8.33

PREPARED REMARKS
U.S. DEPARTMENT OF TRANSPORTATION
SECRETARY RODNEY E. SLATER
BREAKFAST MEETING WITH MEMBERS OF THE AMERICAN CHAMBER OF COMMERCE
FRIDAY, JUNE 2, 2000

Today concludes the week-long U.S. Department of Transportation (U.S. DOT) "Mission to Europe." In setting out on this journey it was our goal to promote innovative transportation policies fostering President Clinton and Vice President Gore's vision of globalization as a major force for prosperity, stability and democracy in the 21st century. I am pleased to report we have moved forward on our objective.

I want to first underscore that President Clinton, Vice President Gore, and the U.S. DOT are committed to the historic and vital transportation relationships between the United States and the United Kingdom. From an aviation perspective, I can report the Open-Skies negotiations regarding air routes from London and Pittsburgh are moving forward. I remain confident that we are on the right track to achieving our shared goals of liberalization that will bring benefits to both our country's airlines, consumers and economies.

During this eventful week, I had the opportunity to take part in a European Council of Transport Ministers meeting in Prague and also met with distinguished officials in The Netherlands. At these meetings we reached some important understanding of the common and diverse transportation issues facing our nations in the new century and new millennium.

From the U.S. perspective, I felt it was important to forward our mandate to advance an integrated transportation system for the 21st century. In doing so, I pointed out this system must encourage safety and sustainability to be sure, but it must also be international in reach; intermodal in form; intelligent in character; and inclusive in service.

The U.S. DOT is energized by this vision of transportation. To help us prepare for the next 25 years, we are holding a series of "2025 Visioning Sessions" with our partners and constituents from around the United States. These meetings are helping us create a *Trends and Choices Report* to provide us the insight to develop new policy architecture for future transportation decision making. Ultimately, we will host a world-class "International Transportation Symposium" in Washington this fall to discuss global challenges.

I was encouraged by the interest displayed this week in our symposium and our vision for transportation's future. As leading representatives of the U.S. business community, and a vital partner and constituent, your input as well as your attendance would be invaluable.

President Clinton has called globalization "The central reality of our time," and has emphasized the key role of transportation in creating a truly global community. I want to briefly take a moment to applaud the president's advocacy of permanent Normal Trade Relations status for China, as well as the European Union's recent decision on China's membership in the World Trade Organization.

As the world comes together, transportation decision-makers on every continent and in every nation face new and unprecedented challenges. For the United States, the importance of these concerns has been identified in the administration's "Livable Communities Initiative." A livable community is one that improves the quality of peoples lives by considering community development with transportation services, and by reducing the negative impact of transportation projects on communities and the environment.

The administration's effort integrates the commitments of more than a dozen federal agencies and the White House. It is designed to help communities have the access to the tools, information and resources they need to preserve green space, ease traffic congestion, promote collaboration among neighboring communities and enhance competitiveness.

Environmental or economic growth should not be opposing goals. This administration is committed to working with the American Chamber of Commerce and all those interested in developing a stronger economy in a more livable world community.

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6-32

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL TRAILS DAY
JUNE 3, 2000
ST. LOUIS, MISSOURI

I am so pleased to have this opportunity to join you to celebrate the 7th Annual National Trails Day.

Today we not only celebrate trails, we celebrate teamwork and diversity. Many of you indeed overcame huge challenges -- a testament to your capabilities as well as a testament to the accessability of our nation's trail systems -- to get here. I want to thank the team members from Boston and San Francisco who traveled more than 3,500 miles of trails and greenways by foot, by bike, by wheelchair, by handcycle, by canoe and kayak to meet us in St. Louis..

Your experiences show the nation how trails and greenways are once again, playing a major role in America's transportation system -- connecting our people to their land, their history and their culture while protecting and enhancing our natural environment.

I also want to thank our Millennium Trails Project Partners, World Team Sports and Rails-to-Trails Conservancy, for making this Face of America cross-country journey possible.

And I thank the American Hiking Society for its excellent work to protect and maintain America's great trails. Through your efforts, more than one million Americans celebrate National Trails Day every year.

