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

Speech

REMARK AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E.SLATER
TRANSPORTATION ROUNDTABLE: BUFFALO AS A
TRANSPORTATION HUB FOR THE 21ST CENTURY
MAY 1, 2000
BUFFALO, NEW YORK

I am delighted to be here for this transportation roundtable today. I want to thank: Andrew Rudnick -- President and CEO of Buffalo-Niagara Partnership, for hosting this roundtable; Mayor Anthony M. Masiello -- for putting economic development and education at the forefront of his administration, as demonstrated by his commitment to school construction and Buffalo-Niagara Enterprise; Congressman John LaFalace -- ranking Democrat on Banking Committee for working hard to ensure that Western New York benefits from "free but fair" international trade and for backing improvements in transportation to support expanded trade, especially increased *rail service* to Western New York

Also want to acknowledge Congressman Jack Quinn for using his position on the House Transportation and Infrastructure Committee to increase Federal transportation benefits for Western New York, and U.S. Senators Moynihan and Schumer for their tireless efforts to increase infrastructure investment and transportation access in upstate New York and the Buffalo area

I am here in Buffalo today to conclude a two-week, multimodal transportation tour across America. The tour began on April 14 in Laredo, Texas, at the U.S. Mexican border and concludes today, in Buffalo, New York, on the U.S.-Canadian border.

The tour has focused on the future of North American transportation. The transportation system of the future must be safe and sustainable, to be sure, but it also must be:

- *International in reach,* giving us access to destinations and markets around the world
- *Multimodal in form,* where we benefit from the collective strength of all the modes

- more -

- *Intelligent in character*, harnessing the power of technology to enhance both capability and capacity

- And *inclusive in service* -- with no one left behind or left out.

Let me open today's roundtable by saying that I do not agree with those who claim that Buffalo's greatest days as a transportation center are over. That view can only be sustained by focusing exclusively on the past, rather than on the emerging opportunities of a new century and a new millennium

As I see it, Buffalo is well-positioned to take advantage of growing NAFTA and Western Hemispheric trade by serving as an multimodal international interchange.

This city connects the Superhighway Continental 1 North-South corridor, from Toronto to Miami and the Latin American market, to the East-West Mid-Peninsula Corridor, running from Boston to the West Coast through Buffalo.

The growth potential for Buffalo from expanded NAFTA and Western Hemisphere trade is enormous.

As President Clinton has pointed out, the 800 million people of our hemisphere already generate over $9 trillion dollars annually in economic activity.

By the year 2010, the Western Hemisphere will have emerged as a market colossus larger than Western Europe and the Pacific Rim combined.

We can already see some evidence of the value of expanded trade to the Buffalo market:

- First, the Buffalo-Niagara region is the *second largest* U.S.-Canadian border crossing point, and one of the busiest international crossings in the world

- Second, Canada is America's largest trading partner, and an estimated *70 percent* of Canadian truck traffic originates right across the river in the Province of Ontario; U.S. trade with Ontario is already greater than our total trade with Japan

- And *Third,* current trade shipments through Buffalo are valued at over $100 million per day, and these shipments are expected to increase at 4 to 7 percent annually

Buffalo is also making transportation progress with respect to expansion of affordable air service, with low-fare connections to Atlanta, via AirTran, to New York's JFK Airport, via JetBlue, and to Chicago's Midway Airport, via Vanguard.

As for rail transportation -- well, clearly there needs to be some work done in this area.

I share your concerns and this Administration has put forward legislation to give the Surface Transportation Board the tools to increase rail competition. Your elected leaders are on top of this issue, and I think, by working together, we can make some significant progress in this area.

In order to take advantage of favorable emerging trends, we need to know what they are and explore their possibilities.

As part of USDOT's current multimodal tour that concludes here in Buffalo today, we have conducted six *2025 Visioning Sessions* with transportation experts and other public and private sector leaders across the country.

Our purpose has been to listen and to use what we are hearing 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 in the new century and new millennium.

We will also use what we learn in our 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 this symposium is to share best practices and innovative ideas from around the world.

I strongly believe that Buffalo, international connecting city that it is, should be well represented at this Symposium.

As an Administration we are committed to making sure that your concerns are heard -- and this afternoon's roundtable is evidence of our continuing commitment.

In a moment I want to turn the floor over to you for your comments and questions. But let me just conclude my opening comments by saying that Buffalo is a world-class city with a world-class destiny. Your best days, like America's, are yet to come.

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8-66

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DEPARTMENT OF TRANSPORTATION'S NATIONAL PHYSICAL FITNESS AND HEALTH MONTH KICK-OFF
MAY 2, 2000
WASHINGTON, D.C.

- Good morning and welcome to DOT's National Physical Fitness and Health Month kick-off, brought to you by TASC Worklife Wellness and the TASC Fitness Center.

- The benefits to physical fitness are enormous -- increased energy, mental alertness and a reduced risk of disease.

- Unfortunately, with our sedentary lifestyles, more than 60 percent of adults do not engage in the recommended amount of physical activity and about 25 percent are not active at all.

- Obesity-related diseases cost the nation more than $100 billion per year, and inactivity and poor diet cause more than 300,000 deaths per year in the United States.

- But the good news is that you don't have to be training for the Marine Corps Marathon to derive real health benefits from physical activity. A regular, preferably daily regimen of at least 30-45 minutes of brisk walking, bicycling, or even working around the house or yard will reduce your risks of developing coronary heart disease, hypertension, colon cancer, and diabetes.

- Too often, we use the excuse of being too busy to exercise, but take it from me -- you *can* make the time. I have found that carving out time for my physical health greatly improves my mental health. It is time to take a proactive approach to your physical health.

- Our fitness professionals -- Rick Bradley and Hy Levasseur -- can help you design a program that is right for you.

- The Center is also a great ONE DOT environment to meet colleagues from across the complex in a friendly atmosphere and to get that added support to help you reach your goal.

- I encourage you to make time for exercise whether it's upstairs in the TASC Fitness Center, at home on treadmill, or at your local center. 30 to 40 minutes a day is a minuscule price to pay for a lifetime of good health. Let's make a commitment this month -- during National Physical Fitness and Health Month -- to make exercise an everyday activity.

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ITS AMERICA 10TH ANNUAL MEETING
BOSTON, MASSACHUSETTS
MAY 3, 2000

It is a pleasure to be back in Boston -- one of the world's great centers of technological innovation. I am delighted to join you for ITS America's 10th annual meeting -- the eighth since President Clinton and Vice President Gore took office.

As the last century drew to a close, ITS America and DOT worked together to advance intelligent transportation systems from dream to reality.

This year's ITS America meeting gives us all the opportunity to measure our progress and to examine ways to further nurture the climate of innovation so essential to promoting ITS in this new century and new millennium.

I'd like to thank Joe Giglio and John Collins for inviting me to speak this afternoon. They are doing a terrific job leading ITS America at the dawn of the 21st century, and I thank them for sustaining the strong partnership between DOT and the ITS community.

I'm also pleased to be with Don Vendetti, Gerald Conover, Gonzalo Bustillos and Dick Mudge, who are lending their expertise to this afternoon's session.

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These leaders represent a visionary and vigilant Department of Transportation that is leading the way to transportation excellence in the new century and the new millennium.

To meet the challenges we face, and to map our strategy for the future, the U.S. Department of Transportation been conducting *2025 Visioning Sessions* with transportation experts and other public and private sector leaders across the country.

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The purpose of these sessions is to clarify our vision of transportation for the next 25 years. We seek to formulate a policy architecture for transportation that will give us a framework for improving the quality of transportation decision-making.

This process builds upon the model developed by Transportation Secretary Coleman's innovative 1977 report on National Trends and Choices, which examined the decisions that needed to be made in the light of transportation developments anticipated through 1990.

We plan to publish the results of our efforts as part of a *2025 Trends and Choices* report this summer.

I will be back in Massachusetts to host another visioning session on May 23rd at the Volpe Center in Cambridge. I invite you to help shape our transportation technology future by participating in this and other visioning sessions.

We will also use what we learn in our visioning sessions to help plan for the *International Transportation Symposium* the 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.

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Envisioning this transportation system of the future is something we at DOT spend a lot of time on.

When I travel around the country, I ask people to picture zipping to work knowing that they are taking the quickest path given current traffic conditions...

...Not having to stop at one red light after another...

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...Knowing that, whether you're urban or suburban, from the east side or the west side, that you are entitled to the benefits of these innovations.

Now, this audience knows that many of these technologies are either already being tested around the U.S. or are well into development.

While we in the transportation profession may already take these advances for granted, the public doesn't. They are excited about what the transportation future holds for them.

All of you at this conference are the key players in this future -- because ITS is *essential* to achieving the President's safety goals and to achieving transportation's full potential. This is why we strongly support federal investment in ITS. And it is why ITS is so important to DOT.

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

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

The promising results of these efforts inspired us to set an ambitious goal of deploying a basic, fully integrated ITS infrastructure across America within a decade.

This new infrastructure will cut travel times by 15 percent in our 75 largest cities, and produce comparable benefits for rural areas and commercial trucking. 48 cities already have achieved significant deployment, and we have a regional deployment initiative planned for next year.

Through our Intelligent Vehicle Initiative we are making travel safer by reducing crashes using collision avoidance and other technologies. We have five operational tests underway, and we are currently negotiating enabling research with a consortium of vehicle manufacturers.

Through ITS we are developing new kinds of emergency notification and weather information systems to aid travelers in rural areas. Mayday systems will speed emergency responses, and save lives, now and in the future.

Soon electronic corridors will speed commercial travel, and automated tracking systems will support just-in-time deliveries. Our Commercial Vehicle Information Systems Network is already underway in 17 states, 44 metropolitan areas and 14 rural areas.

To ensure that we take full advantage of the foundation we have built, President Clinton and Vice President Gore have committed to sustained implementation of ITS in several key areas.

First, we will continue moving from development to deployment, emphasizing investments that have direct public benefits. The Clinton-Gore budget for fiscal year 2001 includes $338 million for ITS -- 83 percent more than this year -- with $238 million for deployment and $100 million for research and development.

The basic ITS technologies are proven; they can provide real results *now* through improved system operations and management; all of us should use these technologies to address *today's* transportation challenges.

Second, we are focusing on integration. To be successful, ITS projects cannot stand alone: there must be interoperability between technologies -- integration among modes -- and integration across jurisdictions -- and even across international borders.

We will support integration through funding, architecture and standards, and new institutional partnerships.

We also will take steps to make advanced technologies more usable for ITS. Last year's decision to make radio spectrum available for ITS will enable tremendous progress in the future.

Monday's announcement by the President that the government will no longer intentionally degrade Global Positioning System data for national security purposes also means an immediate improvement in ITS accuracy and usefulness.

Users of GPS, including ITS providers, will be able to pinpoint locations up to 10 times more accurately than previously.

As the President said, "This increase in accuracy will allow new GPS applications to emerge and continue to enhance the lives of people around the world."

The President's decision is the latest measure in an ongoing Clinton-Gore Administration effort to make GPS more responsive to civil and commercial users worldwide, building on the Vice President's announcement last year of GPS modernization.

And we also are continuing to pursue such related goals as a single, nationwide telephone number for travel information, and we hope to see progress soon.

Finally, we are continuing to provide resources for ITS, and directing them in the right way.

In addition to dedicated ITS funds, we are offering States and cities the flexibility to use most of their federal highway and transit funds for ITS. This dramatically expands the resources available for ITS.

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

While DOT's focus is the next 25 years, let me take a moment to talk about the focus of this panel, the next eight years.

ITS -- especially through the Intelligent Vehicle Initiative -- has the potential to revolutionize travel safety by 2008. Rear-end collision avoidance systems alone could prevent more than three-quarters of a million crashes each year.

On-board automatic collision notification and Mayday systems will be common, and enable emergency services to save more lives.

By 2008, we will have achieved Operation Timesaver's goal of deploying an integrated ITS infrastructure in the nation's 75 largest metropolitan areas. We'll also see true statewide and regional systems, especially for traveler information and commercial vehicles.

Cars produced in 2008 could have at least two wireless links to the world. One will connect with cellular or PCS systems, and the other will make possible a variety of local services -- such as advance orders at drive thru facilities.

These services, and others such as Internet and e-mail links, will be integrated with voice recognition commands and heads-up displays for added safety during use.

These technologies offer the promise of added safety, convenience and efficiency -- if they are broadly available. I hope that, as we develop and deploy these technologies, we do so in innovative ways that ensure the benefits are equitably shared by all Americans.

We do *not* want transportation to suffer from the digital divide that has afflicted other sectors transformed by technology.

Technology is the key that can close the digital divide. Transportation is "the tie that binds" and intelligent transportation technology moves us closer to our goal of connecting people to people.

And just as technology has paved the way for the longest sustained period of economic growth in American history, creating more than 20 million new jobs, intelligent transportation technology can pave the way for even more growth and more jobs in the years ahead.

We need to look even beyond what we have seen so far, to technologies that are almost beyond imagining today.

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

Transportation's relevance has been its ability to respond to – and even to shape – the technologies that affect how we live. This was true with the invention of railroads, automobiles and airplanes, and it must be true with ITS.

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

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

The first is the *telecommunications revolution*. The Internet is changing everything from finance to shopping, and it will do the same for transportation.

The Internet offers opportunities for rapid, mass communication of information and managing the flow of people and goods - things that ITS is well positioned to apply. The impending, broad availability of wireless access also can be a crucial opportunity.

We need to go beyond early uses, such as travel information, and identify new applications to take full advantage of the Internet's breakthrough possibilities.

At the same time, we need to consider how ITS can help meet the *challenges* created by the Internet - for instance, the increased delivery trips that may result from the growth of electronic commerce.

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

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

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

As we do so, let us keep in mind the values that guide us. As President Clinton has said, "we must continue to see that science serves humanity, not the other way around."

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

ITS offers the promise of giving people the opportunity to lead safer, more prosperous, more fulfilling lives.

We have made a great start in the past decade on realizing that promise. And we are going to continue moving from strength to strength, working together to provide all of our peoples with better lives.

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

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL DAY OF PRAYER ANNUAL OBSERVANCE
THURSDAY, MAY 4, 2000
WASHINGTON, D.C.

Thank you, Mrs. Shirley Dobson, for your kind introduction, for your leadership of the National Day of Prayer Task Force... .and for the absolutely beautiful *philodendron* you and your staff sent over to my office as 'blessing.' Many of us are used to prayers for understanding and for justice -- it is good to be reminded that our Creator is the author of beauty as well.

I also want to acknowledge *The Honorable Helen* Chenoweth-Hage, *Congresswoman from Idaho*, who is representing the Legislative Branch today,

And *General* Henry H. Shelton, Chairman of the Joint Chiefs of Staff, who spoke on behalf of the men and women of the U.S. Armed Forces

And former New York State Supreme Court Justice William J. Ostrowski, who is representing the Judicial Branch of government at today's National Day of Prayer.

At the dawn of a new century and a new millennium, Americans have many reasons to *"Be Joyful in Hope."*

We have been blessed in great measure in so many ways -- with the longest economic expansion in our history...20 million new jobs...falling crime rates...declining welfare rolls -- and a renewal of hope in the future of our nation.

While credit is due, to be sure, to the American people and to those representing the people in the Executive Branch and the Congress -- praise is due to a generous, compassionate and loving God, who has blessed us beyond measure.

It is the Lord who has "prospered our handiwork and the work of our hands."

"Happy" indeed, *"is the nation who's God is the Lord, the people he has chosen for his own."*

This republic was founded by men and women who were powerful in prayer -- and it is sustained today by the *"petitions, prayers, intercessions and thanksgivings"* offered on behalf of *"all in high office, so that we may lead a tranquil and quiet life, free to practice our religion with dignity."*

The Annual National Day of Prayer goes back nearly half a century, to a joint resolution of Congress signed by President Harry S. Truman in 1952.

But the tradition of National Days of Prayer go back to the First Continental Congress in 1775 and the founding of the Republic.

The first official national celebration of Thanksgiving was proclaimed by President Washington in 1789, when he declared a day of prayer to thank God for our newly-ratified Constitution.

That we *are* a republic, operating under a Constitution that limits the power of government, in fact, represents the faith and prayers of those who fought and died on behalf of American independence.

America's revolutionary armies were rebelling against the very idea that any government, composed of mere mortals, could be entrusted with absolute power.

From Bunker Hill to Valley Forge -- and in every hard-fought battle in-between, the Battle Cry of America's first patriots was *"No King But God!"*

That our nation's chief executive is an elected President, not a King claiming sovereignty as a "divine right," is the fruit of the prayers and sacrifices of those who created a nation whose very currency proclaims "In God We Trust."

It is therefore well and good that yesterday President Clinton signed a Memorandum creating a new tradition honoring those Americans who died while defending our nation and its values.

Henceforth, on each Memorial Day at 3 p.m. local time, Americans will pause for a National Moment of Remembrance -- one minute of silence to reflect upon the sacrifices made by so many to preserve freedom for us all.

I have been asked to focus my remarks on "the issues in the Executive Branch that require prayer."

My answer is simple. "All of them."

There is no issue -- neither economic, nor social, nor environmental, nor pertaining to education, or to health care, or to national security -- or to any other human concern -- for which prayer is inappropriate or irrelevant.

"No king is saved by a great army, no warrior delivered by great strength.

No one can rely on his horse to save him, nor for all its power can it be a means of escape."

It is the Lord alone who *"is our help and our shield,"* and it is in the Lord that *"We have put our hope."*

I believe that America's destiny in this new century and new millennium lies in something we have discovered about ourselves over the last 40 years -- something President Clinton and Vice President Gore have called "The Third Way."

During the 1960s, America discovered that government-directed programs alone could not assure that every community is connected to America's economic growth engine, nor to the opportunity for a good life. That was the "First Way."

Then, 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." That was the "Second Way."

The Third Way employed by this Administration -- with, I would emphasize, significant bipartisan support from the Congress -- 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 the private sector to do everything.

I believe this great achievement owes its success, in great measure, to the power of those who -- year in and year out -- pray for wisdom in Washington.

Now, as we look to the future, men and women of good will in both political parties are seeking ways for government to work with faith-based organizations to quiet consciously call upon the power of prayer to help the nation address social and human challenges that defy traditional solutions. *"There is a reason,"* Vice President Gore has said, *"That faith-based organizations have shown special promise with challenges such as drug addiction, youth violence and homelessness."*

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

And the central practice of that discipline -- and the fountain and source of that courage, is the power of prayer.

We are, indeed, "Pressing on the upward Way."

We are, in truth, gaining "New heights every day."

That's because we are "still praying as we're "onward bound –

"Lord lift us up and let us stand,
"By faith on heaven's table land,"
"A higher plane than [we] have found;"
"Lord, plant our feet on higher ground."
AMEN.

# # # #

TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL COUNSEL OF STATE LEGISLATURES ANNUAL MEETING
MAY 5, 2000
WASHINGTON, D.C.

Acknowledgments
Honorable Steve Thompson, State Senator, Georgia - Committee Chairman

AIR-21 LEGISLATION
Efficiency and Effectiveness

The new law provides for a four-year reauthorization of FAA's programs., most importantly the Airport Improvement Program (AIP).

I. Several management reforms are contained in the legislation, including the establishment of an oversight board to oversee air traffic policies and procedures.

II. Funding for AIP is substantially increased and investments for infrastructure are guaranteed full funding from the Aviation Trust Fund.

III. PFC's are increased from $3.00 to $4.50.

IV. Encouraging Competition and Capacity

V. The PFC increase will generate additional airport revenue for investment in capacity enhancements.

VI. The law eliminates the High Density Rule and modifies slot controls at New York's JFK and La Guardia Airports, Chicago's O'Hare Airport, and the Reagan National Airport in the Washington, D.C. area.

VII. AIR-21's Rural Air Initiative creates a pilot program to assist 40 communities in rural or underserved markets.

VIII. Passenger Safety and Service Initiatives

IX. The new law imposes a civil penalty of $25,000 against any individual who assaults or batters any member of a flight crew.

X. Broadens protections for persons with disabilities in that anti-discrimination laws will apply to foreign service as well as domestic service carriers.

XI. Environmental Enhancements

XII. The law increases the level of funding for the noise set aside program within AIP.

XIII. Improving Safety

XIV. The government's ability to prosecute offenders for the use and tafficking of counterfeit air parts is increased by the new law.

XV. And finally, the new law clarifies currentvlaw regarding the air transportation of hazardous materials.

II. High Speed Rail

XVI. High-Speed Intercity Rail Passenger Service/Northeast Corridor Improvement Project

XVII. On January 31, Amtrak inaugurated the all-electric Acela Regional high-speed service between Boston and New York City. With the start of this service Amtrak is now capable of offering high-speed electric operations over the full 456-mile Northeast corridor between Washington, D.C. and Boston -- the Northeast Corridor Improvement Project funded the last 156 miles.

XVIII. High-Speed Non-Electric Locomotive

XIX. The objective of this program is to increase the self-contained power supply of a non-electric locomotive and/or reduce weight permitting a locomotive to accelerate rapidly, both to reach initial speed and to recover after slowing for curves. Such a locomotive will increase average speeds, thus reducing trip times, and achieving many of the advantages of an electric locomotive without the cost of installing a catenary (overhead wire) system.

XX. An advanced turbine-powered locomotive contract was awarded to Bombardier in FY 1998. Demonstrations are scheduled to begin in 2000, initially at 125 mph and ultimately at 150 mph.

III. RABA and Surface Transportation Legislative Proposals

XXI. In support of the President's FY 2001 budget, DOT had submitted surface transportation legislative proposals to the Congress that will accomplish the following three goals:

XXII. Increase funding authorizations for critical NHTSA safety programs. We must be ever vigilent in our highway safety efforts, as we deal daily with the tragedies of of over 41,000 lives lost on our roads each year;

XXIII. Redistribute one-quarter or $741 million of the Revenue Aligned Budget Authority (RABA) for need unanticipated at the writing and passage of TEA-21.

XXIV. Make available additional funding for programs to increase access to transportation services in underserved communities, improve highway safety and fund passenger rail services, a transportation alternative that should not be overlooked in the 21st century; and increase contract authority for three critical programs in high demand by the states -- the Borders and Corridoes Program; the Transportation and Community System Preservation Pilot Program, and the new Emergency Relief Reserve Fund.

IV. Federal Gas Tax Repeal Effort

XXV. On April 11, 2000, the United States Senate rejected a cloture motion on S. 2285, Majority Leader Trent Lott's bill to declare a federal fuel tax holiday. The 56-43 vote against the bill left it 17 votes short of the 60 votes needed to consider the legislation.

XXVI. This vote came three weeks after the House Transportation and Infrastructure Committee held a hearing on the impact of reducing the federal fuel tax on transportation programs. Most members spoke in strong opposition.

The American Association of State Highway and Transportation Officials (AASHTO) and the American Public Transit Administration Association (APTA) lobbied hard against the measure.

