, choosing where and how transportation dollars will be invested involves region-wide planning that integrates transportation, safety concerns, land use development, environmental quality, and economic development.

This afternoon's announcement is about investing in the future of our people. And it is about putting people first.

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In the last seven years, President Clinton's and Vice President Gore's "People First" agenda has brought record prosperity to the American people.

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

We begin this new century and new millennium with more than 20 million new jobs; the fastest economic growth and the lowest unemployment rate in 30 years. We also have the lowest poverty rates in 20 years; the lowest African-American and Hispanic unemployment rates on record – and the highest home ownership rate ever.

This week, as the Department of Transportation celebrates 33 years of service to the American people, I am delighted to note the vital role that transportation has played, and continues to play, in connecting America's communities to opportunity, to an improved quality of life.

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 that result in healthy communities and healthy economies. Because transportation is about closing the circle and making sure no one is left behind.

In this way, we can ensure that the places in which we live today will remain the places in which our children and grandchildren will want to live tomorrow.

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Speech

REMARKS AS PREPARED FOR DELIVERY
US SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SECOND RAIL PASSENGER VEHICLE IMPACT TEST
TRANSPORTATION TECHNOLOGY CENTER
APRIL 4, 2000
PUEBLO, COLORADO

Rail transportation is a vital connection to America's transportation system for the 21st century. That is why President Clinton and Vice President Gore have made record investments in intercity rail passenger service and high-speed rail development. Under their progressive leadership, today more funds are invested in transit, passenger rail service and transportation research then ever before.

I am delighted this morning to visit the Transportation Technology Center -- a truly world-class facility to help America reach transportation excellence in this new century and new millennium. We have to be grateful to those visionary people who, 30 years ago, established this facility.

I am pleased to note that not only railroads, railroad suppliers, and the Federal Railroad Administration do their research and testing here. The Japanese government, too, has found this to be the place to test their new trains.

Safety is President Clinton and Vice President Gore's highest transportation priority. At the Department of Transportation, it is our North Star by which we are willing to be guided and judged. And that is the key reason why we are here this morning.

Railroads today are much safer than the railroads of 30 years ago for a host of reasons. But one of the major reasons is due to the research and development, taking place in the private sector by the American Association of Railroads (AAR) and railroad suppliers and in the public sector by the FRA.

Railroad trains and railroad track have evolved quite a bit in those 30 years, and most of the new and improved rolling stock and track that railroads are investing in today can be directly traced back to the tests and analyses carried out in the laboratories and test tracks here.

The Transportation Technology Center is also a wonderful example of a successful public-private partnership. The State of Colorado owns the land and leases it to the USDOT which owns the buildings and tracks. Pueblo County provides the access roads. And the AAR, through its subsidiary Transportation Technology Center, Inc., (TTCI) operates the center.

Without this type of partnership, we simply would not be able to carry out tests like the one we will witness today. We want this partnership to continue for a long, long time.

Speaking of partnerships, I also want to recognize and thank our partners in our program to improve the safety of railroad passengers and train crew members. This partnership includes the American Public Transportation Association (APTA), TTCI, the Volpe Center, the United Transportation Union, the Brotherhood of Locomotive Engineers, and our contractor, Simula, Inc.

I especially want to thank both APTA and the Southeastern Pennsylvania Transit Authority (SEPTA) for arranging the donation of the two Silverliner commuter cars we using in today's impact test.

Also, I am pleased to note that, in the spirit of ONE DOT, the project team at FRA and the Volpe Center has been working with impact test engineers from NHTSA and FAA to learn from their extensive experience.

Today's impact test -- the second in a series we are running -- will help us raise the bar on passenger rail safety. Rail transportation is already a very safe mode of travel, and we intend to keep improving that safety record.

On May 12, 1999, DOT issued the first comprehensive standards to improve the safety of America's rail passenger equipment. In developing that rule, we had to rely on a computer simulation for many of the technical issues.

The impact test we are conducting today will add crucial data to assist us in refining our passenger equipment safety standards that will result in safer, more advanced trains for America's passengers and train crew members in this new century and new millennium.

It is at places like this and on days like today that we encourage the visionary spirit that is so important for the future of railroads, the future of transportation, and the future of our great country.

I thank each one of you involved in this test program for your hard work and dedication to railroad safety. I hope you will be successful in generating the data needed to make passenger trains ever safer.

Working together -- with vision and vigilance -- rail transportation's best days are yet to come.

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8.90

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
GARRETT A. MORGAN TECHNOLOGY AND TRANSPORTATION
FUTURES PROGRAM PLANNING SESSION
APRIL 6, 2000
WASHINGTON, D.C.

You will be introduced by Kelley Coyner, RSPA Administrator

- Thank you, Kelley, for all your hard work on the Garrett A. Morgan Technology and Transportation Futures Program.
- And thank you to Murray Rapp of my staff and Pat Carroll of RSPA. As you know Murray heads the Education Task Force with Kelley and Pat leads the Flagship effort. Both are responsible for the long range planning and the day to day efforts of this group.
- Thank you, also, to all the members of the Education Task Force who have been on the front line of this effort. Through you, the Department has reached 1.5 million students to tell them about all the great jobs in transportation.
- Thank you also to the Flagship team leaders. You will make sure that the plans you make today will happen.
- When I first mentioned the Garrett A.Morgan Technology and Transportation Futures Program, I said that we would reach one million students by the end of the year 2000.
- I thought that was a stretch goal and, although I knew that we could do it TOGETHER, I did not know exactly how we were going to do it.
- You came up with a plan and worked with your headquarters and your regional staff not only to meet, but also to exceed, that goal 18 months early.
- For that you were awarded the gold medal, the highest honor given at the Department of Transportation.
- We will have a ceremony later this spring to celebrate that effort, but I wanted to take this opportunity to congratulate all of you for winning that award.
- Way to go!

- Today you will begin to create the plan that will take the program into the future.
- This will be the way that we can keep the momentum going that you have created.
- This will be your contribution to those students who want to learn and need something to aim for.
- Today is a gift, that's why we call it the present.
- We need to seize the moment to prepare for the future.

# # # #

8.91

REMARKS AS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
RECEPTION FOR AWO RESPONSIBLE CARRIER PROGRAM
APRIL 6, 2000
WASHINGTON, D.C.

Thank you, Fred, for that generous introduction.

Our purpose tonight is to celebrate the success of the award-winning American Waterways Operator Responsible Carrier Program. And as I look around tonight, I am delighted that so many of the strong leaders who made this remarkable government-industry partnership possible are here with us:

- Vice Commandant *Card* of the U.S. Coast Guard

- Majority Leader *Trent Lott*

- Chairman *Bud Shuster* of the House Transportation and Infrastructure Committee

- Senator *Breaux,* from the Senate Commerce Committee

...And, of course, the leadership at AWO...Chairman *Fred Raskin*, President *Tom Alegretti* and Vice Chairman *William Waterman*.

By learning from history, leadership with vision can change history. Eighty-three years ago today, our country was drawn into the First World War. At the dawn of a new century and new millennium, the lesson we needed to learn to back then, remains a useful instruction for America today.

That lesson is that we cannot separate ourselves from the wider world.

During World War One, it was the cause of freedom that brought nations and peoples together in common cause. Tonight, it is the possibilities for commerce and our common concern for the safety and environmental protection of world's waterways that binds us together.

It is these bonds...over waterways...that make the AWO Responsible Carrier Program so commendable.

For AWO, "responsibility" means that its members are accountable for safety and environmental protection. Members must "walk the walk" as well as "talk the talk."

And AWO takes this commitment seriously. When 11 members of the AWO refused an audit, you dropped them, along with the $30,000 in revenue that they represented. That's standing behind your word.

The program is a first-of-its-kind Coast Guard/AWO partnership and represents one of the best joint government-industry endeavors created so far.

So I commend AWO and I commend the Coast Guard for their roles in this partnership. This industry has exceeded the environmental and safety standards government set for them, and have done so voluntarily.

Even more admirable, members have achieved 100% compliance.

Congratulations!

We rely on the members of the AWO for the transportation that links the United States to the rest of the global economy.

We in the government are doing our part, too. Last year, we presented our blueprint for a 21st century marine transportation system that fully supports our nation's goals in the new century and new millennium.

There are many important recommendations in our blueprint. But a crucial element is to achieve safety and environmental objectives by identifying and addressing safety and environmental risks utilizing best management practices.

President Clinton and Vice President Gore have made it clear that revitalizing the nation's marine transportation system is an essential priority for this Administration. The U.S. Department of Transportation shares that commitment. In the emerging global economy, we know that it is a strong marine transportation system that keeps us afloat.

Thank you.

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8.88

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

Speech

REMARKS AS PREPARED FOR DELIVERY
US SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL BAR ASSOCIATION 20TH ANNUAL MID-YEAR CONFERENCE
GERTRUDE RUSH RACIAL PROFILING SYMPOSIUM
APRIL 8, 2000
DETROIT, MICHIGAN

Good morning and thank you Ms. Karen Gibbs for the warm words of welcome. I am delighted to join you for the 20th Annual Gertrude Rush Mid-Year Conference.

I applaud the National Bar Association – one of our Buckle Up America partners – for its leadership role in tackling the issue of racial profiling. I had the recent pleasure of meeting with President-Elect Evett Simmons to discuss this issue and to talk about how the NBA and the U.S. Department of Transportation can continue working together to ensure that all of our people have access to opportunity. Let me also offer my congratulations to you on 75 years of service to the African American community.

I am pleased to be a part of this morning's discussion to talk about racial profiling – an epidemic plaguing communities across the nation.

Vice President Gore calls racial profiling "a scar on the face of America."

Last April in a speech to the Detroit Metro NAACP, the Vice President said "the strong arm of justice must also respect justice. It is wrong to pigeon-hole and punish innocent citizens on the basis of race. It is wrong to stereotype somebody as a suspect simply because of the color of their skin."

Racial profiling is not an aberration – too many of us in this room have either experienced it or know someone personally who has.

Driving while Black or Brown is *very* real. A Gallup poll released in December 1999 showed that 59 percent of the American public believes that racial profiling is widespread and 81 percent disapprove of its use by police.

A recent *Washington Post* article reported that in response to this concern, nearly half of the nation's state legislatures considered anti-profiling provisions last year. North Carolina and Connecticut have already adopted laws and Maryland is debating the issue as we speak.

The Clinton-Gore Administration is committed to combating racial profiling. On June 9, 1999, the President issued a memorandum – Fairness in Law Enforcement – requiring federal law enforcement officials to collect information on the race and sex of people they stop.

Calling it "morally indefensible," President Clinton said that "stopping or searching individuals on the basis of race is not effective law enforcement policy, and is not consistent with our democratic ideals, especially our commitment to equal protection under the law for all persons. It is neither legitimate nor defensible as a strategy for public protection. It is *simply wrong*."

Race or bias based traffic stops ultimately undermine community support for law enforcement and community respect for the rule of law. Community support is the backbone for effective law enforcement and promoting safety in *all* its forms is – *and should be* – the primary goal of traffic law enforcement.

President Clinton believes that..."as a society, we don't have to choose between keeping safe and treating people right, between enforcing the law and upholding civil rights. We can do both."

Traffic crashes are the silent epidemic laying waste in diverse communities. Motor vehicle crashes are the leading cause of death for African Americans through age 14; Hispanics through age 24; and Native Americans from age 10 to 24.

These communities are often unaware of the devastating impact of motor vehicle crashes – mistakenly believing that cancer, diabetes, HIV, heart disease and homicide cause more death than traffic crashes.

These deaths are all the more tragic because nationally, the overall picture is improving. Last week I was able to announce that traffic fatality rates in 1999 hit an all time low. This is the third successive year of historic improvement in the highway death rate.

We need to make sure that the African American community fully participates in this trend. Last year a study by Meharry Medical College found that if we could achieve 100 percent seat belt use among African Americans we could save as many as 1300 lives per year.

However, I will not ignore the concerns of the African American communities that traffic laws are too often misused to intimidate and harass. The improper acts of a few dishonor and discredit the heroic service of so many dedicated officers sworn to protect and serve all Americans equally.

We cannot allow this misuse of power to derail our efforts to promote the policies and actions that we know will protect families – especially children.

That is why the U.S. DOT supports Representative John Conyers legislation, "The Traffic Stops Statistics Study Act of 1999," which calls for a nationwide study of racial profiling.

We are working with the Department of Justice, state and community officials, civil rights organizations and the law enforcement community to monitor and address the issue of unfair treatment of people of color by law enforcement officers in traffic enforcement contacts.

In the spirit of the Conyers Bill, the Department has its own ongoing study – led by Hubert Williams of the Police Foundation – to assess differences in seat belt ticketing in ethnic and racial groups.

In partnership with the Justice Department's Office of Community Oriented Policing (COPS) and the Civil Rights Division, we are developing a curriculum called *Conducting Complete Traffic Stops*. It was endorsed by COPS last November. We saw great results in our test pilot conducted last month at the Massachusetts State Police Academy. A second test is being planned for Maryland law enforcement agencies later this spring.

Community forums on racial profiling have been conducted here in Detroit, in Ann Arbor and in Oakland County. Later this month, the US DOT, in cooperation with the National Conference for Community and Justice, will hold a major forum on this issue will be held here in Detroit.

To successfully address racial profiling, law enforcement agencies must be willing to bring minority representatives into full collaboration as they develop policies and programs aimed at lessening racial tension. Police strategies and

tactics should be developed with community input. Agencies must not only tell the community what they are doing – but must learn what true collaboration means.

This is not just a problem for police. Federal, state and local government officials must provide the leadership, the ideas and the commitment needed to spark a new revolution in criminal justice practices.

Let me turn for a moment to airline security-related discrimination issues.

Discriminatory application of airline security procedures against any group is unacceptable in a free society. It is also against the law.

The screening process selects passengers or passenger baggage for closer examination based on travel-related and other non-discriminatory indicators derived from the study of past security incidents.

In order to preserve the value of these screening indicators, we cannot disclose them to the public. However, an unintended side effect of using non-disclosed criteria is that many believe that we are using impermissible factors, such as race, religion or national origin to screen passengers.

I can assure you that this is not the case. Two years ago the Civil Rights Division of the U.S. Department of Justice reviewed the selection criteria we use to screen passengers at U.S. airports. This study confirmed that these criteria do not discriminate based on race, ethnicity, national origin or religion.

I am also pleased to report that reviews of our screening practices have failed to uncover instances of unlawful discrimination. However, we have identified undesirable practices that we have requested the airlines to change. For example, we have asked them to stop applying tags with stigmatizing wording on bags selected for closer investigation or unnecessarily embarrassing selectees by publicly escorting them in the terminal.

The possibility of airline employees misapplying screening criteria, whether intentionally or accidentally, is one important reason we are moving as rapidly as possible to replace the 25-year-old manual system with Computer Assisted Passenger Screening, or "CAPS." CAPS takes individual bias out the screening of passengers at check in. It now being used by all seven major airlines and many regional air carriers.

An important privacy feature incorporated into the CAPS system is that no permanent computer records or database is created by this process. The CAPS computer analyzes information voluntarily provided to the airlines in the course of routine commercial transactions and automatically deletes whatever records are created after the safe completion of each flight.