Clearly, St. Louis is the premiere site for today's trails celebration because it is the confluence of three of our nation's 16 National Millennium Trails, and one of our 50 Millennium Legacy Trails – trails which First Lady Clinton designated as national legacies to honor America's rich past and to imagine the incredible future that awaits us.

These national 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 to our children's children.

- more -

The Mississippi River Trail; the American Discovery Trail; and The Lewis and Clark National Historic Trail are all National Millennium Trails and the Katy Trail is a Millennium Legacy Trail. Today three of these trails will be presented with Millennium markers at the close of our program. Let me also offer my congratulations to St. Louis -- your Riverfront Trail is one of the first trails to be designated as a Community Millennium Trail. Over the next six months we will designate 2,000 trails from across the nation.

Describing Millennium Trails as "tangible gifts to the future," Mrs. Clinton believes that historic and recreational trails are not only worthy of preservation, they are worthy of expansion.

At the US Department of Transportation we are excited to be a proud sponsor of the Millennium Trails Initiative because trails were America's *first* surface transportation system. We are excited because the transportation and recreational use of these trails will enhance the quality of life for millions of Americans.

Last March, I met with the 16 Millennium Trails representatives in Annapolis for a two-day forum to discuss the role trails will play in the transportation system of the 21st century. In fact, the US DOT is hosting 2025 visioning sessions with transportation and community leaders from across the nation to talk about this very issue. We are working together to craft a policy architecture to improve transportation decision-making in this new century and new millennium.

We are also inviting trail leaders from around the world to join us in Washington D.C., on October 9th -11th for the first-ever International Transportation Symposium to talk about a global vision for the future of transportation.

Clearly, trails are invaluable tools for America to help preserve green space, ease congestion, and to make our communities more accessible and more enjoyable. This is in keeping with President Clinton and Vice President Gore's Livable Communities Initiative.

Communities throughout our nation and around the world, are demanding a better quality of life for their people. They are searching for ways to revitalize their cities and towns.

They want places that encourage neighborhood interaction, where children can walk or ride bikes safely to schools and playgrounds, where it is possible to run errands without using a car, and where community facilities are accessible to *all* residents.

Transportation is about so much more than concrete, asphalt and steel; it is about people -- about providing them with opportunities to lead a safer, healthier, improved quality of life.

The US DOT is proud of its role in making walking and biking a real transportation choice for the American people. We want to ensure that our partnership with the trails community leads America to higher heights in this new century and new millennium.

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

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

Benton MacKaye was the inspiration for the first modern American trail through the historic Appalachian Mountains. His legacy to the 20th century is the Appalachian Trail, inspiring us to create others like it. Clearly, preserving, protecting and enhancing America's trails must be our legacy to the 21st century.

I believe we are creating a legacy truly worthy of the new millennium. Thank you.

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8-30

PREPARED REMARKS OF
U.S. DEPARTMENT OF TRANSPORTATION
SECRETARY RODNEY E. SLATER
BLACK-TIE DINNER D-DAY MUSEUM DEDICATION
NEW ORLEANS, LOUISIANA
JUNE 5, 2000

Last week, I and my staff spent the entire week touring Europe. It was our goal during the trip to promote innovative transportation policies fostering President Clinton and Vice President Gore's vision of globalization as a major force for prosperity, stability and democracy in the 21st Century.

On the flight home last Friday, I began to focus on what I could say at this auspicious event. It occurred to me, the many state-of-the art seaports, airports, roads, railways, highways -- the successful Europe that I had visited -- none of that would have been possible without those brave young men who hit the beaches on D-Day.

It's difficult to think of any single event in modern human history that has left such an indelible mark on this world than that cold misty day on the 6th of June, 1944. For without their selfless acts of bravery, committed by so many that historic day, the world would be a very different place today.

This museum is, of course, an inspiring testimony to those who sacrificed so that others could live free. Yet, there is no greater tribute to the heroes of D-Day than a world in which more people are living under freedom than in any time in history. Their heroic actions continue to live on.