XXVII. The average retail gasoline price has dropped since this debate began. In the Midwest, the average price is now $1.32, the lowest in the country. The highest average price is $1.64 in California. There is no longer any movement in Congress to lower the fuel tax.

New Transfer Programs Under the TEA 21 Restoration Act

XXVIII. TEA-21 Restoration Act signed into law July 1998.

XXIX. The law established two new transfer programs designed to encourage states to pass legislation on two issues: the possession of open containers of alcoholic beverages while driving and drivers who repeatedly drive while intoxicated.

XXX. States must meet minimum requirements by October 1, 2000 to avoid transfer of federal-aid highways funds to the State and Community Highway Safety Grant program.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ASIAN/PACIFIC AMERICAN HERITAGE MONTH
MAY 5, 2000
WASHINGTON, D.C.

Good morning. On behalf of President Clinton, Vice President Gore and the 100,000 employees of the U.S. Department of Transportation, welcome to the opening ceremony for Asian Pacific American Heritage Month.

I am delighted to join you for this wonderful celebration. And let me thank Ms. Lisa Kim for that beautifully artistic performance -- a testament to the rich cultural legacy we celebrate and honor this month.

Today's ceremony underscores our department's and this Administration's commitment to diversity. President Clinton signed an Executive Order on June 7, 1999, in order to increase the participation of Asian Americans and Pacific Islanders in federal programs. We at DOT intend to do all we can to ensure the success of this initiative. Diversity is our strength today and our hope for rising to ever higher heights in the new century and the new millennium.

In accordance with that commitment to diversity and inclusiveness, I have been hosting 2025 visioning sessions across the nation -- meeting with transportation officials, state and community leaders -- to ensure that, as we devise a transportation policy architecture for the 21st century, no one is left out.

The observance of Asian Pacific American Heritage Month recognizes the many contributions Asian-Pacific American have made and continue to make to our nation as a whole.

Asian-Pacific Americans have so richly contributed to the great strength and success of our nation. You are building on the roots of your ancestors who sacrificed, who fought the uphill battle to give you a voice in building this nation. Today, this voice rings true and strong. You are truly the "Voices of the Millennium."

Rarely have we lived through so much change in so short a time. In the blink of an eye, it would seem, we have moved into the Information Age, a global economy, a truly new world, as President Clinton likes to say. And we have met these challenges of change, as we always have.

With the emergence of a global economy and the growing economic interdependence of Asia, the Pacific and the United States, a deeper understanding and appreciation of Asian-Pacific culture is vital for America's future.

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

Since the beginning of our nation, Americans have come from all corners of the world. We are people of many colors, creeds and religions bound by a shared faith in freedom and the American Dream. And working together, we have built and will continue to build the world's strongest and most diverse democracy for the 21st century.

The Clinton-Gore Administration remains dedicated to building an America that celebrates and draws strength from its diversity.

Now is the time to build a society that recognizes the worth of all people, and honors the dignity of every person.

We must begin to build on our shared values -- family, faith, freedom, honesty, hard work and opportunity.

We are more the same than we are different and our contributions to this country are not based on color or ethnicity. They are based on what is right and what is good for every American.

Our great nation was built by immigrants who came here to pursue opportunity. Our Constitution reflects these values.

America is strongest when all Americans have the opportunity to make the most of their lives, to contribute their talents to our country. Let us use this month to reflect on the many gifts Asian Americans and Pacific Islanders have brought to our nation and to embrace the contributions that Americans of all backgrounds make to this rich tapestry we call America.

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8-03

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
FINAL RULE ON ADVANCED AIR BAGS
NEWS CONFERENCE
MAY 5, 2000

I am pleased to be with you today, along with NHTSA's Acting Administrator Millman, and leaders in the transportation and safety community to announce an historic new rule that will result in improved safety for all American motorists.

You have heard me acknowledge on many occasions that safety is President Clinton and Vice President Gore's number one transportation priority, and that it is the North Star by which we at the U.S. Department of Transportation are guided and willing to be judged. Safety is the driving force behind our announcement today.

Our safety efforts are showing impressive results. I am proud to have announced just last month that traffic fatality rates reached an all-time low in 1999, marking the third consecutive year of improvement. As President Clinton has said, however, "This is not a time to rest,..." – our goal is to see traffic fatalities decrease even further.

Our efforts are designed to save lives.

The most important means of protection in a crash is to buckle up, as the seat belt is the most important safety device in an automobile. To help increase seat belt use, President Clinton has challenged us to reach 85 percent seat belt use by the end of this year and to reduce traffic fatalities among children by 15 percent. We have much work to do and we at DOT must be ever visionary and vigilant in our efforts to achieve these goals.

Along these lines we have also continued to focus on the future of our nation: our youth. We are working hard to reach our goal of a 15 percent reduction in child fatalities by the end of this year.

- more -

That is the context in which we make today's historic announcement. As we build from strength to strength, we are culminating our comprehensive efforts, announced in 1996, to enhance the benefits and minimize the risks of air bags, and to do so by working with the automotive and safety community to bring into full service advance air bags.

We have no doubt that air bags are an extremely effective safety device. Additionally more than 5,500 lives have been saved since air bags were introduced into the market, and we believe that a fully equipped advanced air bag fleet would safety 3,250 lives per year

But as our experience with air bags increased and technology advanced, we began to understand that air bag systems needed improvement. Some occupants seated very close to the air bag, such as children and small women could be endangered by air bags. We want to preserve the life-saving effect of air bags, but we are deeply concerned about their potential harm to some people.

Accordingly, working with a coalition that included industry and safety interest groups, engineers and doctors, parents and nurses, and others, we developed a comprehensive plan and have followed through on it [over the last 5 years]. This plan included public education campaigns, on/off switches for air bags, and highly visible labels cautioning people to buckle up. We offered optional "sled" testing, permitting manufacturers to quickly redesign their air bag systems and reduce their risks.

We also worked with the Congress, especially Chairman McCain, Senator Hollings, Congressman Dingell, former Senator Kempthorne and others, to develop legislation calling for improved air bag performance. The resulting legislation was the Transportation Equity Act for the 21st Century, which challenged us – using 21st century technology, to upgrade the air bag requirements to meet the dual goals of (1) improving protection for all while (2) minimizing the risks posed to infants, children, small women as well as unbelted occupants. The rule we are announcing today meets that challenge.

Some are viewing it as the most important motor vehicle safety legacy of this Administration, I respectfully submit that when viewed in its entirety it is the most comprehensive enhancement in decades to the driver and passenger safety environment.

Under this rule, manufacturers will be required to install a new generation of air bags that are safer, smarter and more effective at protecting occupants of all sizes, genders and ages.

Safety, above all, is the driving force behind this rule. Testing, scientific analysis, and extensive consultation, informed by our judgment and expertise, underlie the decisions in the rule. We have chosen a wide array of challenging requirements that will push vehicle manufacturers to make needed safety improvements in air bag performance. This final rule minimizes risks, enhances benefits, and encourages innovation.

Administrator Millman will take us through the significant details of the rule, but I want to highlight some of them.

We are adding new full-vehicle crash tests. The new crash tests requires use of an entire new family of crash test dummies. For the first time, the tests will include child and infant dummies and a small female dummy. We have developed new, more stringent injury criteria that will offer increased protection in real world crashes.

We have added an offset crash test.

We are requiring that unbuckled teenage and adult occupants be protected at crash speeds of 25 miles per hour. We also are requiring protection for buckled-up teenage and adult occupants at 30 miles per hour -- and in a later phase -- for average sized men at 35 miles per hour.

Let me elaborate on one issue. That issue is the speed of the crash test involving unbelted male and female dummies. Once it became clear that we had decided to return to a crash test, a decision initially strongly opposed by the auto manufacturers, the focus of attention became the appropriate speed of that crash test.

We concluded there is too much uncertainty about the need for, and consequences of, choosing a higher unbelted test speed. Given the wide number of new requirements we are imposing today, and given the risks that early air bag designs posed for vulnerable occupants, it is very important that advanced air bags be properly designed from the beginning. We believe that the current air bags, even after the change to "sled" testing, are offering very effective high-speed protection. This leads us to our approach that best assures improved air bags performance for all occupants, without compromising efforts to reduce risks

to vulnerable occupants. This approach involves the least amount of risk for the occupants who have been most at risk.

It is our job to continue with an aggressive program to assess the performance of advanced air bag technologies. This program includes the ongoing collection of field data, conducting crash tests, and reviewing the implementation of today's requirements.

Developing this advanced air bag rule represented a complex and difficult challenge. We have met the challenge, and motorists throughout America will benefit when new cars meeting this safety standard become available to consumers.

Finally, a reminder. The most sophisticated air bag technologies in the world may not protect you if you are not wearing a seat belt. We constantly remind parents to always put children in the back and to always buckle-up. It is advice that could save your life or the life of a loved one.

In closing, let me say again, our ultimate goal is to save the lives of as many Americans as possible, and that is precisely why we are confident that the choices we've made are the right decisions for the right reasons.

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

News

FOR IMMEDIATE RELEASE
Thursday, May 4, 2000

Contact: Tim Hurd
Telephone: 202-366-9550

Media Advisory

U.S. Transportation Secretary Slater to Announce Historic Rule to Improve Safety for American Motorists

On Friday, May 5, 2000, U.S. Transportation Secretary Rodney E. Slater will announce the new ruling on advanced air bags, which extends the protection air bags provide to all motorists.

WHO: U.S. Transportation Secretary Rodney E. Slater
Acting Administrator Rosalyn G. Millman, National Highway Traffic Safety Administration

WHAT: Media briefing on advanced air bag rule

WHEN: 10 a.m., Friday, May 5, 2000

WHERE: Marx Media Center (Room 2201)
U.S. Transportation Department Headquarters,
400 Seventh Street, S.W.
Washington, D.C.

NEWS DESKS/ASSIGNMENT EDITORS: *Credentialed press only. Cameras will be permitted. Pictures, graphics and b-roll will be available.*

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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
6TH ANNUAL DAVID N. DINKINS LEADERSHIP AND PUBLIC POLICY FORUM
CENTER FOR URBAN RESEARCH & POLICY
COLUMBIA UNIVERSITY, NEW YORK, NEW YORK
MONDAY, MAY 8, 2000

I am delighted to join you for today's *6th Annual David N. Dinkins Leadership and Public Policy Forum.* It is truly a privilege to share this podium with Professor Dinkins. By joining the faculty of the Center for Urban Research & Policy here at Columbia, one of New York's great mayors will continue to serve the people of this city and the nation for decades to come through the accomplishments of his students.

I am also excited about today's Forum on *Livable Urban Communities* and the environment. At the dawn of this new century and new millennium, we have a unique opportunity to weave an environmental perspective into the very fabric of our vision for the future of America's cities and towns. And today's Forum is going to explore ways to make sure that happens.

Two stories that ran on the front page of Saturday's *Washington Post* essentially summarize where we are as a nation on the livability issue: The *first* story reported that the "roaring U.S. economy drove down the nation's jobless rate to 3.9 percent last month." That's the lowest unemployment rate in 30 years and the lowest unemployment rate for African Americans and Hispanics ever recorded.

Under the leadership of President Clinton and Vice President Gore, we are experiencing the longest economic expansion in American history, with more than 20 million new jobs, the lowest inflation rates since the 1960s and the lowest crime rates in nearly three decades. We have turned the largest budget deficits in history into the largest surpluses in history. What we have done is to create a huge opening to address the large, long-term challenges facing our country: We have a chance to pay off the National Debt for the first time since 1835; We have the opportunity to secure the solvency of Social Security and Medicare; And we also have the unique opportunity to bring the issue of livable communities -- which

Vice President Gore has characterized this as one of the central challenges facing America at the dawn of the 21st century -- to the forefront of public awareness

Clearly, any focus on livability must consider the economic viability of communities. As the Vice-President said, when he launched the Livability Agenda on behalf of the Administration, *"In the 21st century, increasingly, a livable community will be an economically powerful one."*

The strength and duration of our economic expansion has brought economic opportunity to millions of people once cut off from the economic mainstream. But too many urban and rural areas have not yet benefited from the New Economy, including a number of communities in the New York metro area.

On Wednesday and Thursday of this week, I have the great privilege of hosting a national conference on the future of one of America's poorest regions -- the Mississippi Delta. The purpose of this conference, which is entitled *Delta Vision, Delta Voices: Mississippi Delta Beyond 2000: A National Conference* -- is to focus on the economic development of the Delta region, particularly over the next five years. As we planned this conference, we made sure that livability and environmental sensitivity were part of our agenda every step of the way.

Scripture teaches us *"Life is more than raiment."* Even as we take dramatic steps to close "the digital divide" and invest in new markets in America, as the President and Jesse Jackson have suggested, we must also insure that our future economic growth is "smart growth."

That leads me directly to the *second* story that ran on the front page of Saturday's *Washington Post.* It was subtitled *"Fairfax Citizens Group Willing to Pay to Save Green Space."* According to the article, more than 3 thousand suburban Virginia homeowners have volunteered to pay an extra $130 dollars a year in taxes -- for as long as 30 years -- in order to prevent a vacant parcel of land in their community from being used to build 61 additional houses.

They want to reserve the land for a public park. As a representative of the group put it, "They're thinking beyond 'I don't want to pay any more taxes.' They see their quality of life and they're saying, 'I'm willing to pay for a park instead of having more houses." This is what the Livable Communities movement is all about: local people in local communities taking action to preserve and improve their quality of life *as they define it*, rather than how developers or investors would define it for them.

The aim of the Administration's Livability Initiative is to provide communities with the tools, information and resources they need to preserve green space, ease traffic congestion and ensure economic competitiveness. In support of this aim, departments and agencies throughout the government are seeking ways to support the Livable Communities Agenda.

Few actions of the federal government have greater influence over the character and growth patterns of communities than our investments in transportation. For one thing, the *size* of this investment is enormous. Because the Clinton-Gore Administration has been so successful in its economic policies, the President was able to send the Congress a Fiscal Year 2001 budget proposing a record-level $55 billion-dollar investment transportation.

All of DOT's programs and responsibilities -- from highways to airports, and from rail to transit -- affect the livability of the communities in which Americans live in some way. But our number one "livability" goal for transportation is to save lives. *Safety* is President Clinton's top transportation priority and the North Star guiding everything we do at the U.S. Department of Transportation.

Our safety efforts are showing impressive results. I am proud to have been able to announce, just last month, that traffic fatality rates reached *an all-time low* in 1999, marking the third consecutive year of improvement. As President Clinton has said, however, *"This is not a time to rest."* The President has challenged us to reach 85 percent seat belt use by the end of this year. He has also directed us to reduce traffic fatalities among children by 15 percent, also by the end of this year. I am delighted to see that there are representatives from Schools of Public Health on today's panels -- and I urge you to include safety in all of your deliberations.

DOT's Fiscal Year 2001 Livability Program also includes provisions to promote alternatives to automobile use, protect the environment, and encourage communities to plan transportation growth carefully. I would direct your attention to the environmental component of five specific DOT livability programs that have particular relevance to today's forum:

Through *The Congestion Mitigation and Air Quality Improvement Program,* we work with state and local governments to reduce transportation-related greenhouse gas emissions by reducing traffic congestion

Through *The Transportation and Community and System Preservation Program* we seek to reduce the impact of transportation on the environment by improving the efficiency of the transportation system We are also encouraging

the private sector to re-direct transportation investments in ways that support this objective.

Under our *Partnership Communities* program, each of DOT's ten regions has established a partnership with one community in its region, to reinforce and support an existing livability initiative, such as preserving green space, improving safety, easing traffic congestion or pursuing regional "smart growth" strategies

We have also sponsored *Community Building Forums* in 11 communities across the country to encourage diverse interest groups to work together to develop community safety action. One of these sessions, entitled *Working Together for a Safer Community* was held in Queens this past November.

Finally, to identify and promote transportation strategies that reduce greenhouse gas emissions that contribute to global warming, last May we created *The U.S. Department of Transportation Center for Climate Change and Environmental Forecasting*

Creating the Center was one of the specific commitments we made at the Detroit Conference on Sustainability in April of last year. In Detroit we also committed to dramatically reducing airport noise by phasing out noisier jets. This was accomplished as of January 1st. We are now working with the International Civil Aviation Organization to develop even more stringent noise standards for future aircraft.

A common theme running through most of these environmental and livability programs is an emphasis on participation and partnership. At the U.S. Department of Transportation we believe that everyone should have a say in identifying what they want from the transportation system of the future.

To support this commitment to inclusiveness and participation, we have been conducting *2025 Visioning Sessions* with representatives of stakeholder groups across the country to clarify a vision of transportation for the next 25 years. Our objective is to formulate a policy architecture for transportation that will give us a framework for improving the quality of transportation decision-making. We plan to publish the results of our efforts as part of a *2025 Trends and Choices* report this summer.

This entire process builds on the model developed by Transportation Secretary Coleman's innovative 1977 report on National Transportation Trends and Choices.

I want to emphasize that we are not trying to "predict" the future. What we intend to do is to *create* an alternative future for American transportation that would not otherwise exist. The transportation future must be safe and sustainable to be sure, but also *international in reach*, connecting us to markets and destinations around the world.....*Intermodal in form*, enabling us to achieve a balance among the various modes of transportation... *Intelligent in character*, allowing us to harness the awesome power of technology in ways that benefit people...And *inclusive in service*, leaving no one behind.

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

We seek, if you will, an international "livability" agenda for the emerging global community of nations. Transportation is about more than concrete, asphalt and steel. It is truly the tie that binds people and communities together -- and the tie that links one community to another and to the larger world.

In the tradition that I come from, no sermon is complete without an "altar call." My charge as your Keynote Speaker is this: make sure that the environmental dimension of livability is thoroughly integrated into everything you discuss at this Forum. If environmental groups restrict themselves to the role of cop or cheerleader, they will remain outsiders. Their concerns will never be solidly integrated into the growth plan of a community.

Most of you have heard of a "hologram," a process that can be used to generate a three-dimensional image of an object. I won't attempt to explain the physics of holography. I couldn't, if I tried. But there is one thing remarkable thing about a hologram, which I <u>do</u> know: *The whole is in every part.* If you cut a hologram into tiny pieces, each and every piece can be used to reconstruct the entire image.

To my way of thinking, this is precisely the relationship between the environment and livability that you are exploring at this Forum and that we must achieve as a nation. Concern for the environment must be a built-in feature of the Livable Urban Community everywhere at every level. By committing ourselves to this ideal, we can assure that in this new century and new millennium, America's best days are yet to come.

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

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SECOND ANNUAL DOWNRIVER SUMMIT
MAY 8, 2000
SOUTHGATE, MICHIGAN

Good afternoon. I am delighted to have this opportunity to join you for the second annual Downriver Summit. It is always a pleasure to visit the Detroit area, which holds such special meaning to the transportation community.

Wayne County, the birthplace of America's auto industry, lifted the American economy to new heights in the 20th century, revolutionized transportation and changed virtually every aspect of American culture.

Today, as we embark on a new century and a new millennium, once again Wayne County is leading the way. Your Downriver Summit is a model for how communities can work together to build infrastructure, create jobs, and chart a common vision for the future.

I thank Congressman Dingell – a longtime friend of the transportation community and a true national leader – for the invitation to come to Wayne County. I applaud his leadership and commitment to bring together business, government, labor and community leaders to develop a common vision – a road map to a solid future – for the Downriver region.

I also congratulate the Southeast Michigan Council of Governments, the Southeast Michigan Community Alliance, the Downriver Community Conference and the Southern Wayne County Chamber of Commerce for the considerable support they have provided in making the Downriver Summit a reality.

Our nation's current economic expansion is now the longest continuous period of economic growth in American history.

We begin this new century and this new millennium with 21 million new jobs; the fastest economic growth and lowest unemployment rates – 3.9 percent nationally – in years, and the first back-to-back budget surpluses in more than 40 years. Part of this success can be attributed to transportation, but there is much more work to be done.

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In February President Clinton sent Congress his proposed 2001 budget with a record $55 billion for transportation -- to make travel safer, to improve the quality of life for all Americans, and to continue economic growth in the new century. But solving our transportation problems will take more than money, it will take vision, reaching far into the future.

It will require the development of strategies and innovative solutions – like the strategies taking place here in Southern Wayne County – that allow us to continue our unprecedented mobility and maintain our high standard of living as we continue to grow.

At the Department of Transportation we are studying the nation -- our people, our economy and our transportation system -- to prepare for the fast-changing world of the 21st century. We are working now to ensure America will have a transportation system that meets our needs in the future.

We are holding 2025 visioning sessions across America, meeting with community and business leaders, with safety advocates and transportation stakeholders, and with ordinary citizens to determine the future of our nation's transportation system.

The purpose of these sessions is to clarify our vision of transportation for the next 25 years. We seek to formulate a policy architecture for transportation that will give us a framework for improving the quality of transportation decision-making.

This process builds upon the model developed by Transportation Secretary Coleman's innovative 1977 report on National Trends and Choices, which examined the decisions that needed to be made in the light of transportation developments anticipated through 1990.

We plan to publish the results of our efforts as part of a *2025 Trends and Choices* report this summer.

We will also use what we learn in our visioning sessions to help plan for the *International Transportation Symposium* the 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. I invite you to join us.

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This will help us in our efforts to create a transportation system of the future that is safe and sustainable, to be sure, but also international in reach, connecting us to markets and destinations around the world; *Intermodal in form,* enabling us to benefit from the collective strength of the individual modes of transportation; *Intelligent in character*, allowing us to harness the awesome power of technology and combine it with the concrete, asphalt and steel of our transportation system as we know it to increase its efficiency, capacity and capability; and *Inclusive in service* -- leaving no one behind as we move, proudly and confidently, forward in this new century and new millennium.

To create this type of system, adequate resources and an ever visionary and vigilant workforce, along with the development of a climate of transportation innovation, are essential.

Today's summit – *Connecting the Downriver to the World* – is about creating a 21st century vision for the future of Southern Wayne County.

Clearly, county, municipal and business leaders are working togther – moving from strength to strength – on behalf of Southern Wayne County to ensure that its people can reach even higher heights and greater opportunities in this new century and new millennium.

With the expected 2001 completion of the new midfield terminal and fourth parallel runway at the Metro Detroit Airport, the nation's 10th busiest airport will be well equipped to meet the traveling needs of the more than 31 million passengers that pass through its gates annually.

Last month, Aviation Daily reported that Metro Detroit Airport is the 16th fastest growing passenger airport in the world. With its myriad of multi-modal transportation networks -- from airways, to expressways, to seaways, to railways – Wayne County is truly an international transportation gateway to the world.

Under the progressive leadership of County Executive Ed McNamara, Wayne County has made technology a priority. Wayne County's local governments are among the nation's leading public policy innovators in e-government.

The County Executive is building a world-class geographic information system (GIS) that will increase the efficiency and effectiveness of the county's internal operations while providing better services to its citizens, businesses and municipalities.