In January the Federal Aviation Administration issued a proposed rule that will require all airlines to use CAPS in the future. The automated system has many advantages, including greater sophistication, speed, and protection against the compromise of sensitive security information.

CAPS also has a much better record when it comes to discrimination complaints. Well over 90 percent of U.S. air passengers are now subject to the computerized selection system. As the system came on line, security-related discrimination complaints dropped rapidly – from 78 complaints in 1997, to 11 last year and 9 so far this year.

Our concern for fairness starts at the top, with the direct involvement of the President, who, along with the Vice President, the Attorney General, myself and other government officials.

The Clinton-Gore Administration is committed not just to hearing what you have to say, but to actually *listening* to what you have to say.

While we may have differences from time to time on the particulars of a given issue, the underlying commitment to justice and fairness all of us in this room share is stronger than any point-of-view.

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
33RD ANNUAL NATIONAL BLACK PRESBYTERIAN CAUCUS
CONVENTION BUSINESS MEETING
APRIL 8, 2000
DETROIT, MICHIGAN

We have seen a lot of "new things" since this great organization first met in national convention 33 years ago.

And over the past seven years, African American Christians, like Americans of every background and persuasion, have benefited from the greatest economic turn-around in American history.

The U.S. economy has been so strong for so long now, that a lot of people have forgotten what it was like in 1992, when President Clinton and Vice President Gore first took office.

Back then, we had high unemployment that just wouldn't go away. We had quadrupled the country's public debt over the preceding 12 years. We had stagnant wages and society, in President Clinton's words, was *"...beginning to fray rather badly. We had escalating crime rates, escalating welfare rolls, increasing racial tensions. We had a lot of problems."*

Now, thanks to the leadership of President Clinton and Vice President Gore we have the strongest economy in a generation, the first back-to-back budget surpluses in more than 40 years, the highest home ownership in history and the longest peacetime economic expansion in history. Crime is down; welfare is cut in half.

And during this time of unprecedented economic growth, we have raised the standard for clean air, for clean water and for safe food.

Perhaps most important, for the first time in memory, an economic recovery has reached out to include all Americans:

— Today there are more African-American homeowners, business owners and CEO's than ever before;

— African-American poverty and unemployment are at their lowest point since we started to keep statistics;

-- The doors to college are opened wider than ever before;

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

Yet these are but the outward signs of an inward grace that is gradually working its way through the heart of America.

As African American Christians over these past three decades we have crossed and re crossed our Sinai many times. We have broken down many barriers. We have overcome the mighty edifice of legal discrimination.

And some good laws have been laid down to build on these achievements. But as Vice President Gore has said many times, *"Sometimes good laws aren't good enough."*

At the dawn of this new century and new millennium we need to do much more.

We must, in the Vice President's words, *"Break down barriers not just in our law books -- -but also in our workplaces, in our school houses, in our police stations -- and in the human heart."*

And that is what the National Black Presbyterian Caucus and this convention is all about.

For it is here, among the community of the faithful, that the barriers to justice in the human heart began to melt, like the dross in the fire, revealing the gold within each and every human being.

This Administration strongly believes, as you do, in the power of faith-based organizations to alter the destinies of individuals and of nations.

As the Vice-President has observed --

"Grassroots change is now driving the best changes in our shrinking world."

As evidence he cites the fall of the Berlin Wall, the beginning of healing in South Africa and the progress, uneven as it may be so far, in Northern Ireland.

"These great changes" he points out, *"did not primarily come about because of governments or individual great leaders; but because of lasting change in heart after heart of ordinary people willing to take the leap of faith of seeing the enemy as neighbor or family."*

And what better place to nurture the teaching of our Master to "Love our enemies, than within the Church?"

At the urging of the Vice President a new organization called the "Coalition to Sustain Success," has been formed to harness the best efforts of faith-based, community-based and non-profit organizations to help former welfare recipients succeed in the workplace.

This joint effort between government and religious organizations was made possible by a provision of the 1996 Welfare Reform Law, called "Charitable Choice."

This provision allows state governments to use public funds to support faith-based organizations providing basic welfare services designed to help move people from welfare to work.

The only caveat is that participants in the program cannot be required to participate in religious services as a condition for receiving services.

As long as this condition is met, the Vice President points out, *"faith-based organizations can provide jobs and job training, counseling and mentoring, food and basic medical care. They can do so with public funds -- and without having to alter the religious character that is so often the key to their effectiveness."*

The Vice President's work with the Coalition has reinforced his belief that faith-based organizations can make a difference in addressing challenges that continue to defy traditional solutions.

And this experience has led the Vice President to propose a New Partnership between government and faith-based organizations that would extend the Charitable Choice provision of the Welfare Reform law to other vital services, such as drug treatment, homelessness, and youth violence prevention.

"There is a reason," the Vice President says, that *"Faith-based approaches have shown special promise with challenges such as drug addiction, youth violence and homelessness.*

And that reason is that *"Overcoming these problems takes something more than money or assistance -- it requires an inner discipline and courage, deep within the individual."*

And it is the faith community that offers a sanctuary to grow this discipline and nurture this courage.

The Vice President believes this New Partnership will invigorate civil society.

It will also create new opportunities for public service for the National Black Presbyterian Caucus and other organizations to bring a whole new dimension of leadership into the political process -- the dimension of community.

And I know, from your conference program, that you have been addressing this issue in Detroit this week.

The Vice President's New Partnership is a logical and creative extension of the commitment he and the president made, when they took office in 1993, to seek a "third way" to meet the needs of the American people.

What is this "Third Way?"

During the 1960s, we discovered that government-directed programs alone cannot assure that every community is connected to America's economic growth engine. That was the "first way."

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

The Third Way, employed by this Administration, bridges the gap between the discredited approaches of the past. We have pared back the role of government without eliminating it, and we have expanded the role of the private sector without relying on it to do everything.

The Vice President's New Partnership between government and community will move this approach to a higher level.

This "politics of community" will be neither government doing everything, nor will it be expecting the churches and charities to pick up slack when government scales back.

Rather, in the Vice President's *"It will mean a new era of civil society collaboration...when we are not afraid to make connections between spirituality and politics.*

Sometimes these connections can be about life and death issues.

The custom in my own tradition, that of the African Methodist Episcopal Church, is to include an 'altar call' in every sermon. I plan to honor this tradition this morning.

You have gathered here, as the National Black Presbyterian Caucus to plan and to pray about the needs of the people for the coming millennium.

Yet, unless African Americans -- especially our young people -- start using their seat belts on a regular basis, there will be far too many of our number who will miss out on this new millennium.

Traffic crashes are a silent epidemic laying waste in diverse communities. Motor vehicle crashes are the leading cause of death for African Americans through age 12; Hispanics through age 24; and Native Americans from age 10 to 24.

These communities are often unaware of the devastating impact of motor vehicle crashes, mistakenly believing that cancer, diabetes, HIV, heart disease and homicide cause more deaths than crashes.

These deaths are all the more tragic because nationally, the overall picture is improving. Last week I was able to announce that traffic fatality rates in 1999 hit an all time low. This is the third successive year of historic improvement in the highway death rate.

We need to make sure that the African American community fully participates in this trend. The Department's National Highway Traffic Safety Administration estimates that 100 percent seat belt use among African Americans could save as many as 1300 lives per year.

Having said this, I want to acknowledge that I am well aware of the African American community's concern that traffic laws are too often misused to intimidate or harass.

The improper acts of a few law enforcement personnel dishonor and discredit the heroic service of so many dedicated officers who live up to the standard of protecting and serving all Americans equally.

We cannot allow this misuse of power to derail our efforts to protect our families and our children.

So later this morning I will be going over to the National Bar Association Mid Year Conference to address their Racial Profiling Symposium to report on what we are doing to prevent profiling.

First and foremost, our concern for fairness starts at the top, with the direct involvement of the President, the Vice President, the Attorney General, myself, and other government officials.

As the President has said, *"As a society we don't have to choose between keeping safe and treating people right, between enforcing the law and upholding civil rights. We can do both."*

Second, we are supporting Representative John Conyers legislation, *The Traffic Stops Statistics Study Act,* which calls for a nationwide study of racial profiling.

In the spirit of the Conyers Bill, the Department of Transportation has its own ongoing study, led by Hubert Williams of the Police Foundation, to assess differences in seat belt ticketing among ethnic and racial groups.

Third, we are working with the Department of Justice, state and community officials, civil rights organizations and the law enforcement community to monitor and address the profiling issue. In partnership with the Justice Department's Office of Community Oriented Policing and the Civil Rights Division, we are developing a program to train law enforcement personnel in the right way to conduct traffic stops.

Community forums on racial profiling have been conducted here in Detroit, in Ann Arbor and in Oakland County. Next month, the U.S. Department of Transportation, in cooperation with the National Conference for Community and Justice will hold a major forum on racial profiling here in Detroit.

To successfully address racial profiling, law enforcement agencies must be willing to learn from the community. Members of the community need to be directly involved in developing policies and programs to lessen racial tension.

We have done a lot at DOT to deal with the problem of racial profiling, just as we have with the silent epidemic of traffic deaths affecting our community. But no matter how hard we try, government efforts alone are not the solution.

We need to use the "Third Way," the New Partnership that Vice President Gore has urged upon the nation. We need the kind of partnership with faith-based communities that Reverend *Nyathi's* workshop addressed at this conference.

And we need your help to hold up this third way, this faith-based way, in your prayers.

We cannot let our justifiable outrage at the injustice of profiling deter us from protecting our community. This nation spends $165 billion every year on health care costs related to vehicle crashes. This is a huge drain on our communities and a particularly tragic drain on the African American community.

The President has set a goal of 90 percent seat belt use for the country by 2005. With your help, I know we can make major headway on this.

I know this and the Vice President knows this. He has expressed his faith in America and in God very directly and very clearly:

"I believe that God's hand has touched the United States of America -- not by accident, but on purpose. He has given us not just a chance, but a mission -- to prove to men and women throughout this world that people of different racial and ethnic backgrounds, of all faiths and creeds, can not only work and live together, but can enrich and ennoble both themselves and our common purpose."

This morning I call upon you to come forward and work with me and the Vice President to get this simple but vital safety message across to our people: "Buckle up African-Americans. God has big plans for you in the new millennium."

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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
Friday, April 7, 2000

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

Media Advisory

U.S. Secretary of Transportation Rodney E. Slater
To Address National Bar Association Symposium on Racial Profiling

DETROIT -- On Saturday, April 8, U.S. Secretary of Transportation Rodney E. Slater will address the National Bar Association's 20th Annual Mid-Year Conference. The NBA symposium, *Racial Profiling: A Sword and a Shield* will examine the pervasiveness of racial profiling and efforts to combat its effects on minorities.

President Clinton called the practice of racial profiling "morally indefensible" and issued a memorandum on June 9, 1999, requiring federal law enforcement officials to collect information on the race and sex of people they stop.

Secretary Slater was named Secretary of Transportation on February 14, 1997. He is the 13th Secretary in the 30-year history of the Department, and only the third Arkansan in American history to ever hold a position in the President's Cabinet.

President Clinton said in nominating Slater: "he has built bridges both of steel and of goodwill to bring people closer together." As Secretary, Slater is working to build the President's bridge to the 21st century as well as the nation's airports, highways, railroads, mass transit, and maritime resources. The department has nearly 100,000 employees and a budget of more than $50 billion.

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

WHAT: Address to the National Bar Association Symposium, *Racial Profiling: A Sword and a Shield*

WHEN: 10:30 a.m., Saturday, April 8

WHERE: Omni Detroit River Place Hotel
1000 River Place
Detroit

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8.81

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
INTERMODAL TRANSPORTATION SAFETY DATA CONFERENCE
APRIL 11, 2000
ARLINGTON, VIRGINIA

Good afternoon, and thank you for attending our Intermodal Safety Data Conference. This Safety Data Conference is critical to the future of transportation because good data drives good decisions. Without accurate and complete data, we cannot get a clear and complete picture of where we need to improve our transportation system.

We are excited that you could be here because the U.S. Department of Transportation wants to borrow your expertise to help us meet our goals for America's transportation system for the 21st century.

And, we are delighted to be able to bring together representatives from every aspect of the transportation community. Participating with us are representatives of the public sector, academia, corporate transportation executives -- working to achieve a common goal of improving transportation safety data.

I am especially pleased that we are joined by officials from the Chinese Ministry of Communication and Transport, the People's Republic of China, who are here to learn the experience of highway planning and management in the United States.

President Lyndon Johnson, as some of you may know, created the Department of Transportation so that we could achieve "a transportation system worthy of America." At about that time, someone advised President Johnson that we did not know what impact pollution was having on the environment because we were not collecting or analyzing any data! So, President Johnson decided it was time we collected such information. Some would say that it was his insight -- and the data that was collected -- that led to the creation of the Environmental Protection Agency (EPA) in the early 1970s.

It is the same story for other issues, whether it be transportation, energy or the environment. Knowledge, facts and data give us the insight and the

- more -

information we need to find solutions and to achieve our goals. Such data and knowledge are vital for helping us to create a transportation system that will meet the demands of this new century.

The Department of Transportation's Number 1 priority is safety, and we have many safety goals we plan to achieve in the year 2000 alone!

Among those safety goals, we want to reduce the number of truck-related fatalities by one-half over the next 10 years. By continuing to work in partnership with the auto industry and others, we will strive to decrease child fatalities by 15 percent in the year 2000. We are in the process of modernizing our air traffic control system in order to save lives and increase efficiency. Having good data about that system is the only way we're going to get the job done right.

And, speaking of aviation modernization, President Clinton signed the Federal Aviation Administration reauthorization bill into law last week, clearing the way for us to continue modernizing our aviation systems. The bill will provide funding for the FAA over the next 4 years.

The Department of Transportation's ultimate goal is to eliminate transportation-related deaths, injuries and property damage. Safety is our North Star, and data -- accurate, relevant, and complete data -- plays a critical role in helping us to achieve our safety goals.

Today's conference did not come about just because someone came up with a good idea, but is the result of feedback we received during our 1999 National Transportation Safety Conference. Attendees at that meeting identified better data collection and reporting across all jurisdictions as one of the top priorities for improving safety.

After several workshops held last Fall and significant efforts by my Safety Council, Safety Data Task Force, modal administrations and their constituencies, we have developed a Safety Data Action Plan. This Plan will be available here today and has been posted on the BTS website. We are asking all of you and the entire transportation community to provide comments and feedback so that we can finalize this Plan.

It is important to recognize some of the significant achievements we have accomplished since then, and to recommit ourselves to making even more

progress. All of us -- at the national, state, local and international levels -- should continue to work diligently to fulfill the commitments made at the National Conference and at the Workshops.

In December of 1998, DOT hosted a Western Hemisphere Ministerial meeting in New Orleans. One of the results and commitments made at that meeting was to develop a hemisphere-wide transportation statistics system to support transportation planning and investment decisions in the Hemisphere. So, we are working to improve our data system not only nationally, but internationally.