Yes, last week I traveled to Europe to promote prosperity, stability and democracy in the 21st Century. Today, we recognize the foundation for that vision was laid 56 years ago on the shores of Normandy.

Thank you.

8-31

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SUMMIT ON LOCAL TRANSIT IN THE GLOBAL ECONOMY
CREATING A CLIMATE FOR INNOVATION
WAYNE STATE UNIVERSITY
JUNE 5, 2000
DETROIT, MICHIGAN

Good afternoon. I am so pleased to have the opportunity to participate in this vital transportation summit to help lift Metropolitan Detroit to higher heights and greater accomplishments in the global economy of this new century and new millennium.

Already you are creating a "climate for innovation" in Detroit. The wealth and breadth of transportation expertise in this room is phenomenal. The ideas being exchanged and the information being shared is generating a dynamic model for transportation excellence in the Detroit Metro Area.

I applaud the leadership of Congresswoman Kilpatrick and her staff in bringing together transportation and community stakeholders to begin to develop a vision for Detroit's transportation system in the 21st century.

As a key member of the House Transportation Subcommittee, she is integrally involved in ensuring that America's transportation system continues to be the safest in the world. And safety remains this Administration's highest transportation priority. At the U.S. Department of Transportation it is our North Star, guiding all we do.

In January Congresswoman Kilpatrick visited the Department's John A. Volpe National Transportation Systems Center in Cambridge to talk about the future of Metro Detroit's transportation system

Not long after that meeting, she invited the US DOT to Detroit to continue the dialogue. In February Dr. Richard John and Associate Administrator Jack Murray met with members of the Committee of 15 and other community leaders to discuss innovative ways to develop cooperative, comprehensive and collaborative transportation planning.

- more -

Out of those conversations grew today's summit. And with your vital input, Detroit is positioning itself for incredible growth and opportunity in this new century and new millennium.

We are here today because we agree that transportation must be an integral component in Detroit's efforts to ensure greater participation in the global economy of the 21st century.

Clearly, transportation innovation is essential to economic growth, job creation, and most importantly – improving quality of life. The diverse stakeholders represented here – community groups, corporate leaders, academia, and federal, state and local representatives – speaks to your commitment to bring that and so much more to Detroit.

Our goal – to move toward a process through which the parties here today, and across the region, can agree on the transportation investments and strategies essential to developing prosperous livable communities for *every* citizen throughout Metropolitan Detroit.

Elected officials, stakeholders and citizens must develop this process – participate in it – shape it and ultimately – invest in it.

Urban areas, rural areas – communities across the nation are grappling with the very same issue. This morning Professors Galster and Krumholtz shared their insights on challenges and opportunities facing American cities. Our colleagues from Atlanta, San Francisco, Chicago, and Washington DC shared their struggles and successes in addressing transportation planning challenges.

Stakeholders must trust the planning process enough to support the outcomes – even if they mean compromise. They must approach the process with an eye toward the future not just ten years from now – but 25 years out and beyond.

An effective process delivers results – whether its investments in intelligent vehicles and roadways – bridges, highways, transit, ports – or strategies that better connect citizens to jobs, and encourage economic development without traffic and sprawl.

At the US DOT we too are grappling with the challenges of improving the quality of transportation decision-making in the new century and the new millennium. We have been conducting "2025 Visioning Sessions" with

transportation experts and other public and private sector leaders across the country 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 would not otherwise exist. We plan to publish the results of our efforts as part of a *2025 Trends and Choices Report* this summer.

What we learn in our visioning sessions will help in the planning of the International Transportation Symposium, the US Department of Transportation will host in Washington, DC October 9-12. I invite you to join me for this unprecedented conference, where we will explore innovative possibilities for transportation in an integrated global economy.

We will also issue a report on transportation decision-making -- a policy architecture for the 21st century.

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. It should provide the umbrella framework for all transportation decision-making.

This new policy architecture rests on the concept of transportation as a global enterprise -- a fully integrated -- safe and sustainable -- intermodal transportation system. And innovation is a key strategy for implementing these broad policy decisions.