Diverse information such as parcel, transportation, environmental, and health planning will become integrated, enabling county government to work as a single, "smarter" enterprise. This new technology will cross the boundaries that usually exist between cities – important to a county with 42 municipalities.

County Executive McNamara knows that the future of Wayne County must be tied to innovative technology, that's why he is spending $15 million annually to get the county's Global Positioning System up and running.

An announcement by President Clinton last Monday will help make Wayne County's GPS system and systems across the nation perform more accurately. The federal government will no longer intentionally degrade GPS data for national security purposes. This means immediate improvements in the accuracy of 911 services, car navigation and recreational uses.

Users of GPS, including ITS providers, will be able to pinpoint locations up to 10 times more accurately than before.

As the President said, "This increase in accuracy will allow new GPS applications to emerge and continue to enhance the lives of people around the world."

Technology will be one of the driving forces in our efforts to design a 21st century transportation system for the American people. But just as importantly, we must ensure that as we build the system of the 21st we do not sacrifice the quality of our neighborhoods and communities.

At the dawn of this new century and new millennium, we have a unique opportunity to weave an environmental perspective into the very fabric of our vision for the future of America's cities and towns.

That is why President Clinton and Vice President Gore launched the Livable Communities Initiative last year.

This initiative is about the future of our cities, suburbs and rural areas. It is about how these places will become and remain prosperous and healthy. It is about helping our people improve their quality of life. It is about healthy communities and healthy economies."

Through the Administration's Livability Initiative we are strengthening partnerships across the country to reinforce and promote more livable communities. We are providing communities with new tools and resources to preserve green space, improve safety, ease traffic congestion, and pursue regional "smart growth" strategies

As you have recognized in Wayne County, communities must find ways to use transportation more effectively to link smart growth strategies, land use plans, safety, environmental quality and economic development. The effective linking of these elements is ultimately what makes a community livable.

The work you do, through efforts like today's summit, is ensuring that Wayne County residents can enjoy healthy and livable communities.

Last year's Downriver Summit spawned a remarkable partnership between 18 jurisdictions to bring trails and greenways to the Downriver. The Downriver Linked Greenways - Flat Rock East-West Connector – a Keystone Project – will provide 4.5 miles of greenways and recreational trails to connect communities to the Southeast Michigan Greenways Trail, recently designated as a Millennium Legacy Trail by First Lady Hillary Clinton.

Millennium trails symbolize the connections we can make between our nation's heritage, culture and communities -- when our story is told, they will be seen as our generation's gift to our children and our children's children.

When the Southeast Michigan Greenways Trail is completed, the end result will be over 120 miles of continuous greenways showcasing the Detroit River -- one of the American Heritage Rivers.

The US DOT - sponsored River Navigator, Dr. John Hartig, is working closely with the Detroit community on the Downriver Linked Greenways and other projects to revitalize the Detroit River -- one of the city's greatest natural resources and community assets.

Dr Harting brings over 20 years of environmental expertise to the Detroit River project. He is here to help communities establish priorities that will promote cultural and historic preservation, economic development and environmental stewardship.

-more-

I believe that by working together we can design transportation strategies along with commercial developments 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 make sure that the places in which we live today will remain the place in which we want our children and grandchildren to live tomorrow.

Working together, we can ensure that Southern Wayne County's best days are yet to come. Thank you.

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E-58

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

Speech

PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
8TH INTERNATIONAL AIRLINE CEO CONFERENCE
ORLANDO, FLORIDA
TUESDAY, MAY 9, 2000

I am delighted to join this distinguished gathering of the Western Hemisphere airline executives and industry representatives for the 8th Annual International Airline CEO Conference.

You've picked a perfect location for your meeting. Florida is the major portal for travelers and tourists to and from Latin America and the Caribbean. And Orlando is host to more than 3 million international visitors each year, with two out of three arriving by air, via Orlando International Airport.

Given your focus on tourism, you've also picked a perfect time for this meeting. This is National Tourism Week here in the U.S. Travel, combined with tourism, is already the world's largest industry. In the U.S. alone, tourism employs nearly 16 million people and accounts for nearly half a trillion dollars in sales.

The future of tourism looks even better. Almost all international passengers travel by air. According to the Air Transport Action Group, by the end of this decade the global economic impact of aviation will approach $2 trillion dollars a year. In the U.S., we expect air travel to double during this decade—and by the year 2015, airfreight in the U.S. is likely to triple.

That is why I am confident that aviation will be for the United States and the world in the 21st century, what our Interstate Highway System was for the United States in the last half of the 20th century—a major engine for economic growth.

However, to take full advantage of this expected growth, nations and airlines need to plan for the future.

To meet the challenges we face and to map our strategy, the U.S. Department of Transportation has been conducting 2025 Visioning Sessions with transportation experts and other public and private sector leaders. The purpose of these sessions is to clarify our vision of transportation for the next 25 years.

-MORE-

Here in the U.S., we seek to formulate a policy architecture for transportation that will give us a framework for improving the quality of transportation decision-making.

This process builds upon the model developed by Transportation Secretary Coleman's innovative 1977 report on national trends and choices, which examined the decisions that needed to be made in the light of transportation developments anticipated through 1990.

Last night we conducted a visioning session on the future of tourism here in Orlando, in which some of you participated. For that, I thank you. The Deputy Assistant Secretary for Tourism Industries of the U.S. Department of Commerce, Leslie Dogget, ably assisted us.

We plan to publish the results of our visioning sessions as part of a 2025 Trends and Choices Report this summer. We will also use what we learn in our visioning sessions to help plan for the International Transportation Symposium the Department of Transportation will host in Washington, D.C., this fall—where we will exchange best practices and innovative ideas with our colleagues around the world.

I encourage all of the Western Hemisphere airlines represented here today to participate in this conference, and—given Orlando's growing role as a Gateway City for air travelers to Florida—I would encourage the Orlando aviation and tourism community to participate as well.

The opportunity for economic growth and expanded air travel is particular evident in our hemisphere. Our region already constitutes a market of 800 million people, and generates over $9 trillion dollars in economic activity every year.

Thirty-four of the 35 nations in this hemisphere are democratic—and throughout the region we can see a new world of possibility emerging through the concerted action of free peoples, working together in regional trade groups such as NAFTA, Mercosur, CARICOM, and the ANDEAN nations. Because of these cooperative efforts, by the year 2010 our hemisphere promises to be a larger market for the United States than Western Europe and the Pacific Rim combined.

However, to take full advantage of this growth, we need to work harder to promote liberalized Open Skies arrangements for air transport. Open Skies agreements give airlines the flexibility to develop new markets, to adjust to changing market conditions and to give passengers and shippers better access to more destinations. They also stimulate traffic by offering air travelers the benefit of substantially lower prices.

I know that there is concern in some Latin American nations that national airlines would not survive Open Skies agreements. To respond to that concern, I would offer the mounting evidence that Open Skies agreements

actually stimulate markets, so that there is more business for all airlines affected by these agreements.

During the past seven years, it has been the policy of this Administration to promote open aviation markets throughout the world. We have eliminated thousands of restrictions on airline operations. The United States now has 46 market-based Open Skies agreements, including 12 with nations in our hemisphere.

This past December, the U.S. Department of Transportation released our first public study of the emerging global aviation industry, appropriately titled International Aviation Developments—Global Deregulation Takes Off. This study provides compelling evidence that Open Skies agreements, combined with the development of multinational alliances, is stimulating demand and generating enormous increases in connecting traffic between the U.S., Africa, Asia, Europe and the Caribbean. Some of these agreements have led to a six-fold increase in traffic.

However, South America is presently lagging behind other regions in taking advantage of the benefits of Open Skies, particularly with respect to attracting U.S. tourists. Aviation Management Services (AvMan), which is sponsoring this conference, recently published a report on The Impact of Open Skies in Latin America. According to the report, the percentage of U.S. citizens traveling to South America is "woefully low" and going down.

The study points out that the lack of liberalized, bilateral Open Skies agreements between the U.S. and most South American countries is a major contributing factor to the lack of U.S. passengers.

The AvMan report estimates that additional Open Skies agreements, combined with more competition, market stimulation and aggressive marketing, could expand the South American market by as many as three million additional U.S. O&D passengers each year. This could add some $2 billion dollars to the region's annual economy. If you are in a position to do so, I encourage you to urge your government to consider an Open Skies agreement with the United States.

As we look to the future, the time has come to actually consider moving beyond Open Skies, to a truly open, global international aviation market—what some have called "plurilateral" arrangements. As successful as bilateral Open Skies agreements are, they remain limited in their ability to generate the broad, multinational market access needed for the integrated global economy that will dominate this new century and new millennium.

Last December, a number of you joined me and aviation officials from 90 countries in Chicago for the Aviation in the 21st Century—Beyond Open Skies Ministerial, where we explored these exciting possibilities for a new, integrated, truly global aviation marketplace.

I have also undertaken several transportation and trade missions to Latin America and the Caribbean recently, including a mission to Brazil, Chile and Peru last October, and a mission to Honduras, Panama, Jamaica and the Dominican Republic in December. During these missions I have explored the possibilities for plurilateral aviation agreements, as well as expanded bilateral ties.

In the 21st century, aviation can be the key to economic development and a better quality of life for even the poorest nations. Aviation allows newly emerging countries to quickly establish a working connection to the global economy and "leapfrog" decades—perhaps centuries—of traditional infrastructure development. I know this first hand, because I have seen what expanded access to affordable air transportation can do for impoverished regions of the United States, including the Mississippi Delta area where I was born and raised.

Tomorrow I have the privilege of hosting a two-day conference on the future of the Lower Mississippi Delta, which both the President and Vice President will address. The mission of our conference is to "enable all of the Delta's citizens to participate as full and successful partners in America's social and economic growth."

Let me close these remarks by suggesting that, by working together, we can offer a similar hope for social and economic progress to all of the people of this hemisphere. Ours is a world where the gravitational "pull" of the global economy, combined with improved transportation and communications, makes us closer neighbors than ever before in history.

And I believe that the improved access to air travel through Open Skies and plurilateral arrangements can play an important role in creating new opportunities for progress throughout the hemisphere.

Aviation brings families together across continents; it links customers to businesses across oceans. Aviation expands the circle of opportunity, sharing the promise of prosperity more widely than ever. Transportation is truly about a lot more than "concrete, asphalt, and steel." It is the tie that binds us to one another.

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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
TOWN HALL MEETING WITH THE VICE PRESIDENT
DELTA CONFERENCE VP FORUM DISCUSSION ITEM #1 05/10/00
MAY 10, 2000
ARLINGTON, VIRGINIA

Mr. Espy discusses the origins of the Delta Initiative.

(Mike Espy, Mississippi businessman, is a former Secretary of Agriculture, and former member of Congress, Yazoo City, Mississippi)

- Mr. Espy was instrumental in the development of legislation establishing the Lower Mississippi Delta Development Commission in 1988

- Commission Chairman, Bill Clinton, then Governor of Arkansas, submitted the report to President Bush as a handbook for action

Proposed Questions:

- Secretary Espy, how has life in the Delta changed since you championed legislation in 1988 establishing the Lower Mississippi Delta Development Commission?

Proposed Interjection:

Mayor Willie Herenton is here with us today.

- Mr. Mayor, Memphis is a Delta success story. Could you comment on the success of Memphis as a world leader in the distribution industry, an industry highly dependent on new technology and the globalization of the economy?

DISCUSSION ITEM 2 -- Empowerment Zone Success Stories:

Moses Williams, CEO, Northeast Louisiana Development Corporation, Chair of the Delta Compact, Vice-Chair of the Southern EZ/EC Forum, Tallulah, Louisiana

- Moses has been a stalwart supporter of the Delta Initiative and worked with DOT to organize our listening sessions in the Delta last fall.

- Moses, I understand you can relate a success story where high school students in Tallulah, Louisiana, are getting a head start on careers in healthcare through a nursing assistant program.

Proposed Questions:

- Tell us about the nurse training program that you helped to develop in Tallulah and how that program is linked with the empowerment zone program.

<u>Martha Ellen Black,</u> *Executive Director of the Susanna Wesley Learning Center and the East Prairie Enterprise Community of Southeast Missouri, East Prairie, Missouri.*

- Ms. Black has been active in the EZ/EC Forum and in the listening sessions.

- She has had welfare-to-work successes in her training center where Delta residents gain necessary business and life skills to move them into jobs.

Proposed Questions:

- How is the enterprise community in East Prairie making a difference in everyday life there?

- Tell us about those who have been affected by your training center program and what they are doing with their lives thanks to your help.

<u>Bill Bynum,</u> CEO, Enterprise Corporation of the Delta

- Vice President Gore announced during opening remarks that this week the East Arkansas Enterprise Community and the Enterprise Corporation of the Delta have entered into an agreement to establish the East Arkansas EC Loan Fund

- The fund will provide at least $6 million in capital for business development in the East Arkansas Enterprise Community area

Proposed Question:

- Bill, the Vice President just announced the establishment of a $6 million East Arkansas Loan Fund. Tell us how those funds will be used to benefit the citizens of the Delta.

Proposed Interjections:

- Secretary of Labor, Alexis Herman is here with us today. Secretary Herman, creation of jobs and job training are absolutely essential to the future of the Delta. Tell us about the Department of Labor's efforts in this region and the partnerships you are creating.

- Federal agencies provide more than 43,000 jobs in the seven states that encompass the Delta Region – there are more than 850 job openings in the region today. Janice LaChance, Director of the Office of Personnel Management is in the audience. Janice can you tell us about the USAJOBS program and how it works to connect people to federal jobs?

DISCUSSION ITEM 3 -- Announcement of Expansion of MentorNet Program.

Background/Announcement:

- We have representatives from the MentorNet Program here with us today and we have an announcement we'd like to make..

- MentorNet is a National Electronic Mentoring Network for Women in Engineering and Sciences.

- Women and diverse representatives of disadvantaged populations are under-represented in the technology and transportation arena.

- Young women can become more involved in these fields through educational partnership programs such as MentorNet.

- ***TODAY,*** **the U.S. Department of Transportation is linking with MentorNet to extend the program in the Delta region by providing 50 female mentors by September 2000 and 100 by September 2001 and a $150,000 contribution to the program to help train them, and by engaging new universities in the program – DOT is challenging other federal agencies to do the same.**

Proposed Questions:

For Corrie Clark (current mentee and student)

➢ What practical experience do you hope to gain from being a part of the MentorNet Program?

For Rosa Santoni (currently a mentor)

➢ What unique challenges do students in the Delta face that you may be able to help them address through this program?

For Rita Freeman-Kelly (prospective mentor)

- What important lessons have you learned during your career that you want to share with the student you mentor?

For Carol Muller, Executive Director –

- Tell us about some success stories that have come about as a result of this program?

Proposed Interjections:

- **Bill Kennard,** Chairman of the Federal Communications Commission may have some comments here. Bill, you just heard about this new program, tell us how the world of the internet and the growth in telecommunications technology has the potential to improve life in the Delta and to help this region grow economically?

ISCUSSION ITEM 4 – Mississippi Chemical signs on as a Mentor Corporation for Delta Business Linc

Horace Webb, Senior Vice President, Entergy

Background:

- Vice President Gore announced during his opening remarks that Mississippi Chemical has signed on as a BusinessLINC mentor to mentor other smaller protégé companies in the Delta region.

- Entergy corporation is the lead corporate partner for Delta BusinessLINC.

Proposed Question:

- Horace, since Vice President Gore founded BusinessLINC in December 1998, the program has done so much to help small business owners. Now that your company is leading the Delta chapter, we are hopeful for great results. Tell me about why Entergy has committed itself to this program and describe your involvement in the program.

DISCUSSION ITEM 5 - Community Development Organizations in the Delta

<u>Glenn Nishimura,</u> Executive Director of the Mid-South Delta Local Initiatives Support Corporation (LISC), Greenville, Mississippi

Background:

- Glenn Nishimura heads up a major economic nonprofit headquartered in Greenville, Mississippi.
- He directs the efforts of LISC to channel private resources from corporations and foundations to community development corporations for community development, housing, and job creation projects in the Delta.

Proposed Questions:

- Tell us about some of the community development projects LISC supports and the role private companies play in that effort.
- How is LISC engaged in helping empowerment zones and enterprise communities?

Proposed Interjections:

- Glenn, the work LISC does to help create jobs ties directly to the work we do at DOT to help people get to jobs and we have a couple announcements we'd like to make regarding our access to jobs programs.

DISCUSSION ITEM 6 --Grant Announcement: $172,500 Job Access Grant Helps Get Residents to Jobs in the Delta Region

Announcement:

We are pleased to announce today the release of a Job Access grant of $172,500 to Mississippi.

The grant will benefit three counties around Clarksdale MS, to provide shuttle service to industrial parks and other employment centers in the tri-county area.

Funds will be used to create six new routes and expand weekday and weekend service hours to better accommodate round-the-clock employment needs.

The recipient is Aaron E. Henry Community Health Services Center.

This is very good news.

DISCUSSION ITEM 7 Announcement of Groundbreaking: Job Access funds used to Construct Transfer Center and Day Care Center in Jackson, Tennessee in Fall 2000.

Announcement:

- Through a coordinated federal, state and local government effort, the Jackson Transit Authority will construct a Transfer Center and Day Care Center in the fall of 2000.
- Centrally located in downtown Jackson, the buildings will provide a link to employment and other lifestyle needs.
- The Transfer Center will also house the JTA Operations Department, and the Southwest Human Resource Agency downtown offices.
- The Day Care Center will be available to all families with young children and will care for approximately 70 children from ages six months to six years.
- The Job Access program is particularly critical in rural areas like the Delta where residents are often separated by great distances from the jobs that will help them meet their families needs.

DISCUSSION ITEM 7 - Private business, non-profits, state and federal government work together to provide adequate housing and human service assistance in the Delta region.

Moises Loza, Executive Director of the Housing Assistance Council, (HAC) Washington, D.C.

Background:

- Mr. Loza grew up as a migrant farm worker in several Southern states.
- His organization, HAC, partnered with the U.S. Department of Agriculture to establish the Delta Compact, the umbrella organization of nonprofits and private business leaders working for development in the Delta.

Proposed Questions:

- Tell us about the work does bringing people together to not only help people obtain better shelter, but also a better life overall. What types of partnerships are you developing?

- Tell us about the challenges you face assisting Delta residents in their search for decent, affordable housing for their families – what's an average day like in your office?

Proposed Interjections:

- Secretary of Health and Human Services, Donna Shalala is in the audience today. Many residents don't depend just on bricks and mortar for a good

quality of life. Many also need to address a variety of other needs as well, such as support services involving health and childcare and the needs of the elderly. How does your department aid these families?

DISCUSSION ITEM 8 Representative Berry discusses the future of the Delta and the Delta Regional Authority

Rep. Marion Berry, (D-1st AR)

- Senator Blanche Lincoln and Rep. Marion Berry have introduced legislation, with bipartisan support, to create a Delta Regional Authority.
- The Authority would provide long-term coordination among federal, state and local entities committed to economic development in the region.

Proposed Question:

➢ Congressman Berry, the President has included funding in the 2001 budget for the establishment of a Delta Regional Authority. You and Senator Blanche Lincoln introduced that legislation. Tell us about the Delta Regional Authority and what it might mean for the citizens of the Delta in the years ahead.

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

CHECK AGAINST DELIVERY

Speech

"DELTA VISION, DELTA VOICES—MISSISSIPPI DELTA BEYOND 2000"

CONCLUDING REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CRYSTAL GATEWAY MARRIOT, ARLINGTON, VA
THURSDAY, MAY 11, 2000

This unprecedented, historic gathering of "the best and brightest" of the Mississippi Delta is drawing to a close. But the work we have undertaken over these past two days has just begun.

We came, in Secretary Babbitt's eloquent words of this morning *"To listen to a different kind of future... to stop fighting the river and begin listening to the waters that will help us restore our communities."* We have listened to the waters--the diverse, passionate, intelligent and visionary voices of the Delta that flowed over the past two days.

Your voices have not been those of "still waters" in a quiet pool. Instead, they have been like the "rolling waters" of the great Mississippi that you represent and the righteousness of your cause "like a mighty stream." For this son of the Delta, indeed, you "restoreth my soul."

We came to accomplish three things: To focus national attention on the Delta; To build the network of partnerships we need to move to higher heights; And to formally present our *Delta Vision/Delta Voices* report to the President.

With respect to each of these objectives we have reached important milestones; yet with respect to each, we have much more to do together.

In terms of *focusing national attention* on the Delta, President Clinton's speech to us yesterday hit a new, high watermark in terms of the President's personal commitment. In clear, persuasive language, the President explained why this nation must unite behind rebuilding the Delta. By investing in us, America creates jobs, consumers, and prosperity at the same time.

Vice President Gore also expressed his passionate commitment to the Delta's future, assuring us that he will do everything in his power *"to make Delta Vision, Delta Voices a reality."*

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The President and Vice President not only "talked the talk," they "walked the walk," announcing a series of strategic investments in our region's future that promise to speed the day when the people of our region fully participate in the prosperity that many Americans take for granted today.

In terms of our *second objective*--building the network of partnerships we need to move ahead-- there is no question in my mind that, by meeting together in the same place at the same time, we have built new relationships with consequences far greater than any of us can yet dream or imagine. For the man or woman of faith, there are no coincidences. Yesterday was the 131st anniversary of the "golden spike" connecting America's first transcontinental railroad, from East to West. I can say with confidence today, that we have forged a new link between America's Delta heartland and the rest of the nation. Not just from East to West or North to South--but also from Center to Everywhere.

With respect to our third objective, submitting our Report to the President, we are complete. But we are not finished. Our report calls for strong action, and such action will not take place unless we take action to make it happen. As President Clinton reminded us, yesterday's funding and grant announcements were merely a symbol--a "down payment" if you will--on the increased resources in the Delta, called for in the Report we gave him. The technical assistance grants he and Vice President Gore announced yesterday remind us that our Report calls for a major expansion of technical assistance and fair access to funding for disadvantaged communities in the Delta.

Finally, our Report calls for the creation of a permanent regional planning and development agency--the Delta Regional Authority the President strongly supports and has called on Congress to pass now. We still need, in the President's words *"Somebody that gets up every day and thinks about the region."*

The Delta Voices I have heard over the past two days are persuasive voices. Your stories are compelling stories. It is now time to go forth and "spread the word." We are rededicating our efforts to make a difference in the Delta, because today we take the next step toward a future when the Delta can fully experience all of the prosperity this great nation has to offer.

But before we go, let us hear from some of the finest voices of the Delta--*The West Memphis Children's Choir*--who entertained the President at the White House last night. We opened our conference with Latrice Jackson, representing the future of the Delta. We now close with a choir of voices celebrating the many, diverse possibilities for the Delta's and America's future.