This fall, DOT will host our first International Transportation Symposium for our partners and colleagues from around the world in Washington, D.C. This meeting will be the largest and most inclusive international event we have sponsored during my tenure as Secretary. I am very excited about the possibilities for future cooperation that may come out of this event, and I invite all of you to attend. We need your insight and your participation as we grapple with the transportation challenges and opportunities of the future, and as we envision and chart the course to make real the transportation system of our dreams.

Working together with our transportation partners, we have achieved many successes in safety over the past several years:

- Most recently, we killed the Y2K bug. Doing so ensured that our transportation system – which now relies heavily on computer technology – continued to operate during and after the Year 2000 date change.

- Highway railroad grade crossing incidents have been reduced by double digits two years in a row;

- The United States Coast Guard continues to save a life every two hours;

- Seat belt use nationally rose to almost 70 percent in 1998, the highest belt usage rate on record in the U.S. Each year safety belts are estimated to save more than 10,000 lives.

- And, even though fatality and injury rates on our highways fell to all-time lows in 1999 (from 41,471 in 1998 to 41,345) – much still needs to be done. We know about these positive outcomes because We collected the right data to measure performance. Data helps tie together our Strategic and Performance Plans and helps to illustrate that the Department's performance is among the best in government.

This is the first Intermodal Conference on Safety Data. Safety data is critical to the reduction in fatalities and improving data is one of the Department's flagship -- or priority -- goals. These flagships are things that the Department feels must be completed within a short timeframe, usually 2 years or less.

This intermodal conference reflects the Department's ONEDOT commitment to promote the public health and safety by working toward the elimination of transportation-related deaths and injuries.

Last year, BTS conducted four safety data workshops with transportation stakeholders representing the diverse interests of the transportation community. Lack of timely, relevant, and quality data were cited consistently.

The objective of this Safety in Numbers Project is to make the transportation system safer by working with constituents to prioritize actions that will improve the timeliness, relevancy, and quality of safety data.

As a result of these workshops, the BTS working with transportation stakeholders and modal representatives developed an Action Plan to improve safety data . The draft Safety Data Action Plan includes recommendations from across the transportation community for improving transportation safety.

This plan is a key focal point of today's conference and the discussions will be vital in providing recommendations which will assist the Department's Safety Council in prioritizing the necessary future actions.

We invite all individuals within the transportation sector to become involved in this process of improving transportation data to make the system safer. Because, without a doubt, data collection is an important part of continuing to achieve our safety and other goals in transportation.

Safety is President Clinton and Vice President Gore's number one transportation priority and the North Star by which we are guided at the Department of Transportation. I am glad that you could take time out to attend today's conference -- whether you are here in this room or in cyberspace -- and I look forward to hearing and reading about the results of your efforts to improve safety data collection and analysis in the weeks and months to come.

# # # #

TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
INTERMODAL TOUR - WORLD TRADE BRIDGE RECEPTION
LAREDO, TEXAS
APRIL 13, 2000

Acknowledgments
Honorable Saul Ramirez, Deputy Secretary, HUD
Honorable Judith Zafferini, State Senator'
Honorable Henry Cuellar, State Representative
Honorable Tracy King, State Representative
Honorable Elizabeth "Betty" Flores, Mayor of Laredo
Cynthia Coliazo, Acting City Manager

- On behalf of President Clinton and Vice President Gore, I am delighted to join you for the inauguration of Laredo's international World Trade Bridge -- a new seamless connection to greater economic opportunity and to a better quality of life for the people of Laredo and South Texas, in fact for all of America.

- My visit to Laredo is the first stop on a 7-day, 10-state Intermodal Transportation Tour to promote the Clinton-Gore Administration's vision of a new policy architecture for transportation -- a vision that is international in reach, intermodal in form, intelligent in character, inclusive in service and innovative in scope. The World Trade Bridge at Laredo clearly meets all five of these criteria.

- Let me take this opportunity to thank Deputy Secretary Ramirez who, as Laredo's former city councilman and then mayor, spearheaded the effort for which we celebrate this evening. Over the years you have shown great dedication to improving the quality of life for all

  Laredoans. Your commitment is evidenced by your continued advocacy for the construction and completion of the World Trade Bridge.

- Let me also thank Mayor Betty Flores and the Laredo City Council for their vision and vigilance in seeing this project to fruition. The dedication and energy you have shown and your willingness to collaborate with your state and federal partners ensures better days ahead for the City of Laredo.

- Now, please allow me to present to you, a video taped message from President Clinton.

# # # #

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

Speech

REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WORLD TRADE BRIDGE RIBBON CUTTING CEREMONY
APRIL 14, 2000
LAREDO, TEXAS

Thank you, Saul, not only for introducing me, but also for your pivotal role while serving as Laredo's mayor and as a city council member here, in getting this bridge project underway.

We should also acknowledge former governor Anne Richards, who literally "hand carried" the Presidential Permit needed for the U.S. side of this project, through the approval process in Washington.

And, of course, my very special thanks to Mayor Betty Flores, who as a leader of this community has played a tremendous role in seeing the World Trade Bridge through to completion.

Thanks also to all of the other business and community leaders and government officials here today who have played a role in turning the dream of a fourth bridge across the Rio Grande here into reality.

One of those community leaders deserving our thanks is the Honorable Horacio Garza Garza, Presidente Municipal, Nuevo Laredo, who, along with the government and people of Mexico has worked extraordinarily hard to foster this new connection between our two countries.

And I want to express my personal appreciation to my good friend, Mexico's Secretary of Transportation, Carlos Ruiz Sacristan, who has worked enormously hard to build bridges of trust, transportation and trade between our two nations.

But foremost among those whom we should acknowledge today are President Clinton and President Zedillo. They have done a superlative job in reconciling past differences between our two countries.

As President Clinton said during his visit with President Zedillo in Merida, Mexico last year—

- more -

"Like any family, we will have our differences -- born of history, experience, instinct, honest opinion. But like any family, we know that what binds us together is far, far more important than what divides us."

* * *

One tie that surely binds us is transportation. That is why, on behalf of President Clinton and Vice President Gore I am delighted to join all of you here today for the dedication of the Laredo IV World Trade Bridge.

This project represents a cooperative investment of over $128 million by local, state and federal funds in a joint effort to provide a more effective system for moving people, goods and services across the Rio Grande.

As your printed program points out, this bridge was built "through the dedicated efforts of many individuals, both public and private."

In a video message shown at a reception last night, President Clinton reminded us that this bridge *"Isn't just a way to get from Laredo to Nuevo Laredo -- this bridge connects our cultures and our countries."*

With the opening of the World Trade Bridge, residents on both sides of the border can look forward to less congestion, cleaner air and improved highway safety. They can also look forward to the end of what was fast becoming a major bottleneck to commercial traffic between the United States and Mexico.

Almost every day, trucks heading south on Interstate 35 are backed up from the border for five miles or more. Laredo is already the busiest port of entry on the Texas-Mexico border.

Cross-border commercial traffic here has jumped *800 percent* in just the past three years and we expect more than 2 million trucks a year to pass through Laredo by the year 2010.

As Vice President Gore has said,

"A strategy for investing in and empowering this region to meet the challenges of the 21st century is vital, not only to the people and communities along the Southwest Border, but to the entire country. This is a critical component in strengthening America's economic infrastructure and in creating jobs, hope and opportunity."

My visit to Laredo today is the first stop on a 7-day, 12-state Intermodal Transportation Tour to promote the Clinton-Gore Administration's vision of a new policy architecture for transportation that is international in reach, intermodal in form, intelligent in character, inclusive in service and innovative in scope.

The World Trade Bridge at Laredo clearly meets all five of these criteria.

To help ground this new architecture in a clear vision of the future over the next 25 years, the U.S. Department of Transportation is conducting what we call "2025 Visioning Exercises" with all segments of the transportation community across the country, with several sessions scheduled for this week's mission.

And this coming October I will host a major International Transportation Symposium for our partners and colleagues from around the world in Washington, D.C., where we will consider best practices and innovative ideas with respect to all modes of transportation.

I think the way Mexico and the U.S. have worked together on the Laredo IV bridge project can clearly be a best practice model for similar ventures around the world. And I hope that some of you who have been instrumental in making this project a success will join us for this symposium.

After today's ribbon-cutting here at the U.S.-Mexican border, my Intermodal Tour will continue with stops along the proposed Interstate 69 International Trade Corridor between here and Canada, as well as other transportation sites in the upper Midwest, Appalachia, and New York State.

This trade corridor is a big idea with big consequences. Construction of I-69 will be one of America's major economic development investments of the 21st century and one of the lasting legacies of this Administration. A Canada-to-Mexico trade corridor through America's heartland will be a powerful economic spine integrating rail, air, water, and road transportation efficiently and economically.

Thirty-eight percent of the dollar-value of U.S. truck-borne trade with Mexico and Canada already passes through states on both sides of the route. When I-69 is completed, that percentage will surely rise. And 20 of our nation's top 25 seaports will also lie within easy reach of the corridor.

This corridor also connects routes across borders. In January 1997, President Zedillo inaugurated a "NAFTA highway" to boost trade between Mexico and the U.S. And later that year he dedicated 62 miles of the highway, a stretch

that runs through the state of San Luis Potosi, about halfway between Mexico City and here in Laredo. Today that new road already carries about half the cargo running between the U.S. and Mexico.

While construction of I-69 creates many opportunities, its major benefit will clearly come from its role as a trade corridor. During the past six years, more than one quarter of U.S. economic growth has come from increased exports. And by the year 2010, the Western Hemisphere, including the United States, Canada and Mexico, will be a larger market than Western Europe and the Pacific Rim combined.

That is why the President has made hemispheric cooperation a top priority of this Administration. Seven years ago the democratic nations of the Americas met in an historic Summit of the Americas in Miami. There, in President Clinton's words, the nations of the Western Hemisphere "planted the seeds of a new partnership based on a common vision of a democratic, prosperous, peaceful, united hemisphere by the 21st Century."

The core of that vision was the commitment to seek a free trade area for the Americas early in the next century. However, achieving this grand vision of a free trade zone will mean little if our transportation infrastructure cannot support the rapid increase in multilateral trade we anticipate.

At the end of the day, the vision we seek to realize is not limited to a new connection between Laredo and Nuevo Laredo. Our shared vision for the transportation future of this hemisphere is of a *"seamless network of highways, rail lines, shipping routes and aviation corridors stretching from the Yukon to Tierra del Fuego."*

This new bridge connecting Laredo and *Nuevo Laredo* is clearly part of something big. Transportation is truly the tie that binds. But more importantly, it lifts up the people of our nations, affording greater opportunity for all.

I believe that as future leaders of our two nations look back upon our efforts, they too will be proud of the World Trade Bridge our two nations built together. 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
AKRON-CANTON REGIONAL AIRPORT NEWS CONFERENCE
APRIL 17, 2000
AKRON, OHIO

I'm here in Ohio at the Akron-Fulton International Airport as part of a two-week, multi-modal transportation tour across America that began last Friday in Laredo, Texas at the U.S.-Mexican border and will conclude on May 1, in Buffalo, New York, on the U.S.-Canadian border.

The purpose of our tour is to look at the future of transportation in the 21st century, including the future of Entry Airlines, as we did this morning.

This tour reinforces the Clinton-Gore Administration's recognition of transportation as a strategic investment-along with education, health care, technology and the environment-that is essential to strengthening America for the fresh challenges and limitless opportunities of a new century and new millennium.

Before going into the details of this morning's session, I would like to briefly share some background about the visioning process itself.

As part of the multimodal tour, we are conducting five 2025 Visioning Sessions with transportation experts and other public and private sector leaders across the country. Our purpose is to listen-and to use what we learn to clarify our vision of transportation for the next 25 years.

We also seek to formulate a new policy architecture for transportation that will broaden participation and improve the quality of transportation decision-making for the 21st century. The visioning sessions are an example of broadening the conversation.

We plan to use what we learn in our visioning sessions to help design the International Transportation Symposium the U.S. Department of Transportation will host in Washington, D.C., this fall, to share best practices and innovative ideas from around the world. The impact of aviation on the economic development of smaller cities and rural areas is an issue, not just in the United States, but also around the world.

-more-

This morning's visioning session on Entry Airlines was encouraging. The Akron-Canton Regional Airport is wonderful success story that symbolizes what a concentrated effort at the local, state, and federal levels can do to attract and support better, more affordable air service.

The airport's success reflects positively on two DOT airline initiatives:

... Our efforts to encourage improved service to small communities;
... And our support for the expansion of affordable air service.

In terms of improved service, the Akron-Canton Airport now has excellent connections to several hub cities that provide convenient service, not just to all parts of the United States, but around the world. This includes improved service to Chicago and new service to Washington.

This region has also benefitted from the low-fare service offered by AirTran to Atlanta and Orlando, and to numerous other cities that can be reached through AirTran's growing Atlanta hub.

Fares to Atlanta are now less than half the level that prevailed before AirTran's entry, and consumers to other cities AirTran serves through connections in Atlanta, are also benefiting from much lower fares as well.

The combination of better service and lower fares has resulted in almost a doubling of traffic at Akron in a relatively short time. By some estimates consumers have saved upwards of $50 million.

This success has benefited more than Akron consumers, as travelers from nearby cities are now driving to Akron to take advantage of the new service and lower fares.

Airline consumers are not the only beneficiaries. The increased traffic at Akron-Canton Regional airport has led to other direct economic consequences for your community.

As we look to the future, the availability of high quality, affordable air service will make the Akron region more attractive to new and expanding businesses. That's vital because the emerging global economy depends on the speed that only air transport can provide.

You can order "Steaks from Omaha" online, but you can't download them to your plate. The future of the Internet economy-and the future of the Akron region-clearly depends on the overnight delivery that only air transport can deliver.

And that is the fundamental point. Aviation is a driving force for the President's global strategy for our economic well being in the new century and the new millennium. I strongly believe 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-an engine for growth.

We intend to make sure that Akron and the people of this region fully participate in the economic benefits of aviation's second century.

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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NEW YORK INTERNATIONAL AUTO SHOW ANNUAL WALL STREET DINNER
APRIL 17, 2000
NEW YORK, NEW YORK

I am delighted join you tonight for the 100th Anniversary of the New York International Automobile Show-the oldest auto show in America.

And I congratulate Morgan Stanley Dean Whitter, J.D. Power and Associates and the Greater New York Automobile Dealer's Association for getting the show off to such a rousing start by creating this annual Wall Street Dinner.

I'm here in New York as part of a two-week, multi-modal transportation tour across America to look at the future of transportation in the 21st century, including the future of the automobile.

This tour reinforces the Clinton-Gore Administration's recognition of transportation as a strategic investment-along with education, health care, technology and the environment-that is essential to strengthening America for the fresh challenges and limitless opportunities of a new century and new millennium.

As part of the tour, we are conducting five 2025 Visioning Sessions with transportation experts and other public and private sector leaders. Our purpose is to listen to our partners-and to use what we learn to clarify our vision of transportation for the next 25 years.

We also seek to formulate a new policy architecture for transportation that will broaden participation and improve the quality of transportation decision-making for the 21st century.

Tomorrow's visioning session will be with auto industry representatives in Detroit, which has recently regained its historic title as The Automobile Capital of the World, at least in part due to the vigorous efforts of many of you here tonight.

We also plan to use what we learn in our visioning sessions to help design the International Transportation Symposium the U.S. Department of Transportation will host in Washington, D.C., this fall, to share best practices and innovative ideas from around the world.

- more -

The New York International Auto Show is a celebration of innovative ideas. Many concern safety, which is President Clinton and Vice President Gore's top transportation priority and the "North Star" guiding all of our work at DOT.

These accomplishments also reflect the growing power of public-private partnerships to foster safety-and I want to conclude by taking this opportunity to thank some of our partners who are represented here tonight-

... Jack Smith of General Motors-and our other Intelligent Vehicle Initiative Partners, for their research on rear-end collision warning systems;

... The coalition behind the Air Bag and Seat Belt Safety Campaign, which is already helping America save more than 10 thousand lives each year;

...And The Crash Injury Research and Engineering Network which brings engineers and medical professionals together to make vehicles safer.

I also want to acknowledge The Greater New York Dealers Association for sponsoring next week's World Traffic Safety Symposium on child passenger safety.

With partners like you, I am confident that we will continue to move from strength to strength to harness the awesome power of transportation to improve the quality of life for all Americans.

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

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NINE BILLIONTH TRANSIT PASSENGER ANNOUNCEMENT
NEW YORK, NEW YORK
APRIL 17, 2000

I'm here in New York City at Grand Central Station as part of a two-week, multi-modal transportation tour across America that began last Friday in Laredo, Texas at the U.S.-Mexican border and will conclude on May 1, in Buffalo, New York, on the U.S.-Canadian border. Our purpose is to look at the future of transportation in the 21st century.

This tour reinforces the Clinton-Gore Administration's recognition of transportation as a strategic investment-along with education, health care, technology and the environment-that is essential to strengthening America for the fresh challenges and limitless opportunities of a new century and new millennium.

I cannot think of more appropriate venue than Grand Central Station, and a more timely occasion than during Earth Day 2000 celebrations, to announce that annual nationwide transit ridership has broken the nine billion mark.

New York is a leader in transit ridership. Nearly 1.7 billion New Yorkers ride transit every year. That's about one in every four users of mass transit in the United States and two-thirds of the nation's rail riders.

With more Americans riding transit, we can reduce traffic congestion on our roadways and improve air quality in our communities. Transit is helping to build sustainable communities across the nation.

Thanks to federal investments; improvements in the transit commuter tax law; a continued concern for our environment; and a growing commitment to create safer, more livable communities, transit riders now number more than nine billion.

Today there are more people on buses, subways, commuter trains and trolleys than at any time in the history of transit. For this we can thank President John F. Kennedy who in 1962 called on Congress to establish a program of federal capital assistance for mass transit and transportation planning.

- more -

Forty years ago President Kennedy began the livability conversation when he said, "To conserve and enhance values in existing urban areas is essential. But at least as important are steps to promote economic efficiency and livability in areas of future development. Our national welfare therefore requires the provision of good urban transportation, with the properly balanced use of private vehicles and modern mass transport to help shape as well as serve urban growth."

Today public transit remains a central piece of the livability agenda. As communities spread further outward and commuting distances grow, roadways become increasing congested. According to recent estimates, nearly half of travel time is under peak congested periods, and Americans waste half a billion hours a year stuck in traffic. That is why President Clinton and Vice President Gore have made record level investments in public transit.

To help ease traffic congestion and combat air pollution, the Clinton-Gore Administration has worked to provide communities with a broader range of transportation choices. Since 1993, federal transit funding has risen more than 50 percent, to nearly $5.8 billion this year.

President Clinton and Vice President Gore are continuing that commitment by proposing, in their 2001 budget, $6.3 billion for transit-related projects.

I applaud the work of APTA, the New York Transit Authority, MTA and the hundreds of transit authorities across the nation for the excellent work they do every day to ensure that Americans have safe and efficient transit choices to connect them to work, to school, to health care, to an improved quality of life.

Transit 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 ensure that the places in which we live in today will remain the places in which we want our children and our grandchildren to live tomorrow.

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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ELMIRA NEW YORK SEAT BELT EVENT
APRIL 17, 2000
ELMIRA, NEW YORK

Good afternoon. I am here in Elmira today as part of a two-week, multi-modal transportation tour across America that began last Friday in Laredo, Texas, at the U.S.-Mexican border and will conclude on May 1, in Buffalo, New York, on the U.S.-Canadian border. Our purpose is to look at the future of transportation in the 21st century.

This tour reinforces the Clinton-Gore Administration's recognition of transportation as a strategic investment -- along with education, health care, technology and the environment -- that is essential to strengthening America for the fresh challenges and limitless opportunities of a new century and new millennium.

We plan to use what we learn over the next two weeks to design the International Transportation Symposium the U.S. Department of Transportation will host in Washington, D.C., this fall, to share best practices and innovative ideas from around the world.

I am especially pleased to be in Elmira to, in the words of noted author Alex Haley, "Find the Good and Praise It."

We are here today to praise the good work of the people of Elmira who -- in a record 30 days -- increased seat belt use from 69 percent to more than 90 percent -- an all time high.

I want to personally thank Sheriff Charles Houper and the Chemung County Sheriff's Department; Chief Michael Ciminelli, and the Elmira Police Department; Chief Peter Peterson and the West Elmira Police Department; Chief Robert Hauptman and the Village of Elmira Police Department; Chief Craig Banfield, and Village of Horseheads Police Department; and Patrolman David Backman, representing the Town of Southport Police Department, for the extraordinary work they've done to promote traffic safety in Elmira.

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

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

Two weeks ago I was able to announce that traffic fatality rates in 1999 hit an all time low -- the third successive year of historic improvement in the highway death rate. This good news can be attributed to the kind of effort taking place here in Elmira -- in fact, all over the entire state.

Clearly, you *are* making a difference. The New York State Police, under the leadership of Superintendent Jim McMahonn in partnership with local departments across the state have worked hard to boost seat belt use from an already high 76 percent to a record 85 percent, and more than 90 percent in Elmira. Law enforcement and private and public organizations combined forces to educate the public about seat belt use in combination with statewide enforcement.

Your success proves that a solid three-pronged approach -- education, awareness and enforcement -- can produce positive results.

New York -- a model for other states to follow – is leading the way to transportation safety excellence in this new century and new millennium.

Safety is this Department's top goal, and I applaud the work of law enforcement officers in Elmira, and throughout the state, to ensure that all New Yorkers are buckling up.

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U.S. Department of Transportation
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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PITTSBURGH MAGLEV GRANT ANNOUNCEMENT
APRIL 17, 2000
PITTSBURGH, PENNSYLVANIA

I'm here in Pittsburgh this morning as part of a two-week, multi-modal transportation tour across America that began last Friday in Laredo, Texas at the U.S.-Mexican border and will conclude on May 1, in Buffalo, New York, on the U.S.-Canadian border.

The purpose of our tour is to look at the future of transportation in the 21st century, including the future of Maglev technology.

This tour reinforces the Clinton-Gore Administration's recognition of transportation as a strategic investment-along with education, health care, technology and the environment-that is essential to strengthening America for the fresh challenges and limitless opportunities of a new century and new millennium.

As part of the multimodal tour, we are conducting five 2025 Visioning Sessions with transportation experts and other public and private sector leaders across the country. Our purpose is to listen-and to use what we learn to clarify our vision of transportation for the next 25 years.

We also seek to formulate a new policy architecture for transportation that will broaden participation and improve the quality of transportation decision-making for the 21st century. The visioning sessions are an example of broadening the conversation.

We plan to use what we learn in our visioning sessions to help design the International Transportation Symposium the U.S. Department of Transportation will host in Washington, D.C. this fall, to share best practices and innovative ideas from around the world.

I am pleased to be here in Pittsburgh to announce additional federal funding of $14.8 million to seven states and authorities that are competing to be the first in the U.S. - - and perhaps the world - - to demonstrate a magnetically levitated high-speed ground transportation system in revenue service.

- more -

Over $3 million will stay right here to help fund the maglev project being planned by the Allegheny County Port Authority. This 21st century technology -- capable of travel at speeds up to 240 mile per hour -- will greatly enhance the commute between Pittsburgh International Airport and downtown Pittsburgh. Travel time would be a record 7 minutes and on eastward out to Greensburgh in 26 minutes.

When matched with non-federal funds, over $11 million will have been committed in the Pittsburgh area to complete preliminary engineering, define a public/private partnership that is ready, willing and able to finance, construct and operate the Pennsylvania Maglev project, and develop a feasible plan for technology transfer.

The Maglev Deployment Program reflects President Clinton's and Vice President Gore's commitment to developing new technology that will foster economic growth and protect the environment in the 21st Century.

The legislation which created this maglev program is called the Transportation Equity Act for the 21st Century. It made available more than $218 billion over a six year period for surface transportation assistance to states and localities.

But the Maglev Deployment Program is perhaps one of the most visionary and truly future-oriented portions of this landmark legislation, since it has the potential to demonstrate to us the technology that may become the backbone of intercity passenger transportation in our most densely populated transportation corridors in the 21st century.

Through technology transfer, we expect that when this program is completed, American-owned firms, employing skilled American workers, will have the know-how and experience to design and build maglev systems anywhere in the U.S. and around the world.

Our plan is to evaluate the Project Descriptions received from all seven projects and select one or more of the most promising projects for further study and refinement by the end of September 2000, leading to the selection in the Spring of 2001 of a single project for possible deployment.

The grants announced today are going to projects in California, Florida, Georgia, Louisiana, Maryland, Nevada, and, of course here in Pennsylvania.

-more-

The Pennsylvania Project has been active in seeking to tie the new technology of precision steel fabrication necessary to construct the maglev guideway to other possible uses such as ship hull manufacture and other large scale metal fabrication.

In fact a delegation of over 30 people, primarily engineers from the Pittsburgh area representing MAGLEV Inc., has just returned from Germany where they explored in depth the use of the Transrapid technology for applications in the United States.

We at the Department of Transportation will be eagerly awaiting receipt of the information from the Pennsylvania Project and the six other projects this summer to enable a choice of the best possible projects to continue into the next phase of the competition and ultimately to make the choice of the best projects next year. I wish you the best of luck in this outstanding competition.

And now I would ask the participants to join me for the check presentation.

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TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MEETING WITH 1-69 ENVIRONMENTAL GROUPS
APRIL 18, 2000
INDIANAPOLIS, INDIANA

Acknowledgments

- *Mrs. Cristina Klika,* Commissioner, INDOT
- *Andy Knott,* Hoosier Environmental Council
- *Sandra Tokarski,* Citizens for Appropriate Rural Roads (C.A.R.R.)
- *Alexander Ewing,* Environmental Law and Policy Center

PURPOSE OF MULTIMODAL TRIP

- We are here in *Indianapolis* as part of a two-week, multi-modal transportation tour across America
- Trip began last Friday in *Laredo, Texas* at the U.S.-Mexican border and will conclude on May 1, in *Buffalo, New York,* on the U.S.-Canadian border
- Purpose of tour is to look at the future of transportation in the 21st century, including the future impact of I-69/Corridor 18

2025 VISIONING SESSIONS

- As part of multimodal tour, we are conducting five 2025 Visioning Sessions with transportation experts and public and private sector leaders across the country
- Our purpose is to listen -- and to use what we learn to clarify our vision of transportation for the next 25 years
- We also seek to formulate a new policy architecture for transportation that will broaden participation in -- and improve the quality of -- transportation decision-making for the 21st century
- This afternoon's meeting with you clearly falls within the spirit of "broadening the conversation," especially with respect to our concern for protecting and enhancing the environment

- As an Administration we are committed to making sure that your concerns are heard -- and today's meeting is evidence of that continuing commitment

INTERNATIONAL TRANSPORTATION SYMPOSIUM

- We plan to use what we learn in our visioning sessions to help design the International Transportation Symposium the U.S. Department of Transportation will host in Washington, D.C. this fall

- The intention behind the Symposium is to share best practices and innovative ideas from around the world

- And, clearly, the impact of transportation on the environment and the quality of life in our communities is a concern not just in Indiana, but also worldwide

IMPORTANCE OF I-69/CORRIDOR 18

- This year's Multimodal Tour, like last year's, tracks much of the proposed I-69 route, which some are already calling the "Mid-Continent Highway"

- The I-69 route is about 35 percent completed

- ...And the 130-mile segment of 1-69 between Indianapolis and Evansville is a critical link to completing the corridor

- I am not attached to any specific route for this segment, but I am committed to completing the corridor

- When you look at the "Mid-Continent Highway" route as a whole, it is clear that this corridor is <u>one of the great transportation construction projects in human history</u>

- When finished, I-69 will link one of the world's largest production regions into a unified economy; by the year 2010, the Western Hemisphere will be a larger market than Western Europe and the Pacific Rim combined

- The corridor will also help link major segments of America's rural economy, including the Mississippi Delta, to the rest of the U.S. economy–and to the emerging global economy

- Investment in I-69 is therefore essential to strengthening America for the fresh challenges and limitless opportunities of a new century and new millennium

- It is also essential for assuring that America's unprecedented economic growth benefits all Americans–with "no one left out"

- This will be a major legacy of that this generation of Americans will bequeath to those who follow us

ENVIRONMENTAL-COMMUNITY CONCERNS

- I am here today to hear your concerns; let me just say that specific alignment options need to be fully evaluated in terms of the National Environmental Policy Act (NEPA); economic's of specific alignments also need to be considered--not just the county-level impacts, but statewide and national impacts as well

- We want to arrive at a decision that, given the many factors involved -- environmental, socio-economic, and safety -- best serves the people of Indiana and our nation as a whole

- Thank you for this opportunity to meet with you and to hear your perspectives and concerns [end]

# # # #

8-82

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
I-69 DINNER WITH THE MID-CONTINENT COALITION
INDIANAPOLIS, INDIANA
APRIL 18, 2000

I'm delighted to be back in Indianapolis, and pleased to have this opportunity to address the Mid-Continent Coalition.

I am here in Indiana as part of what has become our annual, multi-modal transportation tour across America. As we begin a new century and a new millennium, the focus of this year's tour is to examine the future of transportation in North America.

The I-69/Corridor 18 trade route is a vital part of that future. When completed, the "Mid-Continent Highway" has the potential of becoming one of the greatest North-South trading corridors in American history.

This year's Multimodal Tour, like last year's, includes stops at several key points along the proposed extension of I-69 from Indianapolis to Houston, and then through the Rio Grande Valley to the Mexican border.

The northern leg of this mighty trade route -- about 35 percent of the total length -- has already been completed, and runs from Indianapolis north to Montreal, crossing over into Canada from Michigan at Point Edward, Ontario.

We started our tour last Thursday, at the other end of the Mid-Continent Highway in Laredo, Texas, where I helped dedicate the new World Trade Bridge over the Rio Grande.

Earlier today, I was in Detroit, which links the trade corridor to the Canadian Interprovincial Highway System, via I-94.