God bless you all--and "May the Lord's face shine upon the Mississippi Delta and all of its people.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA CONFERENCE - JOHN BARRY INTRODUCTION
MAY 11, 2000
ARLINGTON, VIRGINIA

Our first speaker of the morning truly understands the raw power and the incredible beauty of the Mississippi River. His book, "Rising Tide: The Great Mississippi Flood of 1927 and How It Changed America," a winner of the 1997 Francis Parkman Prize for outstanding book of American history, tells the story of how man's attempts to rein in this mighty river inadvertently led to his demise. Ultimately, nearly 1 million Americans were left homeless and several hundred lost their lives.

But in spite of that untamed prowess, we can attribute our country's great expansion and prosperity to the Mississippi River -- and today, it continues to determine the economic and demographic future of much of our nation.

Our speaker so vividly describes the Valley of the Mississippi River as ...
"larger than the valley of China's Yellow River, double that of Africa's Nile and India's Ganges and is fifteen times that of Europe's Rhine.

If smaller than the valley of the Amazon, the Mississippi Valley dwarfs even that basin -- along with all others -- in its agricultural and industrial productivity. It is – quite simply – the <u>most important</u> river valley in the world."

Please join me in welcoming, acclaimed author, John Barry.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA CONFERENCE - SECRETARY BRUCE BABBITT INTRODUCTION
MAY 11, 2000
ARLINGTON, VIRGINIA

In January 1993 President Clinton appointed Bruce Babbitt Secretary of the Interior. During his tenure, Secretary Babbitt has used old tools to open new chapters in conservation history, leading us beyond simple preservation or environmental protection toward a deeper, more complex movement he calls "American Restoration."

I have had the distinct pleasure to work with Secretary Babbitt on some of those "restoration" projects to develop transportation alternatives, such as light rail trains and alternative fuel buses, that will help preserve the beauty and enjoyment of our National Parks.

With drip torches and flamethrowers, Secretary Babbitt became the first Secretary to restore fires to its natural role in the wild. With sledgehammers and wrecking balls, he became the first Secretary to tear down dams, restoring rivers flowing into the Atlantic and the Pacific Oceans.

With fly rod and paid license, he became the first Secretary to catch -- and release -- endangered trout and salmon, showing how restoring native fish habitat restores economies. His work is reclaiming America's natural heritage -- our national heritage -- preserving its beauty so that future generations can enjoy these wondrous treasures.

Please welcome the Honorable Bruce Babbitt, United States Secretary of the Interior

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA CONFERENCE - ADMINISTRATOR CAROL BROWNER INTRODUCTION
MAY 11, 2000
ARLINGTON, VIRGINIA

Appointed by President Clinton in January 1993, Carol M. Browner is now the longest serving Administrator in the history of the U.S. Environmental Protection Agency (EPA). As EPA Administrator, her mission is to protect public health and the environment by safeguarding the nation's air, water, and land from harmful pollution. She is guided by the philosophy that safeguarding the environment means protecting where we live and how we live.

It means protecting the health of our families and communities. It means providing Americans with real everyday benefits -- fresh air to breathe, clean water to drink, safe food to eat, revitalized communities.

She is also guided by another philosophy: a healthy environment and a vibrant economy go hand in hand. We can set tough standards to protect the environment and public health -- but we must do so in ways that promote innovation, flexibility, and American competitiveness. Please join me in welcoming the Honorable Carol Browner, Administrator for the United States Environmental Protection Agency.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA CONFERENCE - SENATOR BLANCHE LAMBERT LINCOLN INTRODUCTION
MAY 11, 2000
CRYSTAL CITY, VIRGINIA

Our first speaker to share the Congressional perspective is a seventh generation Arkansas, and a daughter of the Delta.

In 1998, she made history becoming the youngest women ever elected to the United States Senate and only the second woman to win a U.S. Senate seat representing Arkansas since Hattie Carraway in 1932.

Her passion and commitment to the people of Arkansas and to the entire Delta Region can be seen through her landmark legislation to create the Delta Regional Authority which will authorize more than $30 million annually to build on efforts begun more than a decade ago when Congress created the Lower Mississippi Delta Development Commission.

As a native of the Delta, she understands first-hand, the unique demographic and geographic challenges that face the Region. Her legislation seeks to improve the infrastructure and to jump start the economic engine in the Mississippi Delta. As she often says..."We can encourage young folks to pursue higher education and start their own businesses, but if transportation and other resources are inadequate, how can they succeed."

Please join me in welcoming the Honorable Blanche Lambert Lincoln, United States Senator.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA CONFERENCE - HIGH SCHOOL STUDENT JIMMI FAYE LAMPLEY
INTRODUCTION
MAY 11, 2000

Over the course of this two-day conference, we've had the great pleasure to witness the future of the Mississippi Delta in action. The young people in attendance are the leaders of tomorrow and they truly make us proud. We have a duty -- a clear obligation -- to them, and to *every* child of the Delta, to ensure that they have every tool they need to succeed in this new century and new millennium.

I am delighted to have the opportunity to welcome to the podium, a rising young Delta star. She is a junior attending Earle High School, in Earle, Arkansas. She is the Junior Class President; an All-American Scholar; on the Yearbook staff; involved in the Art Club, Beta Club, Drama Club, Pep Club, Spanish Club; Future Business Leaders of America and Track Team. And she does all of this while maintaining a 3.8 grade point average – and I thought I had a busy schedule.

In December she had the honor of introducing President Clinton at her high school's dedication ceremony. So Secretary Riley, I know she'll do you proud. Please join me in welcoming Ms. Jimmi Lampley.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA CONFERENCE CONGRESSMAN HAROLD FORD INTRODUCTION
MAY 10, 2000
ARLINGTON, VIRGINIA

Congressman Ford is a true son of the Delta, born and raised along the shores of the Mighty Mississippi in Memphis, Tennessee. With his roots firmly planted in the rich and fertile soil of the Delta, he represents a new generation of political leadership in America. His pragmatic and determined style have earned him considerable praise at the national, regional and local levels.

In his second term in Congress, he serves as Regional Whip for Alabama, Tennessee, Mississippi and Louisiana. As one of the first to co-sponsor legislation to create the Delta Regional Authority, Congressman Ford is committed to improving economic opportunity, workforce skills training, and the quality of education for the people of the Delta Region. Please welcome the Honorable Harold E. Ford, Jr.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA CONFERENCE - JESS WHITE INTRODUCTION
MAY 10, 2000
CRYSTAL CITY, VIRGINIA

Jesse L. White, Jr., is a native Mississippian. He has been active in government for all of his adult life. Appointed Federal co-chair of the Appalachian Regional Commission by President Clinton, he became active in promoting passage of legislation to establish a similar regional entity for the Lower Mississippi Delta Region.

His vast knowledge of the interplay between the federal, state and local roles in a successful regional development organization, together with his personal involvement in the effort to establish the Delta Regional Authority, makes him the natural choice to moderate this morning's panel "Voices of the Delta." Please join me in welcoming Jess White.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DELTA CONFERENCE - SENATOR DALE BUMPERS INTRODUCTION
MAY 10, 2000
CRYSTAL CITY, VIRGINIA

. The Honorable Dale Bumpers was the first jewel in Arkansas' "Triple Crown." Former Governor and Senator Bumpers; former Governor and Senator David Pryor; and former Governor and President Bill Clinton.

Senator Bumpers served with distinction for two terms as Governor of Arkansas, followed by 24 illustrious years in the United States Senate. In addition to serving as ranking member of the Senate Energy and Natural Resources Committee.

Senator Bumper's service includes work as a member of the Senate Appropriations Committee, where he was Chairman, and later Ranking Member, on the Agriculture, Rural Development, and Related Agencies Subcommittee. He also served as Chairman and later Ranking Member of the Senate Small Business Committee.

Senator Bumpers grew up in a small rural Delta community like many of us in this room – proving that the Delta is not a one way street to poverty.

His experience is invaluable to us as we work toward fulfilling the dreams of the people this great region. Please join me in welcoming the Honorable Dale Bumpers

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REMARKS AS PREPARED FOR DELIVERY
U.S. DEPARTMENT OF TRANSPORTATION CHIEF OF STAFF JERRY MALONE
DELTA CONFERENCE - AL RANKINS INTRODUCTION
MAY 10, 2000
ARLINGTON, VIRGINIA

(Jerry, per Intergovernmental Affairs - Mr. Rankins' is NOT a State Senator)

I had the great pleasure of meeting Al Rankins in March when I traveled to Stoneville to brief Mississippi's Delta Council, of which he is the Vice Chairman. His pride and his passion for the Delta was very evident as we discussed the Administration's Delta Initiative and the commitments we've made to the Region. Born and raised in the Delta, Al has watched the Mississippi Delta grow and change for the better. But, as you all know, so much work remains to be done. That is why he is here today -- committed as ever to improving economic development and the quality of life for the people of the Mississippi Delta. A life-long resident of Mississippi, he is a graduate of Mississippi Valley State University, and serves as President of the Washington County Board of Supervisors, please join me in welcoming County Supervisor Al Rankin.

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

Speech

"DELTA VISION, DELTA VOICES - MISSISSIPPI DELTA BEYOND 2000'

OPENING ADDRESS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CRYSTAL GATEWAY MARRIOT
ARLINGTON, VIRGINIA
WEDNESDAY, MAY 10, 2000

Thank you, LaTrice, you truly are "the future of the Delta." I feel honored and grateful for your gracious introduction -- and for the courage it must have taken for you to stand before this vast sea of faces and publicly share your hopes and dreams with us.

It is on behalf of you and your dreams, and the dreams of all the young people of the Delta -- and also on behalf of those of us with Delta roots who are no longer quite so young...that we have assembled this morning. We are here to listen to "the substance of things hoped for" by the young women and men of LaTrice's generation -- and to translate this "evidence of things not seen" into a firm foundation for social and economic progress along the Mighty Mississippi.

We are here, in President Clinton's words, "To work together to make our vision of prosperity and opportunity a reality for the people of the Mississippi Delta in the 21st century and throughout the new millennium.

Today's meeting is truly historic. We have gathered together here, with more leaders from the seven states of the Mississippi Delta than have ever been gathered together in one place. The great, rich diversity of people who live within reach of the Mighty Mississippi Watershed -- from the ports of Louisiana to the edges of Illinois -- are all represented here today. You symbolize people of every race, every ethnic background, every religion, every faith and every calling who dwell in the Delta -- and you all honor America by being here today.

Through the power of technology, this great conclave of the Delta's 'best and brightest' is reaching out, via satellite, to 11 official downlink sites located throughout the Delta -- to universities, community colleges, district development offices, community resource centers, and, yes to East Prairie High School in southeast Missouri. Thank you all for participating.

- more -

Now, on behalf of President Clinton, Vice President Gore, The United States Department of Transportation -- and all the government agencies involved in the Delta Initiative -- I officially welcome you to Delta Vision, Delta Voices -- Mississippi Delta Beyond 2000: A National Conference.

As I look out at so many familiar faces in this audience, I truly feel like I'm "coming home." Like most of you, I, too, am a child of the Delta. In my case, I was born in Tutwiler, Mississippi, in 1955. I grew up in Marianna, Arkansas -- by conventional measures described by many as one of America's poorest communities.

But I know -- and you know -- that in terms of what truly counts as wealth, we of the Delta have never been poor. In terms of our history, our culture, the natural beauty of our region -- and, above all, in terms the vital, creative energy of our people, I know -- and you know -- that we are already rich beyond measure. Our task -- and the task of this conference -- is to make sure that the unprecedented economic prosperity now enjoyed by the rest of country becomes a fact of life in the Delta as well.

We have come to Washington, rather than meet in the Delta, because we want to get our message across in the nation's capital, where not everyone has heard our story, rather than back home where we live our story.

Our historic meeting has three clear objectives: First, we intend to focus national attention on the Mississippi Delta as a region of progress and possibility. We want people to know about what we achieved in recent years; the unique challenges we face today; and the future we seek, particularly over the next five years. By the end of 1999, there were awesome success stories to report in terms of the Recommendations of the Lower Mississippi Delta Development Commission chaired by then-Governor of Arkansas, Bill Clinton. For example, the great majority of the 10-year goals for an improved regional transportation network envisioned by the original commission in 1990 have either been completed or substantially completed.

And we are not finished yet. Under the Clinton-Gore Administration's budget proposals for transportation improvements, the U.S. Department of Transportation will provide $69 million in funding targeted to the Delta region for 2001. This includes $48 million for new bridge and highway infrastructure in the Delta. Of the latter amount, $25 million would be dedicated specifically to I-69 and the Great River Bridge; $20 million would be provided for transit, including $15 million for public transit busses and bus facilities and $5 million to promote vanpools, new bus routes and transportation alternatives.

I am also please to report a joint effort by the Departments of Transportation, Commerce and the Interior to build up the $13 billion Delta tourism industry.

But as Vice President Gore has stressed, "Poverty in the Delta remains at unacceptable levels. We have to do better, and we will do better, because we are committed to ensuring that in this unprecedented period of prosperity we leave no one behind who works hard and plays by the rules."

The second objective is to explore ways to build up the network of partnerships between the Federal government, other levels of government, and the private sector.

And our third objective is to formally present the Report of the Mississippi Regional Development Initiative, to President Clinton at noon today.

This Report to the President is the product of the inter-agency initiative established by the Clinton-Gore Administration. It has been prepared in response to President Clinton's guidance to me, when he asked me to lead the Delta Initiative: "To recognize the enormous natural, capital, and cultural resources of the Delta and to enable all of the Delta's citizens to participate as full and successful partners in America's social and economic growth.

Yet we know that the Federal government is only one actor in promoting the Delta's development. That is why a major portion of the report -- and of this conference -- focuses on the goals and recommendations offered by a broad spectrum of grassroots organizations that we have collectively called "Voices of the Delta." In this, our report -- and this conference -- continues to be faithful to the vision of the original Delta commission which always emphasized listening to the voices of the people throughout the region by holding hearings in the region to gather your ideas.

Our present task force has also sponsored many local information-gathering sessions, including at least four that the President joined me in attending, as well as a regional Delta Conference in Memphis last summer. I am proud of the work of the Commission, which reflects the spirit of fiscal responsibility and strategic investment that the President and Vice President have worked so tirelessly to promote over the past decade.

Under the leadership of President Clinton and Vice President Gore, we are experiencing the longest economic expansion in American history, with more than 20 million new jobs, the lowest inflation rates since the 1960s and the lowest crime rates in nearly three decades. We have turned the largest budget deficits in history into the largest surpluses in history. And we have created a huge opening to address the large, long-term challenges facing our country: We have a chance to pay off the National Debt for the first time since 1835; We have the opportunity to secure the solvency of Social Security and Medicare; We also have the opportunity to make sure that the Delta fully benefits from the fruits of America's economic success.

The Delta today still faces major challenges, from empowering the economies of the most depressed rural areas and inner city neighborhoods, to enhancing health care and housing for all residents -- regardless of status. We must raise our sights to seek "higher heights," advancing beyond the gradual improvements of the '90s to accelerated progress in such areas as education, transportation, conservation of natural resources, and community development. As President Clinton said in Clarksdale Mississippi while touring the Delta last summer, "If we cannot fully develop the Delta now, when we have the strongest economy in our lifetime, when will we ever get around to it?"

So, together, we have some work to do, today and tomorrow.

In a few moments, we will begin our first session, a town hall meeting with Vice President Gore, to explore the themes of empowerment, mentoring and technology. Over the remaining course of the conference we will focus on the vision and views of local, state, and Congressional leaders. We will look at our natural assets, such as the environment and tourism -- which is already the world's largest industry -- and focus on how we can all work better together to the benefit of the Delta.

We began this session with an inspiring vision for the Delta's future from a young high school student who is, herself, a symbol of what vision is all about. Let us honor her -- and all who will come after us for centuries to come -- by doing our work with skill and with passion. For by so doing, we can assure that the Mississippi Delta's -- and America's -- best days are yet to come.

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

Speech

REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AWARD PRESENTATION TO HIGH SCHOOL STUDENTS
SPONSORED BY GARRETT A, MORGAN PROGRAM
MAY 12, 2000
PHILADELPHIA, PENNSYLVANIA

It is such an honor to be with so many wonderful young people who are so full of promise

Also, this is truly a public/private partnership that benefits the leaders of tomorrow. Everyone is contributing something in order to make the whole project a success.

In addition to the dedicated staff work done by those at the Federal Railroad Administration, the U.S. Department of Transportation has the Garrett A. Morgan Technology and Transportation Futures Program to serve as a catalyst to enhance transportation education at all levels and to ensure that America's transportation workforce for the 21st century is technologically literate and internationally competitive.

The transportation industry will continue to require an influx of new, young talent. Our support of the Garrett A. Morgan program will keep America's future engineers, scientists and policy makers in school, developing where they should be.

Through the Garrett A. Morgan program we see examples of what can be accomplished if children are encouraged to achieve.

What we are doing today and the young people we are honoring, exemplifies what the Garrett A. Morgan program is all about. We have three accomplished students who are sitting up here with us who have all written award winning essays. Their challenge was to write an essay entitled "Future of High Speed Ground Transportation in America in 2050." This they have all done with excellence.

The essays will be sealed in a time capsule until the year 2050 and be held by the Franklin Institute. I would like to be with you when you open that time capsul

It is my pleasure to introduce the winners and present the plaques. In addition, our private sector partners, Siemens and Super Steel will present the U.S. Savings Bond awards. These awards will help you in your continuing education.

I would ask Sandra Bushue from Siemens and Paul Sacotte from Super Steel to join me in presenting the awards.

The third place essay winner is Michael Binder from Northeast High School. Michael is in the 12th Grade. Michael likes sports, especially hockey and basketball. For three years he has been the manager of the Northeast High School football team. Michael also has an artistic side, in fact he designed his high school's senior class button. He loves computers and intends pursue a career in that field. We should all congratulate Michael with his acceptance to Penn State University next fall.

The second place essay winner is Anthony Smith from West Philadelphia High School. Anthony has overcome great challenges in his life to excel. He is ranked 13th in his graduating class of more than 240 students. He is a science scholar in the city of Philadelphia and was chosen to participate in the University of Pennsylvania's Summer Scholars Program for high school students. He has consistently entered electric vehicles in the George Washington Carver Science Fair. He also plays the drums. Anthony is not only a true leader, he is a real winner.

Last and definitely not least, the first place essay winner is Natasha Cynthia Torres. Natasha is a senior at Mastbaum Area Vocational Technical School. Her shop is industrial electricity. She is in the top 25 percent of her graduating class and has perfect attendance. Natasha is very active in school, religious activities, and participates in community service. She is presently a CO-OP student working for the Southeastern Pennsylvania Transit Authority Regional Rail Lines as an electrical intern. She participates in the Mastbaum Robotics Team, Yearbook Club, School Council, the Mastbaum Choir, the Greater Philadelphia Partnership Program, Channel One Video Team, and many other activities. She has been recognized with a Best Shop Practices Award, an Excellence in Physics Award, and is a recipient of the McDonald's Scholarship, the Frankford Rotary Club Award, and the Philadlphia Home and School Council Scholarship. Next year she will attend the College of Engineering at Temple University for Electrical Engineering.

So to Natasha, Anthony, Michael and all the students and teachers who participated in this contest, congratualtions. You are all winners for trying.

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E-55

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
HIGH-SPEED GROUND TRANSPORTATION ASSOCIATION CONFERENCE
PHILADELPHIA, PENNSLYVANIA
MAY 12, 2000

As I look around the room I see many leaders in rail transportation but I particularly would like to take a moment to thank Adminstrator Jolene Molitoris who is doing a terrific job heading up the Federal Railroad Administration. We Americans owe her, President Mark Dysart, and Chairman Bill Nevel, and all the members of High-Speed Ground Transportation Association a great deal in making rail service safer, more secure and efficient.

I would also like to acknowledge the help we recently received from the South East Pennsylvania Transit Authority or SEPTA. Last November, and again in April, FRA ran tests at the Transportation Technology Center in Pueblo, Colorado, where we were able to develop a mathematical model which predicts structural and occupant behavior during collisions. I personally witnessed the April crash tests used for the modeling, and I want to personally thank Jack Leary of SEPTA for providing the cars.

Creating a climate of innovation, the Clinton/Gore Administration is steadfast in its support of high-speed rail transportation. The transportation system we develop for America in the new century and new millennium must be intermodal in form, international in reach, intelligent in character and inclusive in service. When we talk about building the transportation system of the 21st Century, there can be no denying that high-speed rail will be a major component.

With eight high-speed rail corridors interlacing the nation, we are poised on one of the most technological leap forwards in railway history. Think of it, reliable transportation between city centers faster than by road or air, on a door-to-door basis. A direct intermodal link to airports, commuter rail and transit stations, or your own automobile. Five hundred and even 1,000 passengers on a single train, with excellent efficiency, high comfort and convenience, as well as reliability under virtually all types of weather conditions. Yes, high-speed rail definitely has its advantages.

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As transportation secretary it is my job to think intermodal. We at the U.S. Department of Transportation (U.S. DOT) must constantly ask the tough questions. What will this rail link mean to an airport s capacity? How will this new road impact a local economy? Will a new shipping technology meet our energy and environmental needs? Yet, high-speed rail makes answering the tough questions easy. It is clearly a win-win opportunity when it comes to our nation s transportation system.

High-speed rail will benefit everyone by attracting shorter distance air travelers to trains, thus freeing up scarce airspace capacity for long-haul flights. It will also relieve highway congestion at critical bottlenecks by attracting motorists. What s more, it is energy friendly and environmentally efficient. When you add in the jobs and economic development, high-speed rail is a definite force for positive change.

Although the nation is benefiting from a record low 3.9 percent unemployment rate and the longest economic expansion in history, the Clinton/Gore Administration is still looking to do more. This Administration is continually looking for ways to make sure the benefits of a good economy reach every segment of society. The President and Vice President recognize development of high-speed rail as an important engine for continued economic growth.

With all these inherent advantages, high-speed rail is no longer optional for our nation as we prepare of the future it s integral. We at the U.S. DOT and the Federal Railroad Administration are fully convinced that high-speed rail will succeed once it s available to the public. Just look at what s happened to rail transit. After six years of nurturing by the Clinton/Gore Administration, it has scored tremendous ridership gains. In 1999, transit trips were up almost 40 percent over their postwar low point in 1972.

I am convinced the same thing will happen with high-speed rail. That s why this Administration has been the most rail-friendly in history. That s why we re with you all the way in pushing for high-speed rail and Maglev as part of a balanced transportation system for the 21st Century. And that s why we are supporting Amtrak with its ever-increasing orientation toward high-speed rail.

President Clinton and Vice President Gore are committed to moving high-speed rail from theory to reality. For the first time in history, an administration has proposed the use of some half-billion dollars in highway trust fund money for a comprehensive high-speed rail investment program.

While this proposal may have symbolic meaning in showing how highly we value rail travel, more importantly it s the first meaningful proposal for federal investment in high-speed rail that would be available outside the Northeast Corridor. With matching funds from the states, Amtrak, and hopefully others, the total investment could exceed one billion dollars. Now that s real money, making possible hundreds of miles of corridor upgrades. Let s hope Congress shares our foresight and will work with us to ensure that the nation takes advantage of this long-awaited opportunity for investment in high-speed rail.