The tour will end in Buffalo, New York, on May 1st, where we will deal with U.S.-Canada border transportation issues, as well as with aviation competition and other concerns.

- more -

The point of my trip is to listen and to learn, as well as to talk. Over the course of this two-week mission we are conducting five *2025 Visioning Sessions* with transportation experts and other public and private sector leaders across the country.

Our purpose is to use what we hear at these sessions to clarify our vision of transportation for the next 25 years.

We also seek to formulate a new policy architecture for transportation that will broaden participation and improve the quality of transportation decision-making for the 21st century. The visioning sessions are an example of broadening the conversation.

We plan to use what we learn in our visioning sessions to help plan for *The International Transportation Symposium* the U.S. Department of Transportation will host in Washington, D.C., this fall, where we will exchange best practices and innovative ideas with our colleagues from around the world.

This tour reinforces the Clinton-Gore Administration's recognition of transportation as a strategic investment. Along with education, health care, technology and the environment, it is essential to strengthening America for the fresh challenges and limitless opportunities of a new century and new millennium.

And our investment in transportation has been substantial. Since 1993, this Administration's overall commitment to transportation has grown by *86 percent*. Our proposed budget for 2001 is an historic $54.9 billion, a nine-percent increase over this year's record-level budget.

For me personally, this tour has underscored the importance of I-69 for the future of this country. When you look at the Mid-Continent Highway route as whole, it is clear that this corridor is one of the great transportation construction projects in human history.

When I addressed the Indiana Legislature about I-69 during last year's Multimodal Tour, I spoke about the historic scale of this commitment to America's heartland:

The vision that gave birth to this endeavor is comparable in scale to the vision that led 18th century American leaders, like George Washington, to advocate a network of canals connecting the Ohio Valley to the great river systems of the East Coast.

Our first president understood that canals would speed up the economic development of the Midwest by creating trade corridors.

During the 19th century, visionary leaders in the Congress created a "one-two" punch for the economic development of America's heartland and points west, by passing the Morrill Act during the 1870s.

The Morrill Act not only made it easier to finance a network of railroads connecting a continent; it also established America's system of land-grant colleges. And land-grant colleges, in turn, helped to educate the technology workforce that made the 20th century an American Century.

In our own lifetimes, visionary American leaders have supported the growth of the airline industry, now a leading factor in our international trade, as well as a mode of transportation.

And, of course, there was the Eisenhower Interstate Highway System. The impact of the Interstates on the growth of Indiana's economy has been awesome -- at least $850 billion of commodities travel on Indiana's highways each year, and Indiana ranks 2nd in the nation in terms of ton-miles of truck shipments travelling through the state.

Yes, the Mid-Continental Trade Corridor is a big, big idea -- with big, big consequences. When finished, our nation's investment in I-69 will link one of the world's largest production regions into a unified, continental economy.

A Canada-to-Mexico trade corridor through America's heartland will be a powerful economic spine, integrating rail, air, water and highway transportation into an efficient and economical system.

Constructing this intermodal transportation network will make a huge difference to Indiana.

In recent years, more than one-quarter of U.S. economic growth has come from increased exports. And by the year 2010, the Western Hemisphere will have emerged as a market colossus larger than Western Europe and the Pacific Rim combined.

That is why President Clinton has made hemispheric cooperation a top priority of this Administration. The economic integration of the hemisphere into a unified market of 800 million people offers enormous potential for future growth.

And Indiana and other states in this region deserve their fair share of the benefits of this growth.

This corridor will have other economic benefits.

For example, it will help link major segments of America's rural economy -- including the Mississippi Delta -- to the rest of the U.S. economy -- and to the emerging global economy. By so doing, the Corridor will help assure that America's unprecedented economic growth benefits all Americans, with "no one left out."

Now, I know that the route of I-69 has been a subject of some controversy here in Indiana. And I am sensitive to the concerns that were expressed to me earlier today, in a meeting I had with Indiana environmental groups.

With respect to what I heard, let me just say, that as U.S. Secretary of Transportation, I am much more concerned about the overall strategic case in favor of this trade corridor than I am about any particular route.

However, I would also emphasize that specific alignment options need to be fully evaluated in terms of the National Environmental Policy Act.

The economic impact of specific alignments, also need to be considered -- and not just county-level impacts, but statewide and national impacts as well.

At the end of the day what we all want is an alignment decision that, given the environmental, socio-economic, and safety factors involved, best serves the people of Indiana and the nation.

Under the leadership of President Clinton and Vice President Gore, this Administration has redefined transportation beyond the narrow public works definition of "concrete, asphalt and steel," to encompass a much larger vision.

That larger vision begins with safety as our top transportation priority, the "North Star" guiding everything we do at the U.S. Department of Transportation. And it also includes improving mobility for all Americans and enhancing the human and natural environment -- as well as spurring economic development and trade and ensuring national security.

I believe that the Mid-Continent Highway can contribute to Indiana and the nation in all of these areas. In this new century and new millennium it will be a centerpiece of a seamless network of highways, rail lines, shipping routes and aviation corridors that will eventually stretch from the Yukon to Tierra Del Fuego.

It will also be a major legacy bequeathed by this generation of Americans to our children and our children's children. By completing it, we will help assure that America's best days are yet to come.

# # # #

8.80

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
TRANSIT AUTHORITY OF RIVER CITY (TARC) JOB FAIR
APRIL 19, 2000
LOUISVILLE, KENTUCKY

Acknowledgments
Honorable David Armstrong, Mayor
Barry Barker, Executive Director, TARC
Honorable Milton Dohoney, Deputy Mayor

- I'm here in Louisville as part of a two-week, multi-modal transportation tour across America that began last Friday in Laredo, Texas at the U.S.-Mexican border and will conclude on May 1, in Buffalo, New York, on the U.S.-Canadian border.

- This tour reinforces the Clinton-Gore Administration's recognition of transportation as a strategic investment -- along with education, health care, technology and the environment -- that is essential to strengthening America for the fresh challenges and limitless opportunities of a new century and new millennium

- The Nia Center clearly fits well with that strategy -- connecting West End residents to work, to day care, to opportunity for an improved quality of life.

- I applaud the progressive and committed leadership of Mayor Armstrong, Deputy Mayor Dohoney, and Executive Director Barker in bringing Louisville business, community and education leaders together to find innovative solutions to pressing community problems. The Nia Center is clearly serving a "purpose" in Louisville.

- Transit is a vital means of mobility, especially for people who are making the transition from welfare to work. Forty percent of Louisville residents don't own cars and don't have the resources to pay for them.

- Innovative transit services, such as Nia Night Owl is connecting Louisville residents to outlying jobs such as UPS, Kentucky's largest employer, and to the Bluegrass Industrial Park -- the nation's fifth largest and second fastest growing industrial park. Nia Night Owl is also enhancing transportation services for workers with disabilities -- an untapped resource of eligible workers.

- The Nia Center partnership is an excellent example of the principles of the Clinton-Gore Administration for the past seven and a half years -- by providing opportunity for all, with responsibility from all, we can build a better community for all. Louisville is ensuring that as its people move forward in this new century and new millennium -- no one will be left behind.

# # # #

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
KENTUCKIANA TRANSPORTATION 2000 INITIATIVE ANNOUNCEMENT
APRIL 19, 2000
LOUISVILLE, KENTUCKY

I'm here in Louisville as part of a two-week, multi-modal transportation tour across America that began last Friday in Laredo, Texas, at the U.S.-Mexican border and will conclude on May 1, in Buffalo, New York, on the U.S.-Canadian border.

The purpose of our tour is to look at the future of transportation in the 21st century and today's announcement will help to ensure that we have the workforce capable to design, build and operate that future system.

This tour reinforces the Clinton-Gore Administration's recognition of transportation as a strategic investment-along with education, health care, technology and the environment-that is essential to strengthening America for the fresh challenges and limitless opportunities of a new century and new millennium.

As part of the multimodal tour, we are conducting five 2025 Visioning Sessions with transportation experts and other public and private sector leaders across the country. Our purpose is to listen -- and to use what we learn to clarify our vision of transportation for the next 25 years.

We plan to use what we learn in our visioning sessions to help design the International Transportation Symposium the U.S. Department of Transportation will host in Washington, D.C., this fall, to share best practices and innovative ideas from around the world.

I would like to begin my remarks this afternoon by congratulating Mr. Ben Richmond and the Louisville Urban League, and all of the Kentucky and Indiana partners for their efforts in working together to develop the workforce development model "Kentuckiana Transportation 2000 Initiative."

A few days ago I announced, with National Urban League President, Hugh Price, the six Urban League affiliates who will participate in the National Urban Sustainable Employment in Transportation (NUSET) initiative to prepare inner-city youth, welfare recipients and low-income individuals for education and career

- more -

opportunities in highway construction and transportation technology. In addition to Louisville, we are partnering with Urban League affiliates and their partners in St.Paul and Minneapolis, Minnesota; Baltimore, Maryland; Champaign County, Illinois; Greenville, South Carolina; and San Diego, California.

I hope that this agreement will help to inspire inner-city youth to achieve academic success in subjects related to transportation fields and to direct their attention to the many opportunities in the transportation industry.

The U.S. Department of Transportation must continue to take steps, as we have with the Garrett A. Morgan Technology and Transportation Futures Program, on-the -job training programs, and now through this partnership (NUSET), to recruit and train a labor forced ready to design, build and operate the high-tech transportation system required for the 21st century.

The Memorandum of Understanding (MOU) between the U.S. Department of Transportation and the National Urban League represents the commencement of a partnership to promote equal opportunity in transportation-related careers, to provide transportation-related educational opportunities for those in economically disadvantage communities, and to raise transportation safety awareness in our nation's cities.

The NUSET initiative will play a critical role in enhancing communities' well-being and economic revitalization through job access, welfare-to-work programs, and construction projects that provide employment opportunities for the economically disadvantage.

The alliance with the National Urban League and their local Urban League affiliates will further the mission of DOT to ensure a safe, efficient, accessible, and convenient 21st century transportation system that meets the vital national interest and enhances the quality of life for the American people, today and into the future.

# # # #

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. POSTAL SERVICE CELEBRATE THE CENTURY EXPRESS
APRIL 20, 2000
LITTLE ROCK, ARKANSAS

I am delighted to join you to celebrate the 2000 launch of the Century Express.

I'm here in Little Rock as part of a two-week, multi-modal transportation tour across America that began last Friday in Laredo, Texas at the U.S.-Mexican border and will conclude on May 1, in Buffalo, New York, on the U.S.-Canadian border.

We've have been meeting with industry and community leaders to talk about the future of transportation in the 21st century. Our purpose is to listen-and to use what we learn to clarify our vision of transportation for the next 25 years.

We also seek to formulate a new policy architecture for transportation that will broaden participation and improve the quality of transportation decision-making for the 21st century.

This is our vision for the future of transportation in America ...this morning we pay tribute to its past.

For more than 200 years, the U.S. Postal Service has played a central role in the development of a multimodal transportation system for America. As mail delivery evolved from foot to horseback, stagecoach, steamboat, railroad, automobile, and airplane, our nation's highways, railways and airways were developed to accommodate that phenomenal growth.

For more than 100 years, the Railway Post Office system served as the core of US mail distribution and transportation -- delivering mail on routes anywhere from 8 miles to more than1100. By 1930, more than 10,000 trains were used to move mail to every city, town and village in the United States.

Aviation pioneers such as Charles Lindburgh transported mail by plane in the 1910's. It was through air mail contracts that the aviation industry was able to perfect a system that developed into today's commercial air passenger industry. Today, about 3 billion pounds of mail travel on up to 15,000 commercial flights every day.

By 1914 the first motor vehicle mail service was established in Washington, DC. Today, trucking is the single largest transportation business at the U.S. Postal Service -- traveling more than 1 billion miles every year -- that's enough miles to circle the earth 40,000 times.

Transportation is truly the tie binds. Without a safe, sustainable and efficient multimodal transportation system, speedy mail service would be difficult to deliver. The US Postal Service has been a true transportation pioneer for the American people in the 19th and 20th centuries.

Today, the U.S. Department of Transportation is working to ensure that a 21st century transportation system can help strengthen America for the fresh challenges and limitless opportunities of this new century and new millennium.

# # # #

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MEETING WITH DELTA DOT SECRETARIES
APRIL 20, 2000
MEMPHIS, TENNESSEE

PURPOSE OF MULTIMODAL TRIP

- We are here in *Memphis* as part of a two-week, multi-modal transportation tour across America
- Trip began last Friday in *Laredo, Texas* at the U.S.-Mexican border and will conclude on May 1, in *Buffalo, New York,* on the U.S.-Canadian border
- Purpose of tour is to look at the future of transportation in the 21st century

2025 VISIONING SESSIONS

- As part of this multimodal tour, we are conducting six 2025 Visioning Sessions with transportation experts and other public and private sector leaders across the country
- Our purpose is to listen and to use what we hear to clarify our vision of transportation for the next 25 years
- We plan to publish our findings this summer as a *2025 Trends and Choices Report*
- We also seek to formulate a new policy architecture for transportation that will broaden participation in -- and improve the quality of -- transportation decision-making for the 21st century

- As an Administration we are committed to making sure that your concerns are heard -- and today's meeting is evidence of that continuing commitment

INTERNATIONAL TRANSPORTATION SYMPOSIUM

- We will also use what we learn in visioning sessions to plan the *International Transportation Symposium* the U.S. Department of Transportation will host in Washington, D.C. this fall
- The intention behind the Symposium is to share best practices and innovative ideas from around the world

THE DELTA INITIATIVE

- President Clinton has encouraged investment in the Delta throughout his Administration -- and even before -- as Governor of Arkansas and Chairman of the Delta Commission
- The President has said, *"We must do everything we can to encourage the financial incentives needed for investment in the Delta."*
- And Vice President Gore has said, *"Poverty in the Delta remains at unacceptable levels."*
- With this challenge in mind, I invite you to attend *"Delta Vision, Delta Voices: Mississippi Delta Beyond 2000: A National Conference"* sponsored by the U.S. Department of Transportation in partnership with 24 Federal agencies and private sector partners

- The conference will be held on May 10-11, 2000 at the Crystal Gateway Marriot Hotel in Arlington, VA.
- The conference reflects our Administration's commitment to increasing opportunities for all Americans
- Purpose of conference is to focus on the future of the Delta Region, particularly over the next five years.
- We will also seek ways to work together to encourage other Delta communities and organizations to participate in efforts to improve life and strengthen their communities
- President Clinton strongly backs the conference and will address us on the first day; he will also host a special evening White House reception for conference participants.
- We must, in President Clinton's words, *revitalize the region that lies at the heart of America and bring it into full partnership for our nation's future."*

IMPORTANCE OF I-69/CORRIDOR 18

- This year's Multimodal Tour, like last year's, tracks much of the proposed I-69 route, which some are already calling the "Mid-Continent Highway"

- The I-69 route is about 35 percent completed
- When you look at the "Mid-Continent Highway" route as a whole, it is clear that this corridor is <u>one of the great transportation construction projects in human history</u>
- When finished, I-69 will link one of the world's largest production regions into a unified economy; by the year 2010, the Western Hemisphere will be a larger market than Western Europe and the Pacific Rim combined
- The corridor will also help link major segments of America's rural economy, including the Mississippi Delta, to the rest of the U.S. economy -- and to the emerging global economy
- Investment in I-69 is therefore essential to strengthening America for the fresh challenges and limitless opportunities of a new century and new millennium
- It is also essential for assuring that America's unprecedented economic growth benefits all Americans -- with "no one left out"
- This will be a major legacy of that this generation of Americans will bequeath to those who follow us

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ACTIVE/000420B

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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. COAST GUARD RECRUITING CENTER RIBBON CUTTING
CEREMONY/ENLISTMENT OATH OF NEW RECRUITS
APRIL 20, 2000
LITTLE ROCK, ARKANSAS

Acknowledgments

Captain Warren "Bud" Schneeweis, Commanding Officer,
Coast Guard Recruiting Center, Arlington, VA
Chief Ronald Rankin, Recruiter-in-Charge, Little Rock, AR
New Recruits - Louis Millwood; Eric Hoke; Jacob Groves
Family Members and Guests

- U.S. Coast Guard provides unique opportunities for Americans to serve their country
    - Honor to serve as Service Secretary for America's Fifth Armed Force
    - Coast Guard's almost 210 years of distinguished service.
    - Military, Maritime, Multimission Nature.
    - *Always Ready, Always There* -- every hour, every day -- around the clock, around the world -- Humanitarian Missions: Search & Rescue; Maritime Safety; Environmental Protection....
    - President Clinton has said: "The Coast Guard will continue to safeguard America's maritime safety and security."
- New Recruiting Office makes it more convenient for the citizens of Arkansas to access those opportunities.
    - First station in Arkansas -- in the past, Coast Guard has done long distance recruiting.
    - New Recruiting Office puts the men and women of Coast Guard (Chief Rankin and his capable crew) right in the heart of the Arkansas community.
    - Encourage citizens to take advantage of opportunity to join Transportation Workforce of 21st Century.

- As Officer, Enlisted, Civilian Employee, Reservist, or Auxiliarist.

- Great opportunity for young people searching for path to bright future.

- I commend the men and women of the Little Rock office for the work they have done and will continue to do.

- Unit is on track to meet recruiting goals for the year - 16 enlistees to date.

- You and your families will add value as welcome members of the Arkansas community.

- Let me officially welcome our prospective new recruits and their families into the United States Coast Guard and to the DOT family.

- Louis Millwood of Pearcy; Eric Hoke of Little Rock; Jacob Groves of Conway.

- I understand you will take a truly multi-modal route to boot camp: On May 25 our new recruits will fly to Philadelphia, then take a train to Atlantic City, NJ, and finally take a bus to Cape May, NJ where Coast Guard's Recruiting Center is located.

- Now I would ask Commander Schneeweis, Chief Rankin and his crew to join me to cut the ribbon. (*Ribbon cutting...*) The Coast Guard Recruiting Station in Little Rock is officially open to serve the people of Arkansas.

# # # #

ADMINISTRATION OF OATH

Raise your right hand and repeat after me.

"I, state your full name, do solemnly swear (or affirm)..."

(Pause after each segment for the recruits to repeat)

"that I will support and defend the Constitution of the United States;"

"against all enemies, foreign and domestic;"

"that I will bear true faith and allegiance to the same;"

"and that I will obey the orders of the President of the United States,"

"and the orders of officers appointed over me;"

"according to the regulations and the Uniform Code of Military Justice."

"So help me God." # # # #

8.76

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

Speech

REMARKS AS PREPARED FOR DELIVERY
US TRANSPORTATION SECRETARY RODNEY E. SLATER
21ST CENTURY TRUCK INITIATIVE ANNOUNCEMENT
APRIL 21, 20000
DETROIT, MICHIGAN

I am delighted to join Vice President Gore, our esteemed Members of Congress, my colleagues from around the federal government, the leaders of the trucking industry, representatives from fuels industry, and the equipment suppliers to be part of this challenging, ambitious, and bold initiative.

The 21st Century Truck Initiative marks the beginning of a vital new direction for transportation, for energy, and for the environment: a significant national commitment to develop trucks and buses that are safer, more fuel efficient and environmentally cleaner. This is very good news, one day before we celebrate the 30th Anniversary of Earth Day.

Because innovation is key to President Clinton and Vice President Gore's success in creating and sustaining the longest economic expansion in America's history, and because heavy vehicles, buses and trucks are the backbone of the nation's economy, the U.S. Department of Transportation (DOT) is committed to fostering this kind of technological innovation to reach higher heights in transportation safety and efficiency.

The U.S .DOT is a major participant in this initiative through our safety research programs, through our continued investment in the Advanced Vehicle Technologies Program, through our fuel cell bus programs and other transit innovations, and through our intelligent vehicle technologies program. We firmly believe these technologies can dramatically reduce fuel consumption, pollutants and greenhouse gas emissions, while at the same time providing safe, affordable, commercially viable freight and bus propulsion systems.

Today's announcement is about growing America's economy, while at the same time protecting the environment and improving safety -- key to Vice President Gore's livability agenda.

Today's announcement is also about working together as partners and listening and learning from each other, as we have done so successfully in efforts like the Partnership for a New Generation of Vehicles. Through such collaboration we can, once again, open up new possibilities for America's transportation future.

- more -

In recent weeks I have been traveling across the country, engaging transportation experts, state and local government officials and business leaders in *2025 Visioning Sessions* to explore the future of transportation in the new century and new millennium. When this visioning process is complete this summer, we will be issuing a report called *2025 Trends and Choices* clarifying a vision for transportation over the next 25 years.

That's what today's announcement is all about -- making intelligent choices about our transportation future. Working together -- moving from strength to strength -- with our federal and private industry partners, this new 21st century endeavor will help the US DOT reach its safety stretch goal to reduce motor carrier fatalities by 50 percent over the next 10 years.

I can think of no greater reward for our collaboration than the knowledge that we are saving lives. We look forward to working with our partners on the 21st Century Truck Initiative to make this vision a reality.

# # # #

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
"RENEWED LEADERSHIP IN WESTERN HEMISPHERE TRADE"
NEW ORLEANS, LOUISIANA
APRIL 20, 2000

I am delighted to be back in New Orleans, and honored to address this distinguished audience. My topic tonight is New Orlean's emerging role as an International Trade Gateway for the Western Hemisphere. Under Mayor Marc Morial's leadership, New Orleans is doing a terrific job promoting itself as a trade gateway by forging new relationships between the city and trading partners throughout Latin America and the Caribbean.

With the strong support of the New Orleans World Trade Center, under the able leadership of President Eugene Shrieber, the Mayor is helping to raise the visibility of this city throughout the hemisphere. Last month, New Orleans hosted the six thousand registrants attending the Annual Meeting of the Inter-American Development Bank (IDB) -- a record-level attendance for the IDB. This is only the second time in 41 years that the Bank has met in the United States, and this year's unprecedented draw proves that New Orleans is becoming a world-class convention destination.

Mayor Morial has also sought to forge "people to people" links that will promote understanding and interaction with sister cities throughout the hemisphere. Last month, he signed a city-to-city trade alliance with Belize City to promote cultural, educational and economic exchanges. The mayor had already signed similar agreements with other Latin American and Caribbean cities, including Managua, Tegucigalpa, San Salvador and Port-au-Prince.

I mention New Orleans's growing role as a convention host and sister city because -- when it comes to positioning this city as a major player in the global economy -- building new relationships is just as important as being strategically located. Over the past four years, the mayor has convinced top-tier officials from all over the hemisphere to come to New Orleans for their meetings.

The Crescent City has hosted three Summit of the Americas ministerials -- one each for Ministers of Finance, Ministers of Energy and, of course, the Western Hemisphere Ministerial of Transport Ministers that I convened here in December 1998.

The Transport Ministerial was a watershed meeting for the hemisphere and a timely follow-up to President Clinton's participation in the Santiago Summit of the Americas.

In Santiago, heads of state had adopted a hemispheric action plan that included transportation to promote trade and economic growth. As President Clinton put it, "An efficient, safe and well-integrated transportation system is crucial to the Western Hemisphere's continued economic growth and prosperity." As we met here in New Orleans, my fellow transport ministers and I built upon the momentum of the Santiago Summit, adopting a Ministerial Declaration that clearly set out our vision for transportation in the Americas in the 21st century. We ended our historic meeting with a two-year action agenda.

Since the Ministerial, we have made progress on several action agenda items and we have held a number of follow-up implementation meetings -- including a Y2K transportation conference in Mexico last summer and a meeting, held in Canada, to lay the foundation for a hemisphere-wide transportation statistics system. This June, we will hold a Ministerial on aviation safety and security in Cancun, hosted by my good friend, Carlos Ruiz -- Mexico's transport minister. And Jamaica will soon host the Caribbean Ministers of Transport in a meeting that will focus on a possible regional open skies agreement with the United States.

What all these meetings prove, is that the underlying momentum to promote trade in the Western Hemisphere is real -- and that it transcends national borders. That so many of these key meetings are taking place in New Orleans proves something else: New Orleans has already become a focal point for Western Hemisphere decision-making.

The future of Latin American and Caribbean trade, as I have been stressing, is as much about relationships between people and countries as it is about economics or planning. Let me illustrate with an example of how transport ministers went out of their way to put "people first" on their agenda.

Here's what happened. Tipper Gore was heavily involved in America's response to the hurricanes that devastated Central America in 1998. She participated in our New Orleans Ministerial, via a satellite connection from Washington, D.C., where she was attending an interagency White House conference on Caribbean relief. As Tipper Gore looked on, the transport ministers here in New Orleans adopted a Memorandum of Consultation, in which we pledged to cooperate in rebuilding transportation infrastructure damaged by Hurricane George and Hurricane Mitch.

My visit to New Orleans today is part of a two-week, multi-modal transportation tour across 14 states. The tour focuses on the future of transportation in America. The rapid growth of Western Hemispheric trade is clearly a major force shaping that future. We started the tour last Thursday in Laredo, Texas, where I helped dedicate the new World Trade Bridge over the Rio Grande. The tour will end in Buffalo, New York, on May 1st, near the U.S border with Canada.

Over the course of this two-week mission, we are conducting six 2025 Visioning Sessions with transportation experts and other public and private sector leaders across the country. Our purpose is to use what we hear at these sessions to clarify our vision of transportation for the next 25 years. We will publish the results of this process this summer as a report entitled 2025 Trends and Choices.

Another purpose of this process is to help us formulate a new policy architecture for transportation that will broaden participation and improve the quality of transportation decision-making for the 21st century.

We also plan to use what we learn in our visioning sessions to help design The International Transportation Symposium the U.S. Department of Transportation will host in Washington, D.C., this fall, where we will exchange best practices and innovative ideas with our colleagues from around the world. As the Gateway City for the Western Hemisphere, it is vital that both local government and the private sector here in New Orleans be well represented at that Symposium. I encourage you to attend.

Much the itinerary for my Multimodal Trip traces the proposed route of the I-69/Corridor 18 International Trade Corridor between Mexico and Canada. Already about one-third completed, this trade corridor through America's heartland is well on its way to becoming a powerful economic spine integrating rail, air, water and road transportation efficiently and economically.

That's why New Orleans' position as an intermodal hub is such an important asset for its future growth as an international trade center: Six major U.S. railroads run through Louisiana; your strategic location on the Mississippi River and Gulf Coast Intercoastal Waterway, permits barge service that can reach one-third of the consumers in the United States; Interstates 10, 20, 49, 55 and 59 also run through Louisiana, creating easy access for moving goods throughout the mid-continent by truck. And 20 of our nation's top 25 seaports -- including New Orleans and three other Louisiana ports -- lie within easy reach of the corridor's path.

New Orleans' emergence as a Gateway City for the Western Hemisphere is just one component of a much larger shift in America's trading relationships. As President Clinton has pointed out, the 800 million people of our hemisphere already generate over $9 trillion annually in economic activity.

Some may object that Japan remains Louisiana's largest export market today. However, this relationship will not last forever. Last year, Louisiana's exports to Japan dropped by 13 percent, while exports to Mexico increased by 10.5 percent and exports to our other NAFTA partner, Canada, grew by 11 percent.

Mexico is already Louisiana's second largest export market -- and, along with our third-largest market, Canada -- one of the fastest growing. By the year 2010, the Western Hemisphere will have emerged as a market colossus larger than Western Europe and the Pacific Rim combined.

New Orleans is well-positioned and well-motivated to take advantage of this development. With leaders like Mayor Morial and organizations like the Now Orleans World Trade Center, New Orleans is clearly a world-class city with a world-class destiny.

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8.72

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION *RODNEY E. SLATER*
DEPARTMENT OF STATE FOREIGN SERVICE INSTITUTE SENIOR SEMINAR
APRIL 25, 2000
WASHINGTON, D.C.

Acknowledgements

I. FSI Faculty: *Ambassador* Aurelia Brazeal -- Dean of Seminar*; Barry Wells* -- Associate Dean

II. Senior-level participants --"Next wave of U.S. Government Leaders"

III. DOT participants -- Brad Mims; Bernestine Allen

INTERNATIONAL INTERMODAL DAY

IV. Today is "International-Intermodal Day" during DOT's annual Multi-Modal Transportation Tour across America

V Trip began April 14 in *Laredo, Texas* at the U.S.-Mexican border; will conclude on May 1, in *Buffalo, New York,* on U.S.-Canadian border

VI Purpose: "shed light on the future of transportation in the new century and new millennium

SIX 2025 VISIONING SESSIONS

V. Engaging transportation experts/public/private stakeholders across the country

VI. Session will *clarify vision* of transportation for the next 25 years

VII. Also seeking *new policy architecture for transportation* that will broaden participation and improve quality of transportation decision-making for the 21st century

VIII. 2025 Trends & Choices Report this Summer

INTERNATIONAL TRANSPORTATION SYMPOSIUM

IX. Visioning session results will help us plan *International Transportation Symposium* USDOT will host this Fall in Washington, D.C.

X. Symposium participants will share best practices and innovative ideas from around the world

"VISIONARY & VIGILANT"

X. DOT now recognized as visionary and vigilant organization leading the way to transportation excellence in 21st century

XI. Our strategic and performance plans recognized as "best in government"

XII. We have redefined transportation beyond narrow public works definition of "concrete, asphalt and steel"

21st Century Transportation: "Four I's"

XIII. Our transportation system of the future "must be safe and sustainable to be sure but also...

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

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

XVI. *Intelligent in character*...allowing us to harness awesome power of technology to increase efficiency, capacity and capability

XVII. *Inclusive in service*...leaving "no one behind"

XVIII....While creating the climate of transportation innovation that is essential

TRANSPORTATION CRUCIAL TO GROWTH

XIX. President Clinton has said, *"If we want our current prosperity to continue into the 21st century, we must continue to encourage the creation and spread of new technologies."*

XX. President and Vice President have backed innovation by *reforming our patent system, extending the research tax credit,* and *increasing federal research and technology funding*

XXI. President Clinton and Vice President Gore have increased R&D for transportation by nearly 30 percent over the previous administration's average.