For a means of transportation to truly be accepted it must originate from the simple concept of getting from one place to another more safely, securely and efficiently. That s why high-speed rail can t fail. The impetus for high-speed rail doesn t originate in Washington. It comes from the states, which have been turning to high-speed rail more and more as its inherent advantages have become apparent to all.

Therefore, I am very proud to have previously made over the last two years several extensions and additions to the growing national network of designated high-speed rail corridors. I have extended the Southeast Corridor and the Chicago Hub Network. Furthermore, I have designated three additional corridors: The Gulf Coast Corridor; the new Empire Corridor; as well as the Keystone Corridor, that goes from Harrisburg to here in Philadelphia.

These new designations do a lot more than make the corridors eligible for more than five million dollars in annual, specialized funding for highway-rail grade crossing improvements. Designation, in fact, recognizes the value of the routes as emerging high-speed rail corridors, and gives national prominence to the states' and Amtrak's efforts to improve them.

The Clinton-Gore Administration views funding of high-speed rail efforts not as a grant program but an investment in the nation's infrastructure and economic well being for the future. This year, I am pleased to report that various states in the Pacific Northwest Corridor, the Chicago Hub Corridor, the Gulf Coast Corridor, the Southeast Corridor; and the Empire Corridor will receive more than 5.2 million dollars in assistance from U.S. DOT to eliminate hazard at highway-rail grade crossings.

Safety is our North Star and a prerequisite for high-speed rail. We can take great pride in our splendid progress in improving railroad safety. Since this Administration has taken office through 1999, highway-rail incidents are down by 30 percent. That's even more meaningful when you consider rail traffic has

increased by 10 percent for the same period. Wherever we look -- at grade crossings, in the railway workforce, and by many other measures -- we find improvements in safety. I am proud of the President's and Vice President's efforts in this area, but many of the real heroes are in this room today. Those in the industry who have made the commitment toward even greater rail safety. We at the U.S. Department of Transportation and all Americans salute your efforts.

I also want to take a moment to salute Amtrak, particularly in its embrace of safety and high-speed rail as the vision for its short to medium-distance corridors. Amtrak has adopted a philosophy of network expansion rather than the retrenchment of the past. As a member of the Amtrak Board, I am fully in accord with this positive philosophy. It meshes well the department's vision of intermodalism and can only enhance the future of high-speed ground transportation in America.

I am particularly excited about the Next-Generation High-Speed Rail Program. This effort is already making the best modern technology available for incremental high-speed rail systems. Whether in the realm of positive train control, high-speed non-electric locomotives, or highway/rail grade crossing improvements, the Next-Generation High-Speed Rail Program is contributing every day to the safety and affordability of high-speed rail.

We at the U.S. DOT are also aggressively pursuing the Maglev Deployment Program, a TEA-21 initiative. The Clinton Administration views deployment of Maglev as a national goal and a transportation priority. In fact, right now, we have seven Maglev projects throughout the country well along in the planning process. Funded by matching funds from DOT and the states, we have projects advancing in California, Florida, Georgia, Louisiana, Maryland, Nevada, and here in Pennsylvania.

When I first came on board as transportation secretary, I created the Garrett A. Morgan Technology and Transportation Futures program. I established the program to ensure that today's generations are prepared to become the transportation workforce of the 21st Century. Because when you get down to it, people are our most vital transportation resource. Our transportation system in the new century and new millennium will be more than concrete, asphalt, and steel. It will be the means by which we Americans can get to where we need to go: to jobs, to school, to markets, to take advantage of all the opportunities our great nation offers. It will be the tie that binds us together as a people.

To ensure that America will have a transportation system that meets our needs in the future, we are holding 2025 visioning sessions across the nation. We are meeting with community and business leaders, with safety advocates and transportation stakeholders, and with ordinary citizens. Our purpose is clear: To formulate a policy architecture for transportation that will give us a framework for improving the quality of transportation decision making for the next 25 years. We plan to publish the results of our efforts as part of a *2025 Trends and Choices* report this summer.

We will also 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. I invite you to join us.

It's important, so let me repeat it: When planning for our transportation system of the 21st Century -- people are the key. Before arriving here I had the opportunity to meet with local Philadelphia School District students and teachers who are participating in the Garrett A. Morgan program. The students competed in an essay contest to discuss the future of high-speed ground transportation in America. Michael Binder, a 12th grader here at Northeast High School may have said it best in his essay:

> "Our society does need a safe and fast means of ground transportation and magnetic levitation in the future would be exciting and worthwhile. I hope I'm there to experience this."

That's why you're here, and that's why I'm here today. Rest assured as you pursue your many endeavors in favor of high-speed rail and Maglev, you are making a tangible contribution to the nation's transportation goals. For that, and for your attention today, I thank you.

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

For Immediate Release
Friday, May 12, 2000

Contact: Kara Gerhardt
Telephone: 202-355-5580

Media Advisory

U.S. Transportation Secretary Slater to Launch National Transportation Week at Panel Discussion With Former Transportation Secretaries

Winners of National Poster Contest for Fifth Graders to be Named

U.S. Transportation Secretary Rodney E. Slater on Monday, May 15, 2000, will be joined at the National Press Club by three former U.S. Secretaries of Transportation to discuss "Transportation in the 21st Century." The discussion will focus on the present status and what decisions should be made today to create a transportation system for the future able to handle the demands of a growing world economy. The event will launch National Transportation Week, which is celebrated annually to acknowledge the work of transportation workers, recognize the importance of America's safe, efficient transportation system, and interest young people in transportation careers. National Transportation Week is May 14-20 this year.

Winners of a national poster contest for fifth graders also will be named at this event. The posters illustrate the theme, "Transportation....Taking you where you want to go."

WHO: U.S. Transportation Secretary Rodney E. Slater
Former U.S. Transportation Secretary Alan S. Boyd
Former U.S. Transportation Secretary William T. Coleman
Former U.S. Transportation Secretary Samuel K. Skinner

WHAT: Panel discussion, "Transportation in the 21st Century" and naming of winners of National Poster Contest for fifth graders.

WHEN: 8:30 a.m., Monday, May 15, 2000

WHERE: The National Press Club
Ballroom, 13th Floor
529 14th St., N.W.
Washington, D.C.

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REMARKS AS PREPARED FOR DELIVERY

"RECOGNIZING A NEW WORLD WHEN YOU SEE ONE"

COMMENCEMENT ADDRESS BY
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
RENSSELAER POLYTECHNIC INSTITUTE 194TH COMMENCEMENT
TROY, NEW YORK
MAY 13, 2000

A college commencement has got to be one of the all-time great American spring rituals. That's true for those who graduate, and it is true for families and friends.

If you happen to be the beaming parent of a graduate -- and I understand there are a few of you here this afternoon -- let me offer my heart-felt congratulations. You have every right to be proud today. I know you didn't read the textbooks, you didn't go to the classes, and you didn't write the term papers -- although I do suspect that you did write a few checks. Yet I also suspect that each and every day you were here in spirit, pulling for your daughter or son to make it through.

How many times in the past few years did you catch yourself looking out the front window, just staring at the exact spot on the sidewalk where "that crazy kid" used to sneak into his or her lunchbox, while waiting for that yellow and black school bus? And how did it feel, come Thanksgiving or Christmas, when you kept glancing at the clock, waiting for the first sight of your child coming home?

...Your child. The phrase kind of catches in your throat, doesn't it? Today, perhaps more than any other day in your experience as a parent so far, that child of yours looks awfully grown up. As each one of these impressive RPI graduates hears his or her name called and walks across the stage this afternoon, something mysterious will happen. You won't be able to see it. But you will be able to feel it. It's called "childhood's end."

Like the other great rituals we use to mark our lives, commencement is something we do to make visible what is essentially invisible. We hold graduation ceremonies at a specific moment in time, to acknowledge a transformation that was actually a long time in coming.

The truth is, today's graduates of the Class of 2000 have been grown up for quite a while now. You don't even make it into a tough school like RPI, much less graduate, unless you have demonstrated some pretty impressive signs of maturity -- and some pretty impressive evidence of academic aptitude as well.

As the oldest degree-granting technological university in the United States, Rensselaer Polytechnic Institute has been at the forefront of scientific and technological education for some 175 years. Over the years RPI graduates have made stunning contributions to American technology and to our economy: J. Erik Johnsson, Class of 1922 -- the founder of Texas Instruments; Television pioneer Alan Dumont, Class of 1924; George Low, Class of 1948, who directed NASA's mission that put Americans on the moon -- and so many more.

Today's graduates are destined to join RPI's distinguished alumni around the world as influential leaders in science, in commerce and in society. RPI graduates are on the faculty of virtually every major college and university in America, and well represented in the senior management of the nation's most successful corporations.

Your alumni are also well represented within the U.S. transportation industry and at the U.S. Department of Transportation. In fact, during her speech to the Transportation Research Board this past January, Dr. Jackson reminded us that, 175 years ago, "When the young nation was expanding westward, science and technology were applied to advancing critical issues in transportation and infrastructure. Rensselaer graduates were key figures in building the railroads, the bridges and the highways that enabled the United States to prosper."

As we begin this exciting new century, RPI remains one of America's great strategic assets in a new age, which we dare to hope and earnestly pray will be dominated by the peaceful fruits of science and technology.

At the U.S. Department of Transportation we know we can rely on RPI to continue to press the technological frontiers of transportation, particularly with respect to the application of Information Technology. RPI is one of the world's leaders on the effects of IT and e-commerce on freight-flow logistics, and at the leading edge of modeling and simulation of transportation technology. And through your Center for Infrastructure and Transportation Studies, the Test Bed at RPI's Technology Park and other programs, you are also leading the way in developing projects like the prototype Advanced Traveler Information System that lets travelers know about traffic conditions on the road ahead.

I particularly want to commend RPI for the work you are doing to develop multi-media educational tools to train transportation professionals in IT and its use in the transportation environment. And I say this not just because USDOT is financially supporting this project. With one-in-seven jobs in today's economy transportation-related, improved training is essential to keeping the economy growing by moving qualified talent coming through the pipeline.

That's why President Clinton and Vice President Gore keep looking for ways to improve the quality of our schools and providing aid to colleges. And that's why investing in education at all levels is the top priority of this Administration.

That's also why, at the U.S. Department of Transportation, we start reaching out to students in kindergarten and grade school, as well as older students, through our Garrett A. Morgan Technology and Transportation Futures Program. We seek to challenge them to develop their math, science and technology skills to prepare for careers in transportation -- or any other career that requires these skills.

And I am proud to report that we've already reached some 1.5 million students through this program. We need highly trained transportation technology workers -- bridge architects, high-speed rail engineers, safety specialists, pilots -- the technology experts who have the skills to design, develop and operate the complex transportation systems of tomorrow.

At the U.S. Department of Transportation, we seek to advance the American people's interests in the 21st century by fostering the climate of innovation needed to develop an integrated transportation system that is safe and sustainable, to be sure, but which is also: International in reach connecting us to markets and destinations around the world; Intermodal in form, enabling us to achieve a balance among the various modes of transportation; Intelligent in character, allowing us to harness the awesome power of technology in ways that benefit people; And inclusive in service, leaving no one behind.

And now that you are about to graduate, I would remind you that it's definitely not too late to consider a career in transportation -- especially with the RPI degree you are about to receive.

Understanding innovations in Intelligent Transportation Technology is important to us at DOT. That's why we have been conducting "2025 Visioning Sessions" with transportation experts and other public and private sector leaders across the country, to develop a clearer vision of the future of transportation over the next 25 years.

We plan to publish the results of our visioning sessions as part of a 2025 Trends and Choices Report this summer, anticipating that the Report will provide us the insight to develop a new policy architecture for transportation decision-making. We will also use what we learn in these sessions to help plan a major International Transportation Symposium the Department will host in Washington, D.C,. this fall. There we will exchange best practices and innovative ideas with our colleagues around the world.

I mention these activities because, between now and the year 2025, I expect this school and today's graduates to make a major contribution to our transportation future. That's just what one expects from "A world class technological research university with global reach and global vision."

I also expect that those who graduate today will do very well, very well indeed. Never before in American history have college graduates had greater or more diverse opportunities. Under the leadership of President Clinton and Vice President Gore, we are experiencing the longest economic expansion in American history, with more than 21 million new jobs, the lowest inflation rates since the 1960s and the lowest crime rates in three decades. We have turned the largest budget deficits in history into the largest surpluses in history. We have created a huge opening to address the large, long-term challenges facing our country -- challenges such as paying off the national debt for the first time since 1835.

By the way, paying down the debt will help hold down interest rates on your student loans and bring down interest rates on the home mortgage you will need sooner than you think.

The Class of 2000 is entering a world which is experiencing changes as significant for our time as were the changes which began on another second Saturday in May, more than half a millennium ago. Let me read to you the very first entry from an ancient diary which has survived for more than five centuries: "I left Granada on Saturday, the 12th Day of the Month of May in this same year of 1492 and went down to the town of Palos, which is a seaport. There, I fitted out three vessels..."

Those three vessels were the Pinta, the Nina and the Santa Maria. Like you, Christopher Columbus began his voyage of discovery very well trained and very well prepared. He may not have had the advantage of an RPI degree, but we know from historical research that he had read -- and reread -- virtually every book available to him on the subject of geography, history, travel and natural history. Many of the books in his personal library have survived.

There is even some evidence that he may have traveled to Northern Europe to inquire about the legendary Viking expeditions across the Atlantic some five centuries earlier.

He also was, without question, the finest sailor of his time -- and perhaps the greatest dead-reckoning sailor who ever lived. His ability to find the Azores on his return voyage, through one of the most terrible storms the residents of those islands could recall, is dramatic proof of his ability. Columbus had an uncanny sense of speed and distance. His estimate of the length of his trip was possibly

off by no more than 100 miles in a voyage of more than 3,100 nautical miles, an error of 3 percent. Without access to the Global Positioning System, modern navigators would be hard put to do as well.

If anyone was ever prepared as well as one could be to set out on a journey into the unknown, it was Christopher Columbus. Yet, as well prepared as Columbus was for his journey, he missed the major significance of what he found at his destination. He failed to recognize a New World when he found it. It would be nearly 20 years before any Europeans began to suspect that a new continent had been found.

I add that qualification, of course, because Native Americans had been here for some 14 to 20 thousand years before Columbus got here.

So, as you begin your journey, however well prepared you may feel by your education at this great University, I urge you to travel with your eyes open for the unexpected. Keep your mind open to possibly radical new interpretations of what the unexpected means when you see it.

When Christopher Columbus went down to Palos to fit out his vessels, he was looking for the conventional -- riches, power, glory -- you know, the usual. What he found, though he didn't know it at the time, was the unconventional -- a new world.

As you fit out your vessel and set sail today, I hope that you, too, will find a new world. Unlike Columbus, I hope you do recognize it, when you find it. I also hope you will find a little riches, power and glory, too. You know...the usual.

Good luck and Godspeed!

# # # #

8-52

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 TRANSPORTATION WEEK
TRANSPORTATION IN THE 21ST CENTURY:
PANEL DISCUSSION WITH FORMER TRANSPORTATION SECRETARIES
MAY 15, 2000

Good morning and welcome to the opening celebration of National Transportation Week 2000.

Transportation is about a journey and National Transportation Week gives us an opportunity to talk about that journey. It is a wonderful time to give voice and form to that story.

Let me share, briefly, a few statistic from that great American story.

- America's transportation network moves more than $6 trillion worth of freight.

- Transportation construction is a $160 billion a year industry that employs more than 1.6 million people.

- Every $1 billion invested in the nation's transportation infrastructure creates approximately 35,000 jobs.

- And, every dollar invested in the highway system yields $2.60 in economic benefits to the nation. In fact, transportation today represents 11 percent of the American economy.

Now, those are some impressive figures. That's how important transportation is to our nation's economy and why we celebrate National Transportation Week.

Events like today's are taking place across the nation, giving us an opportunity to underscore the critical role transportation plays in safety, economic competitiveness and the quality of life for all Americans.

- more -

Let me take a moment to thank Associate Deputy Secretary Stephen VanBeek and National Transportation Week 2000 Honorary Chairman David Winstead for the work they've done to coordinate this morning's opening celebration.

I also want to thank the *Equipment Manufacturers Institute* for sponsoring this historic event -- historic in that it is the first time we have brought together former U.S. Transportation Secretaries to discuss the future of transportation in America.

Please join me in welcoming, the Honorable Alan S. Boyd, our first U.S. Secretary of Transportation, who served under President Lyndon B. Johnson; the Honorable William T. Coleman, Jr., who served under President Gerald Ford; and the Honorable Samuel K. Skinner, who served under President George Bush.

It is indeed an honor and a distinct pleasure to have them with us and to hear their thoughts on the subject of this morning's panel discussion -- "Transportation in the 21st Century." This is the first, in what we hope will become an annual National Transportation Week event.

Today's discussion will focus on the status of our present-day transportation system and what must happen to create a world-class 21st century system that will safely and efficiently meet the challenges of a growing world economy.

Over the past several months, the US DOT has been holding this very conversation across the country. We have been conducting 2025 Visioning Sessions with transportation experts and other public and private sector leaders to listen and to learn -- to help clarify our vision of transportation for the next 25 years.

This process builds upon the model developed by Transportation Secretary Coleman's innovative 1977 report on National Trends and Choices, which examined the decisions that needed to be made in the light of transportation developments anticipated through 1990.

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.

We will also use what we learn in our visioning sessions to help plan for the *International Transportation Symposium* the 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.

I invite you to join us 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.

# # # #

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REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DESIGN FOR TRANSPORTATION NATIONAL AWARDS 2000 CEREMONY
MAY 16, 2000
WASHINGTON, D.C.

Thank you very much, Al.

On behalf of the United States Department of Transportation, I am proud to open today's ceremonies presenting the winners of *The Design for Transportation National Awards Program 2000*.

Good design helps fulfill President Clinton and Vice President Gore's goals for our transportation systems:

- God design helps us to get where we need to go efficiently, safely and economically
- Good design enhances the livability of our communities; it ensures that our transportation facilities and systems work and that public funds are well spent

The specific purpose of thee Design for Transportation Awards Program is to:

- Encourage design excellence by recognizing outstanding designs and by honoring those who created them

These award-winning projects demonstrate the enormous value that excellent design brings to the experience of travel; each one of these projects is innovative in both design and execution

- And innovation is the key to the success of America's transportation systems of this new century and new millennium
- We also intend, through today's program, to encourage and challenge every member of the transportation profession to follow the example of these award winners and to also apply the highest standards of design in all of their work
- As part of today's ceremony, we are releasing a publication of the projects to be honored today. The awards will be presented in the same order that they are in the book

  Before we begin our presentations, let me first express our thanks to some of the organizations and individuals who have made today's ceremony possible:

- **The National Academy of Sciences** and Academy President, *Dr. Bruce Alberts*, for use of this beautiful facility and for helping with ceremony arrangements

- **The American Association of State Highway and Transportation Officials,** for sponsoring the Design Forum taking place before and after this event, and for hosting a reception following the ceremony
- **The General Services Administration** and *Tom Grooms* of GSA's Design Programs Center of Expertise, for his invaluable assistance; Tom's years of experience organizing other awards programs were invaluable in planning this event

I would also like to acknowledge the many employees and Senior Managers of the U.S. Department of Transportation who have helped support this Awards Program, particularly those who are here today with us:

-- *Mort Downey,* Deputy Secretary of Transportation
--*Jane Garvey,* Administrator, Federal Aviation Administration
--*Ken Wykle,* Administrator, Federal Highway Administration
--Rear Admiral *Roy Casto,* United States Coast Guard
--*Nuria Fernandez,* Administrator, Federal Transit Administration
--*Joline Molitoris,* Administrator, Federal Railroad Administration
--*Clyde Hart,* Administrator, MARAD
--*Al Eisenberg*, (Master of Ceremonies) and DAS, Policy
--*Linda Lawson,* OST-Policy
--*Bob Stein,* OST-Policy

- And our very special thanks to the 15 members of the *Design Awards Jury* and to Jury Chair *Alex Krieger*, for all the time and hard work spent in selecting today's 11 Honor Award Winners and 27 Merit Winners
- Today's panel includes not only nationally-known architects, but engineers, urban planners, designers, and other design professionals
- The diverse background of our jury members was extremely important in helping achieve this year's special emphasis -- *The enhanced livability and accessibility of communities and regions through measurable improvements in the quality of life*
- That's because "livability," like the beauty, elegance and innovation also exemplified by these awards, cannot be defined by one person, one group or one profession

"Livable Communities" need to be livable for everyone, with no one left out; that requires us to consult with a broad a range of viewpoints and perspectives

- This year's competition demonstrates DOT's strong commitment to enhancing livability and adding beauty to our lives through good design -- and I am proud to be associated with this process

- Vice President Gore has called the issue of making our communities more livable "One of the central challenges facing America at the dawn of the 21st century."
- Transportation design, like transportation itself, is about more than concrete, asphalt and steel. It is about people and improving the quality of people's lives
- If it is true that "form follows function," today's winning projects prove that we have entered a new age of transportation -- an age in which safety and sustainability will be matched by soaring visions, transformed by grace

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8-51

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE FEDERAL HIGHWAY ADMINISTRATION'S NATIONAL
TRANSPORTATION WEEK KICK OFF
MAY 16, 2000
WASHINGTON, D.C.

Acknowledgments
Mort Downey, Deputy Secretary
Stephen VanBeek, Associate Deputy Secretary
Jane Garvey, Administrator, FAA
Jolene Molitoris, Administrator, FRA
Nuria Fernandez, Administrator, FTA
Rosalyn Millman, Acting Administrator, NHTSA
Walter Sutton, Deputy Administrator, FHWA
Craig Middlebrook, Deputy Administrator, SLSDC
Jack Murray, Acting Deputy Administrator, RSPA
Bonnie Green, Deputy Administrator, Inland Waters & Great Lakes, MARAD
Rear Admiral Timothy Josiah, Chief of Staff, USCG
Brian McLauglin, Director Policy, Plans & Regulations, FMCSA

I am always delighted to have the opportunity to applaud and thank the outstanding employees of the U.S. Department of Transportation -- one of the best workforces I've had the pleasure to work with.

For just over three years, we have been on a remarkable journey together -- a journey toward transportation excellence in the 21st century.

We are no longer a "public works department." We are an organization that touches on all facets of American life -- and our daily work makes a difference.

I have asked you -- the 100,000 DOT family members -- to be a visionary and vigilant workforce. *Visionary* -- because I strongly believe that if we imagine the future and can articulate it, we have a chance to lead others to that goal. *Vigilant* -- because we must stay on course to reach that future. And I am proud and honored to say that you have responded in a very big way.

Together, we have accomplished much. We have adapted to change. Collectively and collaboratively, we have built on each of your contributions, your commitment, your energy, and your talent.