XXII. For FY 2001, we have proposed increasing transportation R&D by *another 35 percent*

XXIII. Since 1993, this Administration's overall commitment to transportation has grown by 86 percent

XXIV. This brings our total transportation budget up to nearly $55 billion dollars for this year alone.

CLINTON/GORE VALUES:

XXV. (President Clinton Quote)

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

XXVI. For the President, that new approach *"...was rooted in the basic American values of opportunity, responsibility, and community.*

THIRD WAY

XXVII. President and Vice President sought *"third way"* to meet the needs of the American people in 1992

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

XXIX. Second Way. During the 1970s and 1980s, we discovered that market forces alone are also insufficient to assure that economic advances benefit everyone, with "no one left out."

XXX. The Third Way, employed by this Administration, bridges the gap between the discredited approaches of the past

XXXI. We have *pared back* role of government *without eliminating it,* and we have *expanded role of the private sector* without *relying on it* to do everything.

NEW VALUES PRODUCED RECORD-RESULTS

XXXII. Longest economic expansion in history; First *back to back* balanced budgets in 42 years

XXXIII. Lowest welfare rate in 30 years; *Highest* home ownership in history

XXXIV. Lowest African-American and Hispanic unemployment rates ever recorded; *Lowest* female unemployment rate in 40 years

NO TIME FOR COMPLACENCY

XXXV. As President has pointed out, "We cannot afford to become complacent"

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

INTERNATIONAL TRANSPORTATION

XXXVI. One-quarter to one-third of US economic growth attributed to international trade—"If you can't move it, you can't trade it"

In this new century, transportation plans must be written from global perspective—through partnerships with public/private sectors as well as other countries

XXXVII. We have established new partnerships with Latin America, Asia and Africa—including 270 trade agreements.

XXXVIII. 45 nations have now signed *Open Skies* agreements with U.S.

XXXIX. Hosted major international aviation conference *Aviation in the 21st Century: Beyond Open Skies Ministerial* in Chicago last December

Transportation/Trade in Western Hemisphere:

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

XLI. *Vision* developed at Western Hemisphere Transportation Ministerial—December 1998

XLII. *Borders and Corridors* programs as part of TEA-21

XLIII. *Transportation and trade* missions to Latin America, Caribbean:

XLIV. October 17-22, '99, Trans & Trade Mission to Brazil, Chile, Peru

XLV. December 5-7, '99, "Aviation in the 21st Century: Beyond Open Skies, Chicago

XLVI. December 13-16, Trade Mission to Honduras, Panama, Jamaica, Dominican Republic

PRESIDENT'S COMMITMENT TO AFRICA

XLVII. *"The age of the marginalization of Africa is over."* President's historic trip to Africa—first phase of U.S.-Africa Initiative

XLVIII. Partnership for Growth and Opportunity in Africa

XLIX. African Growth and Opportunity Act (AGOA)

L. Last spring's first-ever U.S.-Africa Ministerial

LI. DOT's U.S.—Africa Transportation Ministerial (9/99)

LII. We are focusing on *Safe Skies* and airport security in Africa—key to stimulating trade and development

LIII. Also working on port development and maritime security

OTHER GLOBAL INVOLVEMENT

LIV. European trip last spring, this Winter—*Hushkits, Multilateral Alliances*

LV. Asian trip—announced process to add new US airline service in US-China market

CONCLUSION: NEW OPPORTUNITY AGENDA

LVI. President offered *New Opportunity Agenda* in State of Union message this year

LVII. Program will focus on helping America's hard-pressed communities with investments in <u>education</u> and <u>technology</u> as well as "Closing the Digital Divide."

LVIII. Last Tuesday, I joined President for *Digital Divide* visit to Chicago last week:

LIX. We need, the President says, *"To use these new technologies to <u>widen the circle of opportunity</u>, rather than allow the digital divide to widen the lines of division in education, race, income and region."*

LX. It will therefore also help us in our efforts to create the first-rate transportation system we need to compete in this new century and new millennium.

LXI. ...I would now welcome your questions

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8.73

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
MARINE TRANSPORTATION SYSTEM
MEMORANDUM OF UNDERSTANDING SIGNING CEREMONY
APRIL 25, 2000
WASHINGTON, D.C.

Good morning. I'm here, aboard the US Coast Guard Cutter James Rankin, as part of a two-week, multi-modal transportation tour across America that began last Friday in Laredo, Texas at the U.S.-Mexican border and will conclude on May 1, in Buffalo, New York, on the U.S.-Canadian border.

The purpose of this tour is to look at the future of transportation in this new century and new millennium: and today's announcement will help to ensure that America's marine transportation system is prepared to meet the challenges of the 21st century.

Our transportation system of the future must be safe and sustainable and must also be international in reach... connecting us to markets around the world; intermodal in form...enabling us to benefit from collective strength of the individual modes of transportation; intelligent in character...allowing us to harness awesome power of technology to increase efficiency, capacity and capability; inclusive in service...leaving "no one behind." At the same time our system must create a climate of transportation innovation using the power of technology to carry the American people forward.

As part of this multimodal tour, we are engaging transportation experts, state and local government officials and business leaders in *2025 Visioning Sessions* to explore the future of transportation in the new century and new millennium. When this visioning process is complete this summer, we will issue a report called *2025 Trends and Choices,* laying out a vision and a policy architecture for transportation over the next 25 years.

We plan to use what we learn in our visioning sessions to help design an International Transportation Symposium the I be will hosting in Washington, D.C. this fall, to share best practices and innovative ideas from around the world.

This morning, I am delighted to join Undersecretary Michael Dunn and Undersecretary Roger Kallock to sign a Memorandum of Understanding to formalize the Interagency Committee on the Marine Transportation System (MTS).

- more -

This is an important milestone in the MTS Initiative, which is the first real attempt to look at the waterways, ports and their intermodal connections as a total integrated subsystem of our national transportation system.

When I announced the MTS Initiative in March of 1998, I made it a top Departmental priority -- a US DOT flagship initiative. My Department, under the leadership of Admiral Loy and Administrator Hart, took an active role in engaging all stakeholders in a search for solutions, with the goal of ensuring that the nation's marine transportation system could support the level of traffic expected in the 21st century in a safe, environmentally sound and efficient manner for the full range of commercial and recreational users.

Collectively, we can all agree that the marine transportation component of our national transportation system is the component now in greatest need of national focus. The existing system is not capable of meeting the commercial and recreational user demands forecast for this century, and we cannot allow it to become the weak link in our overall transportation system.

The MTS Initiative has been an ambitious undertaking, and successful only because of the united efforts of the marine transportation industry and its federal partners. And we are here today to focus on the efforts of our federal partners.

The Memorandum of Understanding we are about to sign represents 17 different federal agencies commitment to work together toward a common goal - the continued vitality of our waterways, ports and their intermodal connections. This is no small feat! I want to thank each and every one of you for your willingness to work together as one. And I particularly want to thank Admiral Loy and his staff for their efforts to make this committee a reality.

This is a fine example of the "common sense" government that President Clinton speaks of. It is government at work for the American people. We all share a common goal -- to have a marine transportation system that is capable of meeting the needs of our people today, and well into the future. Clearly, there will be differences of opinion, and differing needs, but by working together -- moving from strength to strength -- we can devise workable solutions. Today's MOU signing is a step in the right direction.

We have made great progress and I know the best is yet to come. In fact, I am pleased to announce that the Interagency Committee on the Marine Transportation System is planning a second round of outreach sessions in seven port cities around the country. The objective of the Regional Dialog Sessions is to

report on our progress and to get local and regional stakeholders engaged in resolving MTS issues at their level.

The MTS Initiative isn't just a Washington initiative -- it is national in scope. The Regional Dialog Sessions may facilitate local and regional ownership in this very important national initiative. Regional Dialog Sessions will be held in Chicago, Memphis, Philadelphia, Jacksonville, Seattle, Los Angeles/Long Beach, and Houston.

Some of you were at the table in 1998 when we began this initiative and I thank you for your support. It is through your efforts and those of our federal partners, who have joined in along the way, that we are here today. With your continued support and guidance, we will achieve our vision of a safe and sustainable marine transportation system for the 21st century. I am committed to this effort, and my signature on the Memorandum of Understanding is my pledge toward that end.

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8.74

RS/ NATIONAL CONFERENCE OF BLACK MAYORS - Mayors' Challenge Video/
4/25/00 5 minutes

I am delighted to participate in the 26th Annual Convention of the National Conference of Black Mayors and I look forward to speaking with you on Friday.

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

I want to thank Mayor Jesse Norwood (President) and the National Black Conference of Mayors for the leadership role they have taken to promote traffic safety in America's communities. The *Mayors' Challenge to Buckle Up America* is designed to mobilize grass roots efforts to help increase seat belt and safety seat use, particularly in our African American communities.

Traffic crashes are the silent epidemic laying waste in diverse communities. Motor vehicle crashes are the leading cause of death for African Americans through age 14; Hispanics through age 24; and Native Americans from age 10 to 24.

These deaths are all the more tragic because nationally, the overall picture is improving. Several weeks ago I was able to announce that traffic fatality rates in 1999 hit an all time low. This is the third successive year of historic improvement in the highway death rate.

We need to ensure that the African American community fully participates in this trend. Last year's study by Meharry Medical College found that if we could achieve 100 percent seat belt use among African Americans we could save as many as 1300 lives per year. This innovative *Mayors' Challenge* will help us reach that goal.

From July to December communities will conduct observational seat belt surveys before and after the *Mayors' Challenge* to assess any increase in seat belt and safety seat use. Those with the greatest rate of increase will be announced at the 2001 convention. This is a win for <u>everyone</u> because more lives will be saved.

We know that community involvement can result in a dramatic change for the better. As an example, the city of Elmira, New York took the challenge to increase seat belt use and saw impressive results. Through a community coalition combining public awareness and high visibility law enforcement, Elmira went from 63 to 90 percent belt use in three shorts weeks. You can do the same in your communities.

Currently national seat belt use is at nearly 70 percent. President Clinton has challenged us to reach an ambitious goal of 85 percent by the end of this year. I am confident, that by working together, we can reach our national goal.

The Department of Transportation stands ready to partner with you. I don't think there is any greater satisfaction than saving lives and preventing tragedies. Safety is a promise we make -- and keep -- together. When we reach our 85 percent goal, 4,200 deaths and 102,000 injuries will be prevented every year. That's 12 fewer deaths and 279 fewer injuries every single day across America.

Thank you in advance for responding to the Mayors' Challenge -- and now it's my privilege to introduce the Honorable Bobby Washington, Mayor of Cullen, Louisiana who will share with you a personal story that puts a human face on those statistics.

# # # #

8.75

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
Notice of Proposed Rule Making on Hours-of-Service
April 25, 2000
Washington, D.C.

Today, through the newly established Federal Motor Carrier Safety Administration, the first new agency of the new century and new millennium, I am announcing a proposal designed to increase safety on our highways.

It will help reduce the 755 fatalities and more than 19,000 injuries that occur each year on our nation's roadways and highways because of drowsy, tired or fatigued commercial truck and bus drivers.

Hours of service rules for commercial drivers date back to a 1937 Interstate Commerce Commission regulation that saw its last major change in 1962, almost 40 years ago.

The current rule requires that drivers take 8 hours of rest after a maximum of 10 hours driving or 15 hours on duty. This new proposed rule is based on scientific studies. It eliminates the distinction between driving and on-duty time, and instead, is designed to ensure that big rig operators have the rest they need to drive safely, protecting their lives and potentially the lives of others. Drivers will no longer be able to drive up to 16 hours in a 24-hour day. Again, it will help prevent fatigue-related crashes, thereby saving lives and preventing injuries.

This NPRM has been a long time in the making and would make three major changes:

- First, and most importantly, the new rules would be science-based, related to sleep cycles, and put all drivers on a 24-hour cycle.

- The second major change is that the rules would reduce the total number of hours in which a driver may work in a given 24-hour cycle to no more than 12 hours. Under the current rules, a driver could legally reach the 60-hour on-duty limit in less than four days, and under the 70-hour limit in less than five days. Under the new system, drivers will reach those limits after 5 days.

- The third major change is that long-haul and regional drivers -- drivers who do not report back to their home base of operations every day -- would be required to use electronic on-board recording devices, but only to ensure credible verification of a drivers compliance with the rules.

Julie Cirillo, the Acting Deputy Administrator for the Federal Motor Carrier Safety Administration, will have more to say about this in just a minute, but before I close, let me add that the department estimates the new hours-of-service rules will prevent approximately 2,600 crashes, 115 fatalities and nearly 3,000 serious injuries annually.

Indeed, let me stress that we want to ensure we meet our objective in the least burdensome manner and encourage public comment, especially on the data supporting our conclusions.

We are excited about our proposed rule, but we are open and we are listening.

As a matter of fact, I am at the halfway point of my two-week, multi-state, multi-modal tour listening to what the American people have to say about transportation and transportation safety.

This important life-saving regulatory proposal is the latest initiative in our efforts to improve the safety of our transportation system -- DOT's North Star. The hours-of-service regulations has been highlighted as a key objective for the Federal Motor Carrier Safety Administration in its recently published Surface Action Plan. This plan highlights over 50 specific actions planned by the Motor Carrier Safety Administration to address our stretch goal of reducing truck-related fatalities by 50 percent by the year 2010.

Last week, I visited M.S. Carriers as part of my tour and saw how attention to safety can be good for the company, can enhance a carrier's financial performance. Late last week, Vice President Gore unveiled the 21st Century truck initiative designed to bring safe, environmentally friendly commercial vehicles to America's highways. These efforts, along with this landmark regulatory proposal, highlight the commitment of this U.S. Department of Transportation to constantly strive for progress in bringing Americans of all walks of life a safer and more livable nation.

We plan to use what we learn from our travels and in our visioning sessions to help design the International Transportation Symposium I will be hosting in Washington, D.C this fall. This conference will share best practices and innovative ideas from around the world. It will focus on transportation improvement with special focus on safety.

In closing, across-the-board, we are making progress, and we are listening. We are not only listening, we are acting.

Over the next 90 days, we are scheduling seven public hearings to take place here in Washington D.C., and in Atlanta, Denver, Indianapolis, Kansas City, Los Angeles and the Springfield, Massachusetts-Hartford, Connecticut area to hear what the public and what industry has to say about our proposed rule on hours-of-service for commercial drivers.

Safety is President Clinton and Vice President Gore's highest transportation priority and the North Star by which the U.S. Department of Transportation is guided and willing to be judged. There is much work to be done to reduce motor carrier fatalities by 50 percent over a decade, but this proposal is a critically important step. I am proud of the Department of Transportation's efforts with this proposal and our safety efforts and accomplishments.

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

Speech

REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL CONFERENCE OF BLACK MAYORS 26TH ANNUAL CONVENTION
APRIL 27, 2000
DALLAS , TEXAS

On behalf of President Clinton and Vice President Gore, I am delighted to join you for the 26th Annual Convention of the National Conference of Black Mayors.

President Clinton sends warm greetings and wishes you a very successful convention week. I had the distinct honor of traveling with the President to Little Rock yesterday to pay tribute to the memory of the "mother" of Arkansas' civil rights movement -- Mrs. Daisy Bates.