We developed "The Best Strategic Plan in Government," soon followed by "The Best Annual Performance Plan in Government." And earlier this month, a private research group gave our 1999 Annual Performance Report high marks for how well we communicate to the public what we do and how it benefits taxpayers. DOT was ranked number 2, out of 24 of the largest federal agencies.

Over the last three and half years, we've come to understand that a transportation system that serves the American public as it needs and deserves to be served, is much more than trains planes, boats, and automobiles. Transportation is a factor in the prosperity, safety, and the quality of daily life for all Americans.

But, transportation is more than getting people and things where they need to go efficiently -- it is getting them there safely. Safety is -- and continues to be – our North Star by which we are guided and willing to be judged. DOT is making progress -- not just in moving people and goods -- but in saving lives and protecting property.

Seat belt and child safety seat use are at all-time highs and the rate of traffic deaths is at an all-time low; the incidences of impaired driving fatalities are steadily declining and railroad grade crossing deaths are on a double digit annual decline; the rate of drunk driving has been below 41 percent two years in a row; and the Coast Guard continues to save lives, on average, one every two hours. Pipeline safety is also improving and this year we have the opportunity to pass a comprehensive pipeline safety bill. Our safety stretch goals aim for an 80 percent reduction in fatal aviation crashes by the end of the decade, and 50 percent reduction in motor carrier-related fatalities, also in 10 years.

We are reaching these safety goals in a ONE DOT effort. You are creating a legacy of a visionary and vigilant DOT workforce -- 100,000 individuals working together to make a difference in a system that is about so much more than concrete, asphalt and steel. It is about people and providing them with opportunities to reach their fullest potential.

Through our 2025 Visioning Sessions we are charting a course for the future of transportation in the 21st century which we will publish in our *2025 Trends and Choices Report* later this summer. This effort will help us formulate a new policy architecture for transportation that will broaden participation in -- and improve the quality of -- transportation decision-making for the 21st century.

We have the opportunity to make a difference in the quality of life for all Americans -- to ensure the continued prosperity and security of this great country and to expand its riches to more citizens than ever before.

Working together – moving from strength to strength in a ONE DOT fashion, we can ensure that America has a transportation system that will carry each and every citizen to higher heights and greater opportunities in this new century and new millennium.

# # # #

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
OPENING CEREMONY FOR CARL RAKEMAN EXHIBIT
MAY 16, 2000
WASHINGTON, D.C.

- As Administrator Wykle noted, America's history is clearly tied to the history of transportation -- and Mr. Rakeman has so poetically preserved that history on canvas.

- The Carl Rakeman exhibit represents a truly intermodal transportation system. From horseback – one of the first modes of transportation -- to carriages, to Model Ts'; from railroads to roadways to highways; from row boats, to sailing ships to steam ships.

- His paintings give us the opportunity to reflect on how transportation truly moved this nation -- by great leaps and bounds -- forward.

- As an employee of the Bureau of Public Roads -- predecessor to the Federal Highway Administration -- Mr. Rakeman's work pays tribute to the important role transportation has played, and continues to play, in expanding our nation.

- I am delighted and honored to display his work here at the U.S. Department of Transportation, today through May 18th, in room 4200. I hope every DOT employee has the opportunity to view this wonderful exhibit depicting four and half centuries of transportation in America.

- Mr. Rakeman, a native Washingtonian, was educated at the Corcoran Art school and we are fortunate to have with us this afternoon, the President and Director of the Corcoran Gallery of Art.

- Described as "The Institution Fixer" his dynamic leadership style has revitalized and renewed the oldest art museum and school of art in our nation's capital. Please join me in welcoming President David C. Leavy.

# # # #

REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL TRANSPORTATION WEEK POSTER CONTEST AWARD PRESENTATION
MAY 15, 2000
WASHINGTON, D.C.

(***To be presented at the close of the Panel Discussion***)

This morning, before we close, I want to bring to the stage a young man who has proven himself to be one very talented artist. Let me say, I was very impressed with his artwork.

Philippe Halbert, please join me on stage. I would also ask Mr. Leslie Jezuit, Vice Chairman and President of Energy Absorption Systems, Inc., our poster contest sponsor to join us.

Philippe -- a fifth-grader who attends Blessed Sacrament School in Alexandria, Virginia is the first place winner of the first-ever National Transportation Week Poster Contest. We have a second and third place winner being recognized this week at local schools in Brooklyn, New York.

His poster so accurately depicts this year's theme -- "Transportation -- Taking You Where You Want to Go." It shows the progression of transportation from the first form of travel by early cave men to man's conquest of travel through space in the late 20th century

I am always delighted to have the opportunity to recognize gifted students who show such promise.

Philippe, and others like him, are the future of our nation. They will be the next generation of bridge architects, safety specialists, high-speed rail engineers, pilots -- the high-tech transportation workforce who will be design, build and operate the transportation system of the 21st century.

I want to thank Mr. Jezuit and Energy Absorption Systems for sponsoring this poster contest. By doing so, you are helping to introduce young people to transportation -- something we hold in high regard at the U.S. Department of Transportation.

Our Garrett A. Morgan Technology and Transportation Futures Program has reached out to nearly 2 million students to introduce them to careers in transportation.

The transportation industry will continue to require an influx of new, young talent. Programs like National Transportation Week and today's poster contest will help us reach out to many more students.

Congratulations Philippe on a job well done. # # # #

8.49

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. COAST GUARD ACADEMY'S 119TH COMMENCEMENT
MAY 17, 2000
NEW LONDON. CONNECTICUT

Thank you Admiral Loy: Mr. President; Admiral Loy; Admiral Teeson; Dean Hass, Faculty and graduates of the United States Coast Guard Academy -- and family and friends:

A few weeks ago I had the opportunity to recall my own graduation from college, when I had the high honor of returning to my Alma Mater, Eastern Michigan University to introduce President Clinton as the Commencement speaker.

I am delighted to have this opportunity to once again introduce the President, this time to the 119th Graduating Class of the U.S. Coast Guard -- the Class of 2000.

In my earlier introduction of the President at Eastern Michigan, I shared my youthful belief, at the time of my own graduation from college, that *"Nothing was impossible."*

I still believe that.

But one of the things President Clinton has taught me during my close association with him over the past 20 years is that to achieve the impossible, one must first begin by listening carefully to what others are saying about what is possible.

Then its time to go to work to change that conversation to include new possibilities -- possibilities that expand the horizons of achievement beyond the old limits.

I have watched this President do just that. When he took office eight years ago, people spoke of the U.S. Department of Transportation -- the peacetime home of the United States Coast Guard -- as a place that was concerned primarily about constructing and operating physical transportation systems.

Under the President's leadership, I am proud to say that we have changed that conversation. Transportation is no longer just about "concrete, asphalt and steel." It is about people and improving the quality of people's lives.

You can see this new conversation at work at the U.S. Department of Transportation and the U.S. Coast Guard today, where we have committed

ourselves to developing a *new policy architecture* for transportation decision-making that lives up to the President's commitment to "put people first" in all that we do.

As part of this process we have redefined our department's strategic objectives.

Our current Strategic Plan now focuses on promoting the human concerns of *safety* and *mobility, economic growth & trade,* the *human and natural environment,* as well as *national security.*

And this process is ongoing: We have been conducting *2025 Visioning Sessions* with transportation experts and other public and private sector leaders across the country to develop a clearer vision of the future of transportation over the next 25 years.

As the U.S. Coast Guard's newest officers, you will play a major role in helping the American people realize these new visions of what is possible in transportation over the years ahead.

As we begin this new century and new millennium, the U.S. Coast Guard faces unprecedented new challenges. Yet I know that a class committed to *Leading the Way into the Millennium* is more than equal to dealing with whatever lies ahead.

Now, it is my distinct privilege and high honor to introduce someone who is an expert at achieving the impossible, my good friend, your Commander-in-chief, the President of the United States, *William Jefferson Clinton.*

# # # #

8-97

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
TRANSPORTATION FINANCE SUMMIT
MAY 18, 2000
NEW YORK, NEW YORK

Good evening. I am delighted to be here in New York City -- the pulse of the finance world. I want to thank each one of you for joining us today. Your participation speaks to your commitment to developing innovative financing strategies for transportation in the 21st century.

Let me thank Executive Vice President Greg Lebedev and the U.S. Chamber of Commerce, for co-hosting today's events. The Chamber has shown real leadership in this area.

I also want to commend the U.S. Department of Transportation leadership team for all the work they have done and continue to do in support of President Clinton and Vice President Gore's efforts to build a safe and sustainable transportation system for the American people in this new century and new millennium.

I just returned from the White House where President Clinton signed into law, the Africa Growth and Opportunities Act. This legislation provides a framework for building greater two-way market access and strengthened economic partnerships with Africa's growing economies. Assisting African nations in building a strong transportation system will be key to fostering that growth.

This week we are celebrating National Transportation Week. Transportation plays a crucial role in strengthening our economy, protecting our safety and improving the quality of life for all Americans.

On Monday I met with former transportation secretaries -- the Honorable Alan S. Boyd, our first U.S. Secretary of Transportation; the Honorable William T. Coleman, Jr.; and the Honorable Samuel K. Skinner to talk about transportation in the 21st century. Yesterday, I traveled with the President to New London, Connecticut where he addressed the 119th graduating class of the United States Coast Guard.

Earlier this week I had the distinct pleasure to recognize 38 award-winning transportation projects from across the nation. These projects reflected not just excellent design qualities, but transportation innovation at its best.

Your discussions this afternoon also focused on innovation -- financing innovation. Clearly, innovative financing is a catalyst for growth, enabling major surface transportation projects to be funded by public-private partnerships.

In this era of limited government spending, innovative financing mechanisms are leveraging federal dollars to help advance over 200 critical regional and national transportation projects worth more than $15 billion.

I believe this effort is critical to moving our nation forward in the 21st century. Investments in key infrastructure will improve the seamless movement of people and goods -- generating far-reaching economic and social benefits.

(Talk about your conversations with Jack and Jane regarding the afternoon's discussions)

We have been engaging transportation experts, and public and private stakeholders across the country in 2025 Visioning Sessions like today's. What we learn will greatly assist us in our efforts to clarify a vision for transportation in the next 25 years.

We plan to publish our findings this summer in our *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.

We will use what we learn in our visioning sessions to help plan for the *International Transportation Symposium* the 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. I invite you to join us.

Before I close, let me again thank you for your participation today. Together, we have accomplished much, but the real progress will be in sustaining this incredible effort over the next 25 years and beyond.

The transportation and investment communities must continue working together -- moving from strength to strength -- in partnership to expand project financing opportunities.

I believe that innovative financing programs can help support a broad array of transportation projects nationwide. But, what's missing is the intermodal piece. Just as we use TIFIA and other financing mechanisms to advance surface transportation projects, we can and must do the same for aviation and maritime transportation. We must tap new funding sources and forge new relationships to improve mobility, enhance safety, protect the environment, promote new technologies, and strengthen the economy.

At the end of the day, I hope our efforts will serve as a catalyst for both public and private partners to continue their cooperative efforts to foster innovative approaches to meet the transportation challenges of this new century and new millennium.

In his National Transportation Week Proclamation, President Clinton stated that, "if we make wise and informed choices today and in the years to come, we can make our communities more livable, give our citizens greater choice and mobility, protect our environment, and help create a truly global community. The 20th century is indeed a golden age for transportation; the 21st century can be an even brighter one."

Our challenge is to do all we can to give every American the opportunity to live their dreams -- to reach higher heights than ever imagined -- in this new century and new millennium, for I know our nation's best days are yet ahead.

# # # #

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

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CHRISTENING CEREMONY FOR THE FIORELLO LAGUARDIA FERRY
MAY 18, 2000
NEW YORK, NEW YORK

This is National Transportation Week. A time we set aside annually to salute transportation workers; recognize the importance of America's safe, efficient transportation system to our nation's economy; and interest young people in the high-quality careers this field has to offer.

What better way to celebrate this week than the christening of the Fiorella LaGuardia Ferry. A fine example of our nation's boundless transportation potential.

The visionary and vigilant workforce at the U.S. Department of Transportation is energized by the future of transportation. To help us prepare for the next 25 years, the U.S. DOT is holding a series of "2025 Visioning Sessions" with our partners and constituents from around the country. These meetings are helping us create a *Trends and Choices Report* to provide us the insight to develop a new policy architecture for transportation decisionmaking in the 21st century. Ultimately, we will host a world-class International Symposium in Washington, D.C., this October to discuss transportation challenges from a global perspective. Today, I invite you and every American to take part in this undertaking.

When asked to name one of his greatest achievements, the late Fiorella LaGuardia sighted unification of New York City's rapid transit system. A goal that, as he saw, best brought people together. Like the former mayor, we too must view transportation beyond public-work projects. Our transportation system in this new century and new millennium will be more than just concrete, asphalt and steel. It will be the means to connect Americans to jobs, to school, to markets, to take advantage of all the opportunities our great nation offers. It will be the tie that binds us together as a people.

With this understanding, our mandate at the U.S. DOT is to advance Americans' interest through an integrated transportation system for the 21st century. To do so, we must encourage safety and sustainability to be sure, but that system must also be international in reach; intermodal in form; intelligent in character; and inclusive in service.

- more -

That is why I am so proud we could play a part in this ship's construction. This is one of three ferries built with private funds guaranteed under the Federal Ship Financing Program administered by they U.S. DOT's Maritime Administration.

New York Waterway's philosophy utilizes proven international practices by recognizing the importance of fostering intelligent transportation that is both intermodal and inclusive. Passengers at LaGuardia Airport can connect with a Delta Airlines shuttle service to downtown. In New Jersey, a ferry service is provided from rail terminals. In Manhattan, commuters ride a fleet of buses to their final destination.

Commuters may have the best reason for backing ferry service. In fact, they have 11,000 reasons. That's how many traffic signals there are in New York City, and ferries can help in relieve the number of drivers on congested roads. While getting to and from work in a timely, affordable manner is an important goal for every commuter, ferries can also help energize reinvestment and revitalization of the communities they serve.

Mayor LaGuardia created a foundation for a transportation network that brings more people together, more efficiently than in any area of the world. Today, we build upon his vision. Like its namesake, I am confident the Fiorella LaGuardia Ferry will serve well New York, its citizens, and all those who to travel on her.

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8-16

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
KICK OFF OPERATION ABC MOBILIZATION WEEK
BUCKLES UP CHILDREN AND THE CITIZEN ACTION PROGRAM
MAY 22, 2000
WASHINGTON, D.C.

Good morning. Today's launch of the sixth wave of Operation ABC Mobilization is the perfect start to Buckle Up America Week 2000.

Nothing could be more important than the work of the thousands of law enforcement officers who are taking to the streets this week to ensure adults abide by the law and buckle up kids.

Today -- we are mobilizing to save children's lives from the leading cause of death and injury -- traffic crashes. We are mobilizing to take our children out of harm's way -- away from one of the leading risks they face -- riding in a vehicle unrestrained or improperly restrained.

Continuing through the coming Memorial Day weekend, law enforcement agencies across America -- acting in concert with one another -- will conduct checkpoints, and increase patrols with a focus on stopping and ticketing drivers with unbuckled kids.

Between 1990 and 1998, over 15,000 children under the age of 10 died in motor vehicle crashes -- which means 33 youngsters died *every week* on our roads. During that same time period, over eight million children were injured. Highway deaths are the number one killer of children in our nation. What is most disturbing about these grim facts is that 60 percent of the children who die are <u>unrestrained</u> – half of them would have survived had they just been buckled up.

It's been one year since the U.S. Department of Transportation, the National Transportation Safety Board, the Air Bag & Seat Belt Safety Campaign and 49 governors joined the state police in all 50 states and declared zero tolerance for unbuckled children.

And thanks in large part to the coordinated, highly visible enforcement efforts -- like the *Mobilizations* -- we are making tremendous progress -- particularly with the age groups Deputy Administrator Millman mentioned. The jump in use of child safety seats for youngsters under the age of five is a huge surge -- and it is marvelous to see.

The *Mobilization* has grown from 1,000 agencies when it began in 1997 to more than 7,000 (be sure to give updated figure) agencies this year. The Department of Transportation is proud to be part of this effective public/private

partnership that is delivering results to protect America's most precious resource – our children.

But we must remain vigilant. On this day alone, more than 15 million children will ride unrestrained. Those children become projectiles in a crash -- and they are needlessly injured and killed.

We must do more. We stand here today with law enforcement -- and we want to do whatever we can to support them. In order to do that, we must -- each and everyone of us -- take responsibility for getting children buckled up. Drivers must hear from their peers, their friends and relatives that allowing a child to ride unbuckled is unconscionable -- it's never worth the risk -- ever.

If telling them about the danger doesn't move them, tell them about the ticket and fine they're likely to get if they're stopped by the police. Send the message of enforcement -- we know it works.

To all of the officers who are enforcing the laws that protect our children this week, we thank you. We know we will save lives this week and through the year because of your hard work.

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REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ANNUAL JOINT SERVICES OPEN HOUSE
MAY 19, 2000
ANDREWS AIR FORCE BASE

On behalf of the United States Department of Transportation, and as the peacetime Service Secretary for the United States Coast Guard, it is my privilege and honor to participate in this Joint Services Open House 50th Anniversary celebration of Armed Forces Week.

President Clinton has also declared today, May 19th, to be National Defense Transportation Day and this week to be National Transportation Week.

Therefore, as we honor the men and women of our Armed Forces, I also want to acknowledge the contributions of the visionary and vigilant men and women of the U.S. Department of Transportation -- 100,000 strong -- whose strategic mission includes supporting America's national security by assuring the readiness and capability of our transportation system on land, air and sea.

Among those 100,000 are the women and men who serve the United States Coast Guard. As President Clinton acknowledged on Wednesday in his Commencement Address to the 119th Graduating Class of the Coast Guard Academy, this smallest branch of America's armed forces has served in every major U.S. conflict since 1790.

At the dawn of the 21st century, the Coast Guard is reinventing itself to better meet the diverse challenges of globalization in a new century and new millennium.

Therefore, on behalf of the U.S. Department of Transportation, I am proud to acknowledge the Coast Guard's contributions to America's security over more than two centuries -- and to thank them, in advance, for helping to secure America's future in this new and challenging time of change.

For all that the United States Coast Guard has done, in war and in peace, I am honored to say "thank you." You, indeed, have lived up to your motto, *Semper Paratus*—"Always Ready."

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8.45

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CLOSING SESSION OF VOLPE CENTER
MAY 23, 2000
CAMBRIDGE, MASSACHUSETTS

- This has been an engaging and productive day.

- I want to thank each of you, and my senior leadership team, for your participation.

- We will use your comments as we develop the Transportation Policy Architecture Report.

- This report will be posted on our website this summer for public comment and will be published in final this fall.

We would like to hear your concluding thoughts.

- Now we have come to the end of today's conversation.

- We are out of time and many of us have to catch transportation out town. But I would like to quickly go around the room and hear any final thoughts you have.

Go around the room for individual concluding thoughts.

- Thank you for your very thoughtful ideas.

- In closing I thank Gene Conti and the Policy staff and Kelley Coyner and the RSPA staff under Dick John's leadership for their hard work in putting this forum together.

# # # #

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WELCOMING REMARKS JOHN A. VOLPE NATIONAL TRANSPORTATION
SYSTEMS CENTER
MAY 23, 2000
CAMBRIDGE, MASSACHUSETTS

<u>We live in a rapidly changing world.</u>

- We live in a world of rapid economic globalization and continuing economic growth, rapid technological change, and increasingly accessible information.

- The U.S. population is increasing, changing, and aging.

- Energy and financial constraints have become ever more important in our decision making processes.

- The role of the Federal government is diminishing as State and local agencies and the private sector assumes more responsibility.

- Factors such as increasing environmental concerns with global climate change, and the interaction of globalization with local customs and priorities, are bringing greater awareness of future impacts into current decision-making.

<u>DOT is looking at how the transportation enterprise will meet the challenges of the future.</u>

- Given these changes, DOT is examining whether the *transportation enterprise* is prepared to meet the challenges and opportunities of the future - specifically, the next 25 years of transportation decision-making.

- The *transportation enterprise* includes the infrastructure, personnel and organizations of all transportation modes, private and public, and at all levels of government: Federal, state, and local.

- No single organization within the *enterprise* has direct responsibility for the whole -- or even a majority -- of the enterprise.

- The challenge before us is to discuss what an effective decision-making framework might look like - a decision-making framework that allows the entities of the transportation enterprise to make decisions that ensures the effective and efficient functioning of the transportation enterprise.

<u>Our preparations for the decisions of the future, the Transportation Policy Architecture, is for our partners as well as for DOT.</u>

- This decision-making framework - or Transportation Policy Architecture -- is intended to be an overarching set of strategies for effective decision-making.

- The Policy Architecture is for our partners as well as for DOT.

- That is why we are reaching out to you and other stakeholders to get a diversity of opinion on how the transportation enterprise needs to be organized to make effective decisions for that future.

- Each of you brings a different perspective to our discussion - some of you are from private industry, some from the public sector and some bring the academic view.

- Several of you bring perspectives on decision-making from outside the transportation sector.

- The decision-making process that we develop must be inclusive of all these views.

<u>The Policy Architecture is a part of current, related planning activities and tools.</u>

- DOT has several interrelated <u>internal</u> planning activities and tools to guide our actions. These include the five-year **strategic plan, annual performance plan, and budget documents**.

- We are also hosting a series of 2025 **Visioning Sessions** with outside organizations and individuals to seek their input on how we should prepare ourselves to address the challenges of the next 25 years.

- Our **Trends & Choices retrospective** -- a report that looks at transportation from 1975 to today will also discuss trends forecasted for the future. It will be completed this summer.

- Developing a **Policy Architecture** is a next logical step looking outward to include our partners in the transportation policy process.

- The Department's International Transportation Symposium, scheduled for October 9-12 in Washington, D.C., will serve as an additional forum to exchange views and ideas with international transportation partners.

# # # #

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ANNOUNCEMENT OF FIRST RECIPIENT OF THE JOHN A. VOLPE INTERNSHIP
CAMBRIDGE, MASSACHUSETTS
MAY 23, 2000

RSPA Administrator Kelley Coyner will introduce you.

- You announced the John A. Volpe Transportation Internship a year ago at the Volpe Center during the Spirit of Innovation in Transportation Conference. The program is named after John Volpe -- a tangible legacy of his commitment to enhancing the safety, capacity and efficiency of the nation's transportation systems.

- The internship program carries out one of DOT's critical roles in fostering innovation in transportation. It builds workforce capacity by identifying and providing opportunities to graduate students who have the potential to become the transportation leaders of the 21st century.

- The internship recipient will receive tuition assistance for her graduate studies and will spend up to two years conducting research at the Volpe Center in her field of interest.

- Volpe Center conducted a nationwide search for candidates and evaluated their technical and interpersonal skills -- skills critical to success in transportation leadership roles of the future. The panel faced a difficult choice among three outstanding finalists -- all of whom clearly will become leaders in their fields.