With America and the world watching, Mrs. Bates led the Little Rock Nine in defying the desegregation efforts of then-Governor Orval Faubus and helped pry open the doors of opportunity for African Americans throughout Arkansas and eventually across the nation.

Let me offer my sincere congratulations to this afternoon's honorees, Mr. Craig Lentzch, President & CEO, Greyhound Lines, Inc. and Mr. Isiah Thomas, Founder, Isiah Investments, LLC & former Piston's basketball star, for the stellar work they have done in support of the NCBM's mission.

I want to thank Mayor Jesse Norwood and Executive Director Michelle Kourouma for their strong leadership in guiding the National Conference of Black Mayors into the 21st century. NCBM has consistently provided a strong and vocal national voice for African American mayors and their communities.

I also want to thank NCBM's Convention Chairman, Mayor Ron Kirk, for so warmly welcoming us to Dallas -- the "Capital City of the American Dream."

Clearly, Mayor Kirk has been good for Dallas -- but not necessarily good for the Cowboys. With our new draft picks -- especially adding LeVar Arrington to the defensive line -- we'll be doing the "Super Bowl Dance" in Washington.

But seriously, under Mayor Kirk's leadership, Dallas has reinvented itself as an international trade corridor and a haven for high-tech industry. The Mayor's Downtown revitalization plan, as well as his Southern Dallas Initiatives, will ensure that the people of the Capital City are well prepared to meet the challenges and embrace the opportunities in this new century and new millennium.

- more -

Much of Dallas' accomplishments, and the accomplishments of cities across America can be attributed to seven and a half years of strong leadership by the Clinton-Gore Administration.

Under President Clinton and Vice President Gore we have enjoyed the longest economic expansion in American history -- an expansion that has created 21 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 more than 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.

On Wednesday, the President took his New Markets message to business and community leaders in North Carolina where he talked about economic development and closing the digital divide in our urban and rural communities. Too many of these communities remain unconnected to the information economy -- with no access to basic technology, to computers, or to the Internet. 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.

We will continue the New Markets dialogue at next month's Delta Conference -- May 10th and 11th -- in Washington, DC. We are bringing together Delta stakeholders to focus on the future economic development of the region. I invite you to join us for this very important conference as we map out 21st century vision for economic success in the Delta Region.

Now I would like to turn to the heart of my remarks this afternoon.

Safety is President Clinton and Vice President Gore's highest transportation priority.

At the Department of Transportation, it is our North Star by which we are guided and more than willing to be judged.

Today, we have come together to talk about a very critical issue -- to talk about saving lives in the African American community.

Traffic crashes are the silent epidemic laying waste in diverse communities. A disproportionate number of African Americans and other minorities are at an increased risk of dying in motor vehicle crashes. African American youth are 50 percent less likely to be buckled up than their white or Hispanic counterparts.

Minority communities are often unaware of the devastating impact of motor vehicle crashes -- mistakenly believing that cancer, diabetes, HIV, heart disease and homicide cause more death than traffic crashes.

These deaths are all the more tragic because nationally, the overall picture is improving. Earlier this month I was able to announce that traffic fatality rates in 1999 hit an all-time low. This is the third successive year of historic improvements in the highway death rate.

We must ensure that the African American community fully participates in this trend.

Last year's seat belt study by the preeminent institution -- Meharry Medical College -- found that if we could achieve 100 percent seat belt use among African Americans we could save as many as 1300 lives annually. Let me repeat that -- if every African American simply buckled up we could save 1300 lives every year.

I would bet that every one in this room knows a seat belt survivor. If not you, yourself, then someone you know personally. The stories tell it and the studies prove it. Seat belts save lives and they are the number one safety device in a motor vehicle.

Therefore, it gives me great pleasure to announce a unique and innovative partnership between the US Department of Transportation and the National Conference of Black Mayors to help carry this vital life-saving message to African American and other diverse communities.

The *Mayor's Challenge to Buckle Up America* -- a grassroots effort -- brings together the entire community: business and civic leaders; parents and students; school officials and religious leaders; law enforcement and other safety advocates; to mobilize the seat belt and child safety seat effort in order to save more lives. Safety is a promise we make -- and keep -- together.

Public education and community awareness are two key strategies for increasing seat belt use, but enforcement of seat belt and safety seat laws is also a critical component for a successful seat belt program.

However, I will not ignore the concerns of our minority communities that traffic laws are too often misused to intimidate and harass. *Driving While Black* or *Brown* is a legitimate concern and we must address it head on. The improper acts of a few dishonor and discredit the heroic service of so many dedicated officers sworn to protect and serve all Americans equally.

Two weeks ago I met with the National Bar Association and other federal officials to discuss the problematic issue of racial profiling.

The US DOT is working with the Department of Justice, state and community officials, civil rights organizations and the law enforcement community to monitor and address the issue of unfair treatment of people of color by law enforcement officers in traffic enforcement contacts.

We will not allow the misuse of power by a few to derail our efforts to promote the policies and actions that we know will protect our families -- especially our children. I want to commend Mayor Norwood and Mayor Kirk for taking a leadership role in focusing attention on the importance of buckling up to

save lives, and for instituting the national *Mayor's Challenge* program which takes place between July 1 and December 31, 2000. The cities with the highest seat belt and child safety seat increases in that six-month period will be announced at the 2001 NCBM convention.

I urge each and everyone of you to take up the *Mayors Challenge to Buckle Up America*. Go back to your communities -- encourage them and inspire them to join with us in this very worthy campaign to save lives.

Mayor Kirk, who has so graciously agreed to lead the *Challenge*, and I have talked about the seat belt issue on a number of occasions and I want to publicly thank him for arranging yesterday's opening plenary session on seat belts and saving lives.

I want to applaud the energetic and spirited youth who came from all over the country to give their full support to this vital campaign to get America to buckle up.

President Clinton sends his personal thanks and heartfelt appreciation for your support in helping us reach our goal to increase national seat belt use to 85 percent by the end of this year. I am convinced that, with the National Conference of Black Mayors on board, we will succeed.

Now let me turn, for a moment, to the future -- to the vision of the future of America's transportation system.

In the past two weeks I have traveled across America -- from Laredo, Texas at the U.S.-Mexican border and concluding on May 1, in Buffalo, New York, on the U.S.-Canadian border. I have been visiting transportation sites that are key to building a 21st century transportation system for the American people.

As part of this multimodal tour, I am engaging transportation experts, state and local government officials and business leaders in *2025 Visioning Sessions* to explore the future of transportation in the new century and new millennium.

In fact, this morning I met with some of the NCBM mayors, with the Vice President and with other leaders to talk about livable communities and how the transportation system of the future can contribute to the economic and cultural vitality of our nation's cities and rural communities over the next 25 years.

When this visioning process is complete this summer, we will issue a report called *2025 Trends and Choices,* laying out a vision and a policy architecture for transportation over the next 25 years. The new transportation policy architecture will include safety as the central consideration.

We plan to use what we learn in our visioning sessions to help design an International Transportation Symposium that I will host in Washington, D.C., this fall, to share best practices and innovative ideas from around the world.

Again, I invite you to join me and transportation leaders from around the world, as we grapple with the transportation challenges and opportunities of the future, and as we envision and chart the course to make real the transportation system of our dreams.

As we build the transportation system of the future we must ensure that it 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* – ensuring we leave no one behind

At the same time our system must create a climate of transportation innovation using the power of technology to carry the American people proudly and confidently into this new century and new millennium of limitless opportunity.

I will close on this.

Safety begins as a conversation among concerned individuals and organizations. When we acknowledge that safety is a promise that we make and keep together, we build momentum. As we move from strength to strength, we are able to translate those promises into an effective structure for action and accountability. By working together, step by step, we can make it happen and we save lives in the process -- enabling parents, children and friends to return safely from their travels to the warm embrace of loved ones.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DEPARTMENT OF DEFENSE DINNER FOR DEFENSE ADVISORY
COMMITTEE ON WOMEN IN THE SERVICES YEAR 2000 SPRING CONFERENCE
APRIL 28, 2000
WASHINGTON, D.C.

Acknowledgments

(Note: all VIP guests will have been individually acknowledged earlier -- below are listed names of those you may wish to *personally* acknowledge)

- *Mrs. Vickie L. McCall,* Year 2000 Chair, Defense Advisory Committee on Women in the Services and other members of DACOWITS
- *Mortimer Downey,* Deputy U.S. Secretary of Transportation
- *Honorable Alphonso Maldon, Jr.,* Assistant Secretary of Defense for Force Management Policy
- *Admiral James Loy*, Commandant, United States Coast Guard and distinguished senior representatives of the USCG and other U.S. Armed Services

Distinguished International Guests:

From The Kingdom of Jordan:

- *Colonel, Her Royal Highness Aisha Bint Al Hussein,* Director of the Directorate of Womens Affairs and *His Excellency, Zeid Saadedine,* Prince of Jordan
- *Captain Amin,* Jordanian Royal Guard

From Canada:

- *Ms. Sandra Perron,* Chair-minister Advisory Board on Canadian Forces

From Nato:

- *Commander Elisabeth Westeng,* Chair, NATO Women's Committee

On behalf of The United States Department of Transportation -- the peacetime home of the United States Coast Guard -- I am delighted to join you for tonight's dinner.

I'd like to offer my special thanks to *Lieutenant JG Talisha Lawrence*, the U.S. Coast Guard Academy's *Ice Breakers Chorus* and the *Woodwind Quintet* of the U.S. Coast Guard Band, for their fine performances tonight.

I'd also like to acknowledge the members of the Coast Guard Women's Reserve, better known as "SPARS," who greeted us as we entered the banquet hall this evening. "SPARS" stands for the Coast Guard's Motto, *Semper Paratus—"Always Ready."* And for half a century, the intrepid women of SPARS have been more than ready, working with zeal and dedication to support the Coast Guard mission.

I am delighted to have this opportunity to thank all of you for your contributions to the *Defense Advisory Committee on Women in the Service,* and for participating in this important DACOWITS 2000 Spring Conference to explore the future of women serving in the U.S. Armed Forces under the theme "Setting the Course for a New Millennium."

I have been spending a lot of time recently also looking at the future. This coming Monday I will complete a two-week, multimodal transportation tour across America, focusing on the future of transportation in this country.

I would like to briefly share what we have been doing in our consideration of the future of transportation, because I think our objective for transportation is quite similar to some of the concerns you have been considering with respect to the future of women serving in the Armed Forces.

Like you, we are discussing future possibilities. Over the course of this two-week mission, we are conducting six 2025 Visioning Sessions with transportation experts and other public and private sector leaders across the country.

Our purpose is to use what we hear at these sessions to clarify our vision of transportation for the next 25 years. We will publish the results of this process this summer, as a report entitled *2025 Trends and Choices.*

Another purpose of this process is to help us formulate a new policy architecture for transportation decision-making in a new century and new millennium. This new policy architecture will broaden participation, thereby improving the quality of transportation decision-making.

We also plan to use what we learn in our visioning sessions to help design *The International Transportation Symposium* the U.S. Department of Transportation will host in Washington, D.C., this fall, where we will exchange best practices and innovative ideas with our colleagues from around the world.

Our visioning efforts clearly have parallels in what you are doing at this week's Year 2000 Spring Conference to examine innovative ideas and new policy options.

I believe that the process of broadening participation in creating America's future for the 21st century will turn out to be a hallmark of what this Administration has achieved over the past eight years.

As part of that process of involvement, I am honored to have been asked by the President to host a national conference on the future of America's Mississippi Delta Region in Crystal City Virginia on May 10th and 11th.

Like the work of your Committee, the Delta conference will help assure that American progress in the 21st century will move forward with full participation for everyone -- with no one left out.

For nearly half a century, DACOWITS has helped expand the circle of opportunity for women of talent and courage to serve America's Armed Forces in peace and in war.

Our nation -- and the cause of freedom for which the women and men in military service give the American people the full measure of their devotion -- is richer for what you, and those who preceded you on the Committee, have done.

By demanding equal opportunity and improved quality of life for women who serve the Armed Forces, you have not only created new possibilities for them -- you have expanded the very boundaries of freedom itself for us all.

Speaking only of the U.S. Coast Guard, for which I have special oversight responsibilities, it is thanks to DACOWITS and others who share DACOWITS's commitment, that the men and women of today's Coast Guard work together to respond to mariners in distress and enforce the nation's laws.

As the country watched on television recently, Coast Guard women worked side-by-side with their male counterparts during the search and recovery efforts for John F. Kennedy, Jr., Egypt Air Flight 990 and Alaska Air Flight 261. Women are an integral part of our everyday operations; the Coast Guard could not do its job without them.

Thanks, in part, to the work of this Committee, in today's Coast Guard, there are no job restrictions for women. When Captain Bev Kelly, one of our Coast Guard pioneers, talked to you yesterday, I am sure she made this point.

And it is thanks to you that the women of the U.S. Coast Guard served alongside men during *Operation Desert Shield* and *Operation Desert Storm*. And it is thanks to you that the women of the Coast Guard served in Port Security Operations in Haiti during *Operation Uphold Democracy*.

I know your work is not yet finished. As far as we have progressed, there is still more that needs to be done. That's why you are here at this Conference. America -- and America's military services -- have a long way to go to achieve full inclusion and empowerment for all.

I commend you, especially, for your work on such issues as *recruiting and retention,* access to *TRICARE*, availability of *childcare* and *height and weight standards* that recognize that "one size does not always fit all."

As we begin this new century and new millennium, no one knows for sure what challenges lie ahead for the nation and for our Armed Forces. By ensuring that women whose patriotism calls them to national service can serve, to the very limits of their capacity to meet those challenges -- you are making an enormous contribution to the future of the nation.

On August 3, 1999, I announced approval of the United States Coast Guard's recommendation that two women be nominated for promotion to the rank of rear admiral (lower half).

Captain Vivien S. Crea currently serves as the Chief, Office of Programs, Coast Guard Headquarters, Washington, D.C., Upon promotion to rear admiral, she will become Director of Information and Technology, Coast Guard Headquarters, Washington, D.C.

Reserve Captain Mary O'Donnell currently serves as Plans Department Head, Combined Naval Coastal Warfare Group One, San Diego, CA. Upon promotion, Rear Admiral (Select) O'Donnell will become the Senior Reserve Officer for the Coast Guard Pacific Area, Alameda, CA.

They join Rear Admiral Joyce Johnson, and the other members of Admiral Loy's senior leadership team.

When General George C. Marshall, who -- as U.S. Secretary of Defense, created DACOWITS in 1951 -- is remembered, it is usually for his strategic

leadership during World War II, or for proposing the Marshall Plan that rebuilt Europe after the war.

As we look to the security of the nation in the decades and even centuries to come, it may well turn out that General Marshall's greatest legacy is having launched the work of this Committee.

On behalf of the men and women who serve the U.S. Coast Guard -- and on behalf of the people of the United States, my profound thanks and congratulations for all that you have done and for all you have yet to do.

Because of you and the work of DACOWITS, I am convinced that America's greatest days are yet to come.

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