- The recipient of the inaugural John A. Volpe Transportation Internship is Monica Claudia Gil -- a doctoral student in Industrial and Organizational Psychology at the University of Connecticut. Monica's graduate research focuses on human factors research. She has a keen interest in transportation and has enthusiastically sought out and designed her own research projects focusing on transportation issues

- At the Volpe Center, Monica will continue her research on the driving habits of young people. Her work focuses on the speed choice, perception of hazards and aggressive behavior of young drivers.

- In her own statement, Monica said, "I'm enthusiastic to apply my skills to gain practical experience. I am excited about the independence, greater responsibility and opportunities for self-direction and research advancement your program offers."

- Monica is a splendid example of the nation's best and brightest in technical talent and young leadership.

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8-91

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
AFRICAN-AMERICAN BUSINESS LEADERS OF NEVADA
MAY 24, 2000
WASHINGTON, D.C.

I want to take a moment to salute Senator Reid's leadership on the Appropriations and Environment and Public Works Committees. Over the past two years, he was a major force behind the historic Transportation Equity Act for the 21st Century. With substantial investments in Nevada's highway and transit systems, funding for state-of-the art research to identify and address traffic problems, as well as an increase in access to major aviation hubs throughout the nation, Nevadans can, as always, be very proud of Senator Reid's efforts.

Knowing what a vital issue this is to Senator Reid and the Nevada business community, I am also pleased to report this Monday the U.S. Department of Transportation granted three slot exemptions to America West Airlines and five to National Airlines to open up flights from Las Vegas to Chicago O'Hare Airport.

In addition, the U.S. DOT today is providing $1.24 million to the Regional Transportation Commission of Washoe County. Senator Reid is an ardent proponent of these transit and highway commuter improvements, and I am pleased we could help.

Thanks to President Clinton, Vice President Gore, and of course, the work of Senator Reid, today 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 ever. Crime is down and welfare is cut in half.

And during this time of unprecedented 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.

This administration understands that for our nation to truly realize all the benefits of a strong economy, all segments of society must participate.

This is what the administration's *Livable Communities Initiatives* movement is all about -- local people in local communities taking action to preserve and improve quality of life as they define it, rather than how the government would define it for them. Its aim is to provide communities like Las Vegas, Reno and others with the tools, information and resources they need to preserve green space, ease traffic congestion, and ensure economic competitiveness.

Few actions of the federal government have greater influence over the character and growth patterns of communities than our investments in transportation. All of DOT's programs and responsibilities -- from highways to airports, and from rail to transit -- affect the livability of the communities in which Americans live in some way.

There is much the U.S. DOT can do to help expand the benefits of this burgeoning economy. We remain committed to the administration's Welfare to Work efforts, which have helped hundreds of thousands of Americans move into the workforce. Our Job Access and Reverse Commute program helps communities implement new or expanded transportation services and helps low income people get to work nationwide. The president's 2001 budget proposal requested the full $150 million dollars to expand these efforts.

Yet, our number one "livability" goal for transportation is to save lives. Safety is President Clinton's top transportation priority and the North Star guiding everything we do at the U.S. DOT.

I want to make a point here that is deadly serious. Motor vehicle crashes are the leading cause of death for African Americans through age 12. These deaths are all the more tragic because nationally traffic fatality rates in 1999 hit an all time low. We, as community leaders, need to make sure that African Americans buckle up. The president has set a goal of 90 percent seat belt use for the country by 2005. With your help, I know we can.

When it comes to transportation, people are our greatest resource. At the U.S. DOT we believe that everyone should have a say in identifying what they want from the transportation system of the future. To support this, we are conducting "2025 Visioning Sessions" with stakeholder groups across the country to clarify a vision of transportation for the next 25 years. What we learn will be incorporated into a *Trends and Choices* report to be published this summer which will look back at the transportation trends over the last 25 years and provide a

vision of future changes. We will reflect on the past while focusing on the future. We will also issue a report on transportation decision making -- a policy architecture for the 21st Century.

The transportation future must be safe and sustainable to be sure, but also international in reach, intermodal in form, intelligent in character, and inclusive in service, leaving no one behind.

Expanding upon our "Visioning Sessions," the U.S. DOT intends to host an International Transportation Symposium in Washington, D.C., this fall. Our goal is to exchange best practices and innovative ideas with our colleagues from around the world. Business leaders, such as yourself, know that in this day and age, there is much to be gained when we think internationally.

Take for example, U.S. DOT's "Safe Skies for Africa" program. By improving the basic transportation infrastructure of Africa, particularly in the field of aviation, we facilitate the trade and tourism that will, in turn, stimulate economies on both sides of the Atlantic.

As we sat poised on the greatest economic expansion in the nation's history, one of my heroes, the late Barbara Jordan prophetically pointed out:

> "Twenty million Americans are expected to enter the work force during the next 10 years. What will they do? Do we plan to offer them work in moribund industries whose only hope for survival is a government-installed life-support program? Or [in] a reinvigorated, healthy and productive economy eager for the input of their time and talent? Real economic growth must be our nation's goal."

Like Barbara Jordan -- we must always recognize that a strong economy must be an inclusive economy. And, transportation, which is so vital to a strong economy, is more than just concrete, asphalt and steel. It is truly the tie that binds people and communities together -- and the tie that links one community to another and to the larger world.

# # # #

8.42

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
MARINE TRANSPORTATION SYSTEM NATIONAL ADVISORY COUNCIL MEETING
MAY 24, 2000
WASHINGTON, D.C.

Today, May 24, 2000, is the 50th anniversary of the Maritime Administration. It is fitting that MARAD, while in a justifiably celebratory mood, is the sponsor for this committee. This first meeting of the Marine Transportation System National Advisory Committee is indeed a historic moment.

You are the key representatives of all sectors of MTS. We get a lot of valued advice on maritime issues, often from you as representatives of your industry sector.

What makes this meeting so different is that you have come together not with a narrow focus, but as 30 ambassadors-at-large, as it were, for the Marine Transportation System. It is this system focus on all cross-cutting issues that is the hallmark of this MTS Initiative.

Today as you begin to organize for what I hope is a productive journey in collaboration and consultation, I hope you will keep in mind the vision that together we have developed for the MTS:

> *"The U.S. Marine Transportation System will be the world's most technologically advanced, safe, secure, efficient, effective, accessible, globally competitive, dynamic and environmentally responsible system for moving goods and people"*

I also hope you will be mindful of the following challenges:

- Think expansively - avoid reverting to stovepipe mentality
- Think strategically - we are focusing on the long-term viability of the MTS
- Think outside the box - President Clinton and Vice President Gore have given us unprecedented license to reinvent government
- Think globally - our MTS *must* be international in reach
- Speak together- and Congress will listen

- more -

- Act decisively - the future of our MTS and America depends on it

We have come a long way since our MTS roll-out on March 20, 1998.

We have conducted seven regional listening sessions in the spring of 1998, to begin the MTS initiative.

We held the first National Conference on the MTS to develop our vision and to identify national issues.

We've prepared the MTS Task Force report to Congress, entitled *"An Assessment of the U.S. Marine Transportation System."* I know that many of you in this room today were members of the MTS Task Force that produced this unprecedented joint effort by industry and government, which I can assure you will serve as the "blueprint" for the future of our MTS.

We've conducted our first MTS R&D Conference in November 1999 at the National Academy of Sciences.

We've chartered the Interagency Committee for the MTS. One month ago, on April 25th, I and officials representing 17 federal agencies, signed a Memorandum of Understanding that created the Interagency Committee for the MTS. This committee has hit the ground running and has already held two meetings under the sponsorship of the U.S. Coast Guard.

We've scheduled another round of Regional Dialogue Sessions for this May, June and July, to help jump start the regional coordination process.

We've begun the local coordination process by enhancing and expanding more than 50 existing Harbor Safety Committees in our Nation's ports on all coasts and waterways.

And finally, today we are convening the first meeting of the Marine Transportation System National Advisory Committee. We reached all of these milestones, by working togther -- moving from strength to strength -- in partnership.

I expect the MTS committee to look outward. I expect you to address strategies to ensure a safe, environmentally sound, and secure MTS that improves the global competitiveness and national security of the United States in the 21st

century. I also expect you to address issues and concerns raised by the marine transportation industry.

At the US DOT, we too have been looking outward -- 25 years into the future -- with regard to the entire transportation system in the 21st century. We have been hosting visioning sessions across the nation -- meeting with transportation experts and other public and private sector leaders to get their input. We plan to host a marine transportation visioning session in the very near future.

What we learn will be incorporated into a *2025 Trends and Choices Report*, to be published this summer, which will look back at the transportation trends over the last 25 years and provide a vision of future changes. We will reflect on the past while focusing on the future. We will also issue a report on transportation decision-making -- a policy architecture for the 21st century.

We will use what we learn in our visioning sessions to plan a major International Transportation Symposium which the Department will host in Washington, D.C., this fall, October 9-12. At this meeting we intend to exchange best practices and innovative ideas with our colleagues from around the world. I invite you to join us.

Working together, our nation's waterways, ports and intermodal connections can, and will, meet the needs of all users while providing safe, efficient, and environmentally responsible transportation for the American people and throughout world.

Yes, we have come a long way, but with your help, the best is yet to come.

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8.93

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FORD INOVA FAIRFAX HOSPITAL CIREN CENTER DEDICATION
FAIRFAX, VIRGINIA
MAY 24, 2000

Good morning. Thank you, Administrator Millman, for the kind introduction–as well as for your leadership in addressing America's vital highway safety issues.

It is an honor to join you today at this extraordinary medical facility....The Inova Regional Trauma Center. I know all of you here today share our commitment to improve motor vehicle safety in America.

Safety continues to be President Clinton and Vice President Gore's highest transportation priority and at the U.S. Department of Transportation it remains our North Star guiding us in everything we do.

Under the progressive leadership of this Administration seat belt and child safety seat use are at all-time highs and the rate of traffic deaths is at an all-time low; the incidences of impaired driving fatalities are steadily declining and railroad grade crossing deaths are on a double digit annual decline; the rate of drunk driving has been below 41 percent two years in a row.

The President and Vice President's 2001 budget proposes a record $1.7 billion -- a 21 percent increase -- to continue these extraordinary accomplishments in traffic safety.

I am delighted, this morning, to participate in the dedication of the Ford Inova Fairfax Hospital CIREN Center. The Crash Injury Research and Engineering Network is truly an innovative system. And we at the Department of Transportation are delighted to see the Ford Motor Company and Inova Health System join CIREN! The beauty of CIREN is that it joins together both medical and research engineers who work at Level 1 Trauma Centers across the country.....along with researchers from universities, industry and government.

Let me take a moment to acknowledge former NHTSA Administrator Ricardo Martinez, who joins us this morning. It is through his efforts and his commitment to return to "people research" – to put a human face on traffic crashes -- that we are here today to dedicate the ninth CIREN Center in the nation and the third in the Baltimore-Washington region. Dr. Martinez please stand.

Indeed, CIREN is a powerful microscope we're using to focus on auto crash injuries. By sharing our research and trading ideas, CIREN is helping us move in the direction of our common mission: to reduce the enormous burden traffic crashes impose on our society. Clearly, CIREN *is* transportation innovation at its best.

Through the power of synergy, CIREN is advancing toward its several goals:

- We are learning more about the mechanisms of injury in motor vehicle crashes.

- We are improving the transport and treatment of critically injured crash victims -- through direct links with police and emergency medical services.

- We are providing auto manufacturing safety engineers with real-life crash information they can translate into safer vehicles.

- What is more, we are sharing our findings within the medical and engineering communities -- through journal articles, conferences and the Internet.

Clearly, CIREN's ongoing work–as well as its great promise -- will be further enhanced through the addition of this new center at the Inova Fairfax Hospital.

The Ford Inova Fairfax Hospital CIREN Center will be noteworthy in several ways:

- It will gather real-time data from crash scenes through a partnership with the Fairfax County Police Accident Reconstruction Unit, as well as the Fairfax County Fire and Rescue Department.

- It will focus on head injuries -- the number one cause of death from motor vehicle crashes.....along with other serious injuries.

- Moreover, it will serve as yet another example of the extraordinary collaboration possible through partnerships between the government and the private sector -- benefitting from the technical support of engineers from Ford, NHTSA, and the George Washington University's National Crash Analysis Center in Loudoun County.

The Inova Regional Trauma Center is the only designated Level 1 Trauma Center in Northern Virginia. As a world-class medical facility, it treats traumatically injured patients with a fully staffed operating room....on a 24-hour-a-day basis....seven days a week.

With more than 3,000 patient visits each year, the Inova Regional Trauma Center is one of the busiest facilities of its kind in the Washington-Metropolitan area, serving residents from Virginia's Blue Ridge Mountains to the District of Columbia.

The Ford Inova Fairfax Hospital CIREN Center is the first to open in the Commonwealth and I am confident Ford Motor Company and Inova Health System's involvement in CIREN will benefit motorists from across the nation.

Together with our partners, we at the Department of Transportation, are moving forward on safety.

Once again, I wish to express sincere gratitude to the leadership of this outstanding medical facility and to Ford for its involvement in CIREN – a vital program that I fully support in our quest to improve traffic safety. Through CIREN, we are turning tragic crashes into safety progress.

On behalf of President Clinton, Vice President Gore and the U.S. Department of Transportation, I pledge to you our continuing support for this critically important CIREN system, because safety is a promise we make – and keep – together.

Congratulations to all who have worked so diligently to make the Ford Inova Fairfax Hospital CIREN Center a reality.

Working together – moving from strength to strength – our efforts are making our nation's highways and roadways ever safer for the American people.

Thank you.

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8.44

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
RADD AND THE CENTURY COUNCIL
IMPAIRED DRIVING PSA CAMPAIGN LAUNCH
WASHINGTON, DC
MAY 24, 2000

President Clinton and Vice President Gore have made safety this Administration's highest transportation priority. And at the U.S. Department of Transportation, safety is our North Star by which we are guided and judged.

Our transportation system's performance reflects the strength of this commitment. Travel has become safer during the seven and a half years since President Clinton took office. Highway injury and fatality rates are at all-time lows; seat belt and child safety seat use are at all-time highs; and the incidences of impaired driving fatalities are steadily declining. But this is not a time to rest.

That is why the work of The Century Council, RADD -- two of our National Drunk and Drugged Driving Prevention Coalition safety partners -- and the many celebrities who gave of their time and talent to help educate Latino youth about the risks of impaired driving is so vital.

With the Memorial Day Holiday just two days away -- this traffic safety message needs to reach as wide an audience as possible.

Too many families are affected by the deadly mix of alcohol, drugs and motor vehicles. The fact is -- impaired driving is a violent crime that every year accounts for more than one third of all traffic fatalities.

For Hispanic families the statistics are all too saddening. The U.S. DOT's National Highway Traffic Safety Administration statistics show that per mile, motor vehicle crashes are the leading cause of death for Hispanics through age 24, and the second leading cause of death for ages 25-44. Hispanic male teenagers are nearly twice as likely to die in a car crash as white male teenagers. Tragically, motor vehicle crashes are surpassed only by heart disease and cancer for causes of death among Hispanics of all ages.

The Hispanic community is growing seven times faster than the rest of the U.S. population. That means that many Hispanics are younger than the rest of the country and therefore, statistically, at greater risk of being killed in a car crash.

- more -

You just have to do the math to realize that the problem will become even larger unless we act quickly.

On behalf of President Clinton and Vice President Gore, the U.S. Department of Transportation is committed to addressing this problem head on.

Last year, with MADD -- another of our safety partners -- we conducted a National Diversity Forum devoted entirely to the topic of diversity and traffic safety. We gathered together representatives from over 50 diverse organizations, and spent three days talking about ways of partnering with diverse communities to improve traffic safety education.

It was an invaluable exchange of ideas, and we are using that dialogue as the building block for strong partnerships.

Often people of different faiths, genders, ethnic background and race have different views on what is safe and what is considered risky behavior. What traffic safety needs is validation from trusted, credible sources within the Hispanic community, to conceive, develop and deliver these critical traffic safety messages.

We already know this works because of success stories like our partnerships with the National Council of La Raza; the Hispanic Nurses Association; COSSMHO; the National Latino Children's Institute; the ASPIRA Association, and the National Hispanic Medical Association.

With their help we've reached thousands of our Hispanic American families with lifesaving messages about buckling up, pedestrian safety, using child seats and the importance of preventing impaired driving.

Today's announcement is very timely in that on Monday we launched our sixth Buckle Up America Mobilization campaign to increase seat belt and child safety use. This effort will go far in helping us reach President Clinton and Vice President Gore's goals to increase seat belt use by 85 percent and reduce child fatalities by 15 percent by the end of 2000.

This Memorial Day weekend and every day, let's all take responsibility to hear and heed these vital traffic safety messages that save lives and prevent injuries because safety is promise we make -- and keep -- together.

# # # #

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FORCES AFFECTING THE FUTURE OF TRANSPORTATION ENTERPRISE
MAY 23, 2000
CAMBRIDGE, MASSACHUSETTS

Note: You will moderate this 30-minute roundtable, "Forces Affecting the Future Transportation Enterprise."

- I would now like to ask you to introduce yourselves and, as you do so, to answer two questions:

- What do you think are the defining characteristics of the "transportation enterprise?" and

- Over the next 25 years, what major external forces do you think will shape the development of the transportation enterprise?

Ask individual participants to introduce themselves and address the questions. If any time remains at the conclusion of introductions, you should facilitate a discussion on the forces impacting the enterprise until break time. You participate in the next three sessions without a leading role.

# # # #

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TALKING POINTS
OF
U.S. DEPARTMENT OF TRANSPORTATION
SECRETARY RODNEY E. SLATER
U.S. DOT DAYCARE ASSEMBLY
THURSDAY, MAY 25, 2000
WASHINGTON, D.C.

- Thank you, Administrator Millman.

- **(Addressing the children)** Does anyone here know what the secretary of transportation does?

- **(Addressing the children)** Yes, secretary of transportation has a lot of responsibilities. But, you know what? Being secretary of transportation can also be a lot of fun. Sometimes, you get to ride on ships and boats. I get to see cool new cars and trucks being built. I can watch people work on airplanes. There's a lot of neat stuff.

- **(Addressing the children)** But, you know what makes me the happiest being secretary of transportation? When I drive down the road and see people like yourself properly wearing their seatbelt. Because I'm a father too, and I really feel like I'm doing a good job as a parent and as the secretary of transportation, when I know children are buckled up.

- **(Addressing the children)** You know how your mom, dad or the daycare people sometimes have to make rules for you. They do it because they love you and want you to be safe. Well, we at the U.S. Department of Transportation want you to be safe too, and we think everyone should wear their seatbelt at all times when they're in their car.

- **(Addressing the children)** Thank you children. So what's the first thing you do when you get in the car? Now everybody say it ... buckle-up!

- **(Addressing the children)** Now, let me take a minute to talk to your moms or dads and the daycare staff that are here today.

- We've all heard the scary numbers about the importance of child restraints. We also know that when adults don't buckle up, it is much less likely children riding in that vehicle won't be buckled up either. So, let's lead by example.

- As a parent, I know how challenging it is to figure out which car seat is best. We are working with child safety seat and automobile manufacturers to make car seats and cars more compatible. They also need to be easier to install. For now, we have required the phasing in of a new system of tethers and anchors that are intended to make your lives much easier.

- Since many state laws only require child seat use up to age four, many parents assume older kids are safe in just a seat belt. Not so. When children outgrow forward-facing convertible seats, at 40 lbs., they need to restrained in belt-positioning booster seats until they are big enough to fit properly in an adult seat. This usually happens at about 80 lbs and 4'9" tall. Children these sizes are often four to eight years old.

- Remember, a child under 80 lbs. is generally too small for an adult seat belt. The lap belt rides up over the stomach and the shoulder belt cuts across the neck. In a crash, this can cause critical or even fatal injuries. A booster seat can prevent these injuries.

- Many of you know that the backseat is the safest place for children ages 12 and under. But please remember one thing, riding in the backseat is not good enough! Everyone, regardless of age or seating position must be properly restrained on every trip.

- I know that each and everyone of you here today want the best for your children. One of the easiest and most simple way of doing that is keeping your kids safely buckled up.

- Follow these rules:

  - It's difficult in this day and age, with everything that's required of parents like day care, ballet lessons, sports, etc. However, resist the temptation of squeezing one more kid into the car, knowing you're a few blocks to soccer practice.
  -
  - Also, make sure that children 12 and under ride in the backseat.
  -
  - Remember, Never place a rear-facing seat in the front passenger seat if it is equipped with an airbag.
  -
  - And Lastly, teach your children good safety habits by ensuring that they progress from infant seats, to child safety seats, to booster seats, and finally into seat belts.

- One more thing. If you were not able to take advantage of the child safety seat inspections sponsored here this past February, I hope that you will take advantage of the many free child safety seat checks available throughout the area.

- There's a lot of good information out there.

- Daimler-Chrysler has opened its Free Child Safety Seat Inspection Service to every child in America. *Fit for a Kid* is available at almost 400 dealers in 80 U.S. markets and is estimated to be at 1,000 dealers nationwide by the end of 2000. Appointments can be scheduled by calling 10877-FIT-4-A-KID, or by clicking on *www.fitforakid.org* or clling a dealer directly. Each inspection takes about 20 to 30 minutes.

- General Motors and the National SAFE KIDS Campaign took child safety on the road with a new resource for families -- Chevy Venture Mobile Car Seat Checkup minivans available in all 50 states and the District of Columbia. The checkpoints are available for owners of all makes and models of vehicles. Parents and care givers can receive free life-saving information by calling (800) 441-1888 or by visiting the campaigns web site at *www.safekids.org* for a lisitng of car seat checkups across the country.

- Ford Motor Company is sponsoring the Boost America! Campaign to send the message to parents and children about the need for bigger children to ride in booster seats. Next fall Boost America! will carry this message to every preschool and elementary school in the country and will provide one million booster seats to low income families in the coming year. You can visit the Boost America! website at *www.boostamerica.com* for more information.

- **(Addressing the children)** So, one more time!. Kids, what's the first thing you do when you get in the car? ... Buckle-up!

# # # #

6.38

RS/ JFK ELEMENTARY SCHOOL GRADUATION VIDEOTAPING/ 05/25/00
4.4 minutes

Hello John F. Kennedy graduates. I am delighted to have this opportunity to send my congratulations and best wishes to you on this very special day -- your graduation.

I thank your classmate, Travaris Bell, your teacher, Ms. (Belinda) White, and your principal, Ms. (Betty) Silverthorn for extending an invitation to participate in this joyous occasion in your lives.

As the first *and* last class to graduate from John F. Kennedy Elementary School in this new century and new millennium, you have a unique place in Ft. Richardson history. You will be remembered as the final class to walk the hallowed halls of John F. Kennedy, but you will also be remembered as the *first and only* JFK class to graduate in the 21st century. You have an incredibly bright future ahead of you.

I, and everyone celebrating with you today, want you to continue to work hard, to study hard to be the best you can be.

President Clinton has challenged us to ensure that all of you have marketable skills for 21st century jobs.

At the Department of Transportation we are responding to his challenge through our Garrett A. Morgan Transportation and Technology Futures program. We are ensuring that today's students are prepared to design, develop and operate the complex transportation systems of tomorrow.

As U.S. Transportation Secretary, I am looking for highly trained transportation technology workers. The future bridge architects, high-speed rail engineers, safety specialists, pilots, aviation mechanics -- the technology experts to build and run the transportation system of the 21st century.

Those technology experts will need strong math and science skills. Some of you may think math is boring. But if you want to be a pilot, or to build bridges, or invent something spectacular, you need algebra and geometry -- trust me.

Today I have an assignment for you. I want you to develop a plan.

You see, if you wait until the 12th grade to start thinking about what you want in life -- it may be a little too late. Now is the time to begin. Now, as you prepare to enter the 7th grade, is the time to develop the math and science skills to work in transportation or any other technology-related career field.

I want you to start working on that plan today because your future begins now, this very minute.

And always remember these words: Good, better, best. I will not rest, until my good is better and my better is best. And with you giving your best, I know, America's best is yet to come.

Again congratulations on your graduation and welcome to the 7th grade.

# # # #

8.39

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
30TH ANNIVERSARY U.S. MERCHANT MARINE MEMORIAL SERVICE
MAY 25th, 2000
WASHINGTON, DC

On behalf of President Clinton and Vice President Gore welcome to the U.S. Merchant Marine Memorial Service. I am delighted and honored to join you for this 30th anniversary of remembrance.

This annual observance commemorates the accomplishments and sacrifices of the United States Merchant Marine–our first navy. The U.S. Merchant Marines, who defeated the British Navy to gain America's independence, have served our country – *and served it well* – in every war since 1775.

There is no more devoted community of professionals than those who serve the nation's marine transportation system. During the Second World War, nearly 6,000 merchant seaman and officers lost their lives for the cause of freedom.

President Franklin D. Roosevelt praised the merchant marines performance saying, *"[Mariners] have written one of its most brilliant chapters. They have delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult and dangerous job ever undertaken. As time goes on, there will be greater public understanding of our merchant's fleet record during this war [World War II]."*

In the second half of the 20th century, the U.S. Merchant Marine continued that stellar performance – supplying the military with materiel and logistical support—in Korea, in Vietnam, in the Persian Gulf; it also served an invaluable role in humanitarian missions to Haiti, Somalia, the Balkans–*anywhere* needed.

America has always been a maritime nation, its economy linked inextricably to the bordering seas, the many rivers and lakes that carry raw and finished goods to domestic and international markets.

In his National Maritime Day Proclamation, President Clinton summed up the vital importance of the maritime industry to America: *"The men and women of the U.S. Merchant Marine and the thousands of other workers in the Nation's maritime industry have made immeasurable contributions to our economic strength, standard of living, and leadership in the global marketplace."*

-more-

The maritime industry is big business—accounting roughly for three quarters of a trillion dollars of the US gross domestic product annually. Our domestic fleet is one of our most productive and cost-effective modes of transportation, moving 24 percent of the nation's cargo at less than 2 percent of America's total freight cost. U.S. commercial ports handle 95 percent of the nation's international trade.

All of these accomplishments can be attributed to the visionary and vigilant workforce of the Maritime Administration, who celebrate 50 years of service to our nation.

I thank you and I applaud your commitment to ensuring that the American people continue to enjoy the safest, the most secure and the most effective Marine Transportation System in the world. And I am honored to have you walk with me as we craft a new vision for MTS in the 21st century.

Roughly two years ago, we inaugurated a review of our marine transportation system to thoroughly examine the critical issues we will face in the 21st century. The MTS Task Force—co-chaired by *former* MARAD Administrator Hart and Admiral Loy, Commandant of the U.S. Coast Guard--submitted its report to the Congress last September.

The report recommended strategies and plans of action to assure that our maritime systems is, indeed, up to the complex challenges we face as a nation with respect to economic competitiveness, national security, maritime safety and preserving the environment.

We have been moving forward and the first meeting yesterday of the newly formed National Advisory Council shows that we are vigorously implementing the report's many recommendations. Government cannot accomplish MTS initiatives without industry's full support and this council will serve as a linchpin in achieving that goal.

Together, with MARAD, our federal partners and industry, we will address difficult issues such as funding; intermodal access; coastal shipping; system-wide traffic forecasts; security dredging and brownfields; and many more.

Despite the challenges the future is bright: the maritime industry has long been among the most competitive and has a proven track record of providing improved service at low shipping rates in a dynamic business environment.

The bottom line for the American consumer is cheaper prices, more choice, and continued goods news on the economic front.

The courage, sacrifice and achievement we honor today helped make the 20th century the American century. America's Merchant Marine today, indeed the entire maritime community, is determined to follow in those giant footsteps.

I close my remarks with this.

As Memorial Day approaches, it is time to pause and consider the true meaning of this national holiday. In an effort to put the "Memorial" back in this special day, President Clinton has declared a *National Moment of Remembrance*.

I ask each one of you to take a moment out of your busy holiday activities with loved ones – to pause with me, and with the nation, at 3:00 pm (local time) to remember those who gave their lives in service to this great country.

This memorial observance represents a simple and unifying way to commemorate our history and honor the struggle to protect our freedoms. I encourage you to take a moment to remember.

Thank you.

# # # #

RS/ MAYOR WELLINGTON WEBB -US CONFERENCE OF MAYORS TAPING/
05/25/00

I have had the distinct pleasure of working with Mayor Wellington Webb, a man tall in stature and taller in grace. Our days together go back to my time as Federal Highway Administrator where we worked on a host of transportation issues for the City of Denver, including the Denver International Airport, the Broadway Viaduct, and the infamous Mousetrap – where Interstates 70 and 25 meet, and that relationship continues.

As President of the U.S. Conference of Mayors, Mayor Webb helped to advance President Clinton and Vice President Gore's "people first" agenda. From Welfare to Work, to Access to Jobs, to livable communities, to transportation funding issues, Mayor Webb has consistently supported the U.S. Department of Transportation in carrying out its mission for the American people. I know the Mayor considered the passage of the aviation reauthorization bill – AIR-21 – as a top priority for the Conference of Mayors during this 106th Congress.

I want to thank Mayor Webb for his progressive leadership and I commend him for the work he has done on behalf of America's communities to ensure they a safe and sustainable transportation system to connect them to opportunity – to a better quality of life – in this new century and new millennium.

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ROLLOVER CONSUMER INFORMATION NEWS CONFERENCE
MAY 25, 2000
WASHINGTON, D.C.

Americans are increasingly demanding more information about the safety of new vehicles. Today, we are meeting the public's concerns by proposing a rating program that will provide consumers a measure of a vehicle's likelihood to rollover during sharp turns.

The program will provide star ratings for rollover performance, the same proven approach currently used by the National Highway Traffic Safety Administration (NHTSA) when the agency provides consumer information about performance in frontal and side crashes in the New Car Assessment Program (NCAP).

Automobile rollover is a major highway safety issue. More than 9,500 people are killed every year in rollover crashes. In particular, rollovers accounted for over 60 percent of fatalities in increasingly popular sport utility vehicles and more than 40 percent of the deaths in pickup trucks in 1998.

Consumers deserve to know the stability differences among different types of vehicles. Buying a new vehicle involves tradeoffs. While SUVs, for example, may perform better than cars in certain crashes, they are also more likely to roll over.

This new consumer information program, which we plan to launch with the 2001 model year, will create more knowledgeable consumers. Empowered consumers will have added ability to judge more aspects of a vehicles safety performance prior to purchase.

A great deal of careful thought and study went into the creation of this new rating program. After extensive research, NHTSA determined that a scientific, mathematical measurement of a vehicle's center of gravity combined with the width of the vehicle, known as the Static Stability Factor or SSF, was the most reliable indicator of rollover risk in single-vehicle crashes. In fact, a statistical study using real world crash data from six states found a very strong correlation between a vehicle's SSF and its likelihood to be involved in a rollover crash. The

- more -

technical formula is then translated into an easy to an understand, consumer-friendly star rating. Accordingly, one star is the lowest rating while five stars would be the highest.

When we look at the fleet of vehicles currently on the road, we find that passenger cars generally scored in the four to five star range; pickup trucks from one to four; SUVs from one to three, and minivans either two or three stars. Yes, there are differences in stability between types of vehicles, there are also, in some cases, wide variation, within the class itself. We believe consumers deserve and need to know this information.

Ultimately, we hope that this new consumer information program also will motivate the manufacturer to build a more stable vehicles. For example, in 1979 when NCAP ratings for frontal crashes began, just 33 percent of vehicles achieved a four- or five-star rating. By 1997, 85 percent had four or five stars.

Finally, this is Buckle-Up America Week. There is no better way motorists can promote safety than the simple act of buckling up themselves and their loved ones. Remember, 80 percent of occupants killed in single-vehicle rollover crashes were not wearing their belts. Fifty-two percent of those killed were completely ejected from the vehicle. Many of these people would have survived if they had been buckled up. In fact, seat belts are at least 75 percent effective at protecting you in the event of a rollover crash. That is a statistic that is hard to ignore.

So, regardless of the type of vehicle you drive, the message is clear: Buckle up America. Your life may depend on it.

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

News

FOR IMMEDIATE RELEASE
Wednesday, May 24, 2000

Contact: Rae Tyson
Telephone: 202-366-9550

Media Advisory

U.S. Transportation Secretary Slater To Announce Proposed Rollover Consumer Information

U.S. Transportation Secretary Rodney E. Slater at 2 p.m. Thursday, May 25, will propose a system for rating a vehicle's likelihood to rollover, providing consumers a key new insight into motor vehicle safety.

The Secretary will present details of the new consumer safety information program on the likelihood of different makes and models being involved in rollover crashes. More than 9,500 people are killed every year in rollover crashes.

WHO: U.S. Transportation Secretary Rodney E. Slater
NHTSA Deputy Administrator Rosalyn G. Millman

WHAT: News conference to announce a proposed rating system for vehicle rollover risk.

WHEN: 2 p.m. Thursday, May 25, 2000

WHERE: Marx Media Center
Nassif Building, Room 2101
400 7th Street, S.W.
Washington, D.C.

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

Speech

"MEETING THE TRANSPORTATION CHALLENGE OF GLOBALIZATION"

PREPARED REMARKS

U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER

84TH SESSION OF THE COUNCIL OF MINISTERS

OF THE EUROPEAN CONFERENCE OF TRANSPORT

PRAGUE, THE CZECH REPUBLIC

MAY 30, 2000

President Schling and fellow Ministers of Transport: I am delighted to be in Prague and honored to have this opportunity to address the Council of Ministers of the European Conference of Transport (CEMT) and to share the goals of this week's U.S. Transportation Policy Mission to Europe.

I also want to thank all of the Ministers for their hard work that led to the successful transition to the Year 2000. Our collaborative efforts, world wide, allowed the transportation community to pass the first global test of the information age.

A major priority for our European mission this week is to participate in this conference. The United States benefits enormously from our Associate Membership in CEMT, which -- for nearly half a century -- has served as a premier forum for coordinating responses to the challenges and opportunities facing inland transport systems across Europe. We are here to share with you and learn from you.

I am also here to explore how we can work together as transport ministers to improve the quality of transportation choices and decision-making over the next 25 years.

At the dawn of this new century and new millennium, transportation decision-makers on every continent and in every nation face a new and unprecedented challenge -- the challenge of globalization.

President Clinton has called globalization "The central reality of our time." And in his National Transportation Week message earlier this month, the President stressed the importance of wise and informed transportation choices to "Make our

-MORE-

communities more livable, give our citizens greater choice and mobility, protect our environment and help create a truly global community."

Decisions by the European Union and the United States during the past two weeks promise to dramatically enlarge that community in the near future.

With the successful conclusion of bilateral negotiations between China and the EU on May 19th, it is now clearer than ever that China will join the World Trade Organization.

And last Wednesday, the U.S. House of Representatives took an historic step to promote continued prosperity in America, reform in China and peace in the world by approving Permanent Normal Trade Relations (PNTR) with China. Passage of PNTR by the United States Senate is expected.

Taken together, these decisions by Europe and America will bring one billion Chinese into closer relationship with the rest of the world, and promote increased global trade with the $7 trillion dollar Asian economy.

To be sure, the United States and other democratic nations will continue to press China to respect global norms on human rights and non-proliferation -- and to reject the use of force as a means to resolve the Taiwan question. Yet there are good reasons to believe that these new agreements will encourage Chinese leaders to move in the direction of meeting the demands of the Chinese people for openness and accountability.

As President Clinton said in response to last week's Congressional action, "To me the most important benefit of all is that we have given ourselves and the Chinese a chance -- not a guarantee, but a chance -- to build a future in the Asia Pacific region for the next 50 years very different from the last 50."

Globalization is on the march. An enlarged, more integrated community of nations is coming into being -- and local, regional and international transportation leaders like you and me, must cope with unprecedented demands this enlarged community will place on national and international transport systems.

As transportation ministers, we are clearly faced with the challenge of improving the quality of transportation decision making to support globalization: We must choose when and how to deploy new technologies to improve the safety, efficiency and productivity of our transportation systems -- and how to pay for these innovations. We face choices about protecting the environment of our nations and the world. We face the challenge of encouraging alternative forms of transportation -- fuel-efficient vehicles, alternative fuels, bicycling, walking.

At the top of the list of challenges we face, is the need to effectively integrate new technology and information systems with the transportation system.

It may be true that e-commerce operates "by the click of a button." However, e-commerce still requires planes, trains, and trucks to move goods to their destinations after they are ordered on the Internet.

The future of transportation then, is clearly about choices. To improve the quality of transportation decision-making, I am therefore advocating that we work together to forge a new transportation policy architecture consistent with the needs of a new century and a new millennium. By "policy architecture" I am referring to the interlocking web of policies and practices that shape and inform transportation decisions by stakeholders at all levels: governments, trade associations, organized labor and individual companies as well as consumers and interest groups.

The new policy architecture we seek to encourage in our conversations this week is one that, first and foremost, increases regional cooperation to enhance safety -- which remains President Clinton's top transportation priority and the "North Star" guiding all that we do at the U.S. Department of Transportation

As our session this morning emphasized, tomorrow's transportation system should also be sustainable. To safety and sustainability, I would also add that we need transport systems that are: International in reach, linking markets and destinations around the world; Intermodal in form, achieving a balance among the various modes of transportation; Intelligent in character, harnessing the awesome power of technology in ways that benefit people; And inclusive in service -- leaving no one behind. And to support all of these goals, we must encourage a climate of innovation.

At the U.S. Department of Transportation we believe that everyone should have a say in identifying what they want from this transportation system of the future. And to support this commitment of inclusiveness and participation, we have been conducting "2025 Visioning Sessions" with stakeholder groups across America to clarify a vision of transportation for the next 25 years.

Let me emphasize that we are not trying to "predict" the future. What we intend to do is create an alternative future for transportation that might not otherwise exist. We plan to publish the results of our efforts as part of a 2025 Trends and Choices report this summer.

We will also 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. ,October 9 through 12. This symposium builds on the

achievements of last year's Aviation in the 21st Century -- Beyond Open Skies Ministerial that drew representatives from 90 countries to Chicago by extending the discussion of a transportation vision for the 21st century to all modes of transportation.

I would like to personally invite each one of you, as representatives of the United State's significant international partners, to join me for this important ministerial, which will provide a unique opportunity to explore and consider innovative possibilities for transportation in an integrated global economy.

We will also use the opportunity afforded by our being together to exchange information about "best practices" with respect to such issues as changing consumer expectations, seamless modal integration, workforce capacity, e-commerce and its impact on transportation, safety and security standards, and innovative financing of multimodal transportation systems.

I view this trip to Europe and recent missions to Asia, South America and the Caribbean -- as well as last September's African Transport Ministerial in Atlanta -- as extending this visioning process to include our friends and colleagues around the world.

On the ground, on the rails, in the air and on the water, globalization is changing the nature of transportation everywhere. During the 21st century, transportation decision makers face crucial choices with far-reaching consequences for future economic growth and the quality of life in the communities where we live and across the globe.

As I often say, 'transportation is about more than concrete, asphalt and steel.' It is the tie that binds peoples and communities across national boundaries. It promotes economic development; it expands the possibilities for trade; it opens doors and markets. As President Clinton put it, "The 20th century was indeed a golden age for transportation; the 21st century can be an even brighter one."

Thanks to your work -- and the work of CEMT -- I am confident that the best is yet to be.

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E.34

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

Speech

INTERVENTION ON RAILROADS

Prepared Remarks
U.S. Department of Transportation
Secretary Rodney E. Slater
European Council of Ministers of Transport Assembly
Prague, Czech Republic
May 31, 2000

In 1869, a golden rail spike officially completed the first coast-to-coast public transportation link of North America. Historians agree that no single event in American history did more in bringing together the United States both socially and economically. Today, I am pleased to report railroads in the United States are continuing in this golden tradition.

There is no denying that railroads have an important place in the transportation systems of the new century and new millennium. I come before you today to offer a brief perspective of how we in the United States intend to continue to receive the benefits of a safe and efficient rail-transportation system in the 21st Century.

As I have mentioned in previous remarks, we at the U.S. Department of Transportation intend to host a world-class International Symposium in Washington, D.C., this October to discuss transportation challenges from a global perspective. The future of rail transportation must play a part in these efforts and we would, once again, be honored with your participation.

Since U.S. rail transportation's inception in the 1830s, Americans have recognized the marketplace benefits of effectively providing the railroad industry with ownership of both infrastructure and rolling stock. This remains one of the keys to the success of freight railroading in the United States.

However, the most important facet to profitability -- about 9 percent in 1998 -- rests with the fact that the U.S. rail freight industry is significantly de-regulated from an economic standpoint.

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In 1960s and 70s, nearly a century of strict oversight prevented railroads from responding to a changing marketplace. This situation forced many railroads -- particularly those in the industrialized northeastern portion of the nation -- into bankruptcy. Following congressional passage of the historic Staggers Rail Act of 1980, de-regulation, or liberalization as it is called in Europe, was seen as the necessary answer. Economists point to this decision as a key factor in the U.S. railway resurgence.

Today, U.S. railroads have made a complete turn around from the bleak days prior to deregulation. In 1998, railroads achieved a return on net investment of 8.7 percent. This positive trend continues this year, with North American railroad freight-car loadings up an additional 9.8 percent.

Thanks to de-regulation, the U.S. railroad industry has literally risen from the ashes of bankruptcy to:

- Operating seven very large railroads and the National Railroad Passenger Corp. (Amtrak) with $255 million or more in revenue per year;
- Nearly 625 regional and small railroads;
- Having the highest rail labor productivity in the world;
- Investing over almost $7.2 billion (8 billion in Euros) in 1999 in capital infrastructure and rolling stock improvements; and,
- Generating almost $33.2 billion (35 billion Euros) in revenue.

The industry continues to undergo significant change. Pressures from the financial community for continued performance and profitability have resulted in what the media call "merger mania." Recent mergers have resulted in some implementation problems. You may have read about this in the insightful *Railroad Reform* report the European Council of Ministers of Transport (ECMT) completed for this conference.

Let me add several thoughts that I hope could help as you deliberate the future of your respective rail systems. Thoughts that the U.S. rail industry and we, as the government's policy-making entity, must address in 2000 and the following years:

- Our biggest challenge is to make process changes that promote and foster growth;

- Consistent and reliable service and providing a guaranteed service quality is crucial;
- Information technology must be used to better advantage; and
- Railroads needs to be e-commerce friendly..

We in the United States feel transportation policymakers do have a role to play in attracting private investment and growth in the railroad industry. The U.S. experience has shown that private ownership of railroads and allowing them to operate in as much of a de-regulated environment as possible leads to greater productivity, more infrastructure investment by operators, and a reasonable rate of return.

Europe stands at the threshold of an exciting era in transportation. President Clinton and Vice President Gore recognize the economic and social benefits to the United States and the world from a safe, healthy and vibrant European rail system.

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8.35

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MEETING WITH THE CONFEDERATION OF NETHERLANDS INDUSTRY
AND EMPLOYERS
ROUNDTABLE DISCUSSION ON THE ENVIRONMENT
MAY 31, 2000
AMSTERDAM, THE NETHERLANDS

Welcome,

Protection of the environment is about working together. Nations, industry, government, labor -- everyone must take part in addressing the environmental challenges facing our world. When we work together good things happen, not only for our environment, but on so many levels.

Take for example the successes resulting from the Open-Skies agreement between the United States and the Netherlands. As you know, in September 1992 the United States and Netherlands entered into the first-ever "Open Skies" agreement. Since that time, passenger traffic between the United States and Amsterdam has more than doubled. Significant quality of service benefits and fare reductions have also emerged in an ever increasing number of markets to increasing numbers of passengers.

Yes, good things are happening as a result of Open-Skies. I want to applaud the Dutch government which has been a crucial ally in achieving the current level of transatlantic liberalization. We at the U.S. Department of Transportation (U.S. DOT) look forward to continuing our work with the Dutch people on so many of the important issues facing our nations.

The United States and Europe must deal with many of the environmental challenges facing our nations. Issues like traffic congestion, air pollution and greenhouse gas emissions are not unique to any one nation.

For the United States, the importance of these concerns has been identified in President Clinton and Vice President Gore's *Livable Communities Initiative.* With respect to transportation, a livable community is one that improves the quality of people's lives by considering the community development with transportation services and by reducing impacts of transportation projects on communities and the environment.

The Clinton-Gore livability initiative integrates the commitments of more than a dozen federal agencies and the White House. It is designed to help communities have access to the tools, information and resources they need to preserve green space, ease traffic congestion, promote collaboration among neighboring communities and enhance economic competitiveness.

We are giving states and communities funds to help transportation enhance those communities. We are encouraging the use of cutting edge technology to reduce noise levels and pollution; we are giving communities greater decision-making authority over highway and transit investments. We are investing more money in new transit systems and improved service to reduce congestion. We are giving states and communities funds for transportation enhancements. We are looking to make our waterways cleaner.

We at the U.S. DOT are particularly proud of our Transportation and Community and System Preservation Pilot Program, which provides funding to state and local governments to develop innovative strategies to better integrate transportation and community development. We are also working with other U.S. agencies to implement programs to promote alternatives to automobile use and to coordinate plans to improve air quality.

Environmental growth and economic growth are not opposing goals. On the contrary, a healthy environment is essential to healthy, long-term growth. Yet, the true value of clean air, land and water should be measured by more than just a healthy Gross National Product. Because when you get right down to it, a nation's most precious resource is its young people -- its future. And, the greatest gift we can pass on to our future is a cleaner, healthier world.

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