The new policy architecture we seek to encourage is one that, first and foremost, increases regional cooperation to enhance safety -- which remains President Clinton and Vice President Gore's top transportation priority and the "North Star" guiding all that we do at the U.S. Department of Transportation.

In addition to innovation and safety -- our transportation system must be:

- *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.

Transportation has never been more important to business and to people's lives than it is today. The long-term trends and policy decisions -- technological innovation, deregulation, capital investment and others -- have changed transportation over the past 25 years.

As these changes continue into the 21st century, transportation decision-makers will be faced with choices about how to meet the conflicting demands from different parts of the business community, the traveling public, communities, builders, environmental advocates and the many different transportation providers.

The Intermodal Surface Transportation Efficiency Act (ISTEA) provided an excellent framework for developing successful metropolitan and statewide planning and decision-making processes.

The Transportation Equity Act of the 21st Century (TEA-21) challenges us to take those processes to the next level -- with broader stakeholder involvement that protects the interest of all communities.

At the end of the day, I believe that our dialogue will be a vital first step in building a planning and decision-making process that *all* can support -- a process that will help Metropolitan Detroit create a climate for innovation in transportation in this new century and new millennium.

As this process evolves, we must continually challenge ourselves to maintain balance -- balance between prosperity and growth -- health and environment -- AND fairness and opportunity -- for all communities.

Transportation is clearly about so much more than concrete, asphalt and steel. It is the tie that binds people and communities across regional boundaries; without it, there can be no economic growth.

The work we do today will ensure that every Detroit community will be connected to opportunity, to a better quality of life.

Success will take every ounce of our shared will -- our shared commitment and trust -- to work in cooperation and collaboration for the future of this great city.

I commit the resources of my Department -- our programs and our expertise -- to support you in every way possible as you work together -- moving from strength to strength -- to craft a transportation vision for Metropolitan Detroit in the 21st century.

# # # #

U.S. Department
of Transportation

**Research and
Special Programs
Administration**

Memorandum

Date June 1, 2000 Reply to Attn of

Subject **BRIEFING:** A Summit on Local Transit in the Global Economy—Creating a Climate for Innovation

From Kelley S. Coyner
Administrator
Scintheia Hicks
for Kelley Coyner

To The Secretary

DATE: Monday, June 5, 2000

TIME: 8:30 AM Coffee
12:30 Lunch
1:30 Keynote Lunch Speech
Total Summit Program 9:00 - 4:30 p.m.

DURATION: 8 hours

LOCATION: Wayne State University
McGregor Conference Center
Detroit, Michigan
Rooms D, E, and F

ATTENDEES: Rep. Carolyn Cheeks Kilpatrick (D-MI)
Dr. Ervin D. Reid, President, Wayne State University
150-200 people. See attached.

SENIOR STAFF: Michael Frazier

PRESS: Coordinated between Wayne State University and Congresswoman Carolyn Cheeks Kilpatrick's office; USDOT Press to be determined

PURPOSE: To bring together diverse members of the transportation community (e.g., industry, academia, federal, state, and local government) to present transportation system concepts and strategic approaches that can be the foundation for improvements in mobility and access in metropolitan Detroit and throughout southeastern Michigan. This supports the strategic goals of mobility, economic growth and trade, human and natural environment.

8-29a

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
SEAMEN'S CHURCH INSTITUTE
23RD ANNUAL SILVER BELL AWARD DINNER
JUNE 7, 2000
NEW YORK, NEW YORK

Over the past several weeks, I have had the great privilege to participate in events that showcase the incredible role the marine transportation system has played and continues to play in America.

I am delighted to join you tonight for the Seamen's Church Institute's (SCI) 23rd Annual Awards Dinner.

For nearly two centuries the SCI has answered the call of mariners from around the world. Begun as the Young Men's Church Missionary Society, it has diligently worked on behalf of countless mariners to advance their well being -- personally, professionally *and* spiritually.

Yesterday in New Orleans, I joined U.S. Secretary of Defense William Cohen, celebrated biographer, Stephen Ambrose and others to dedicate the National D-Day Museum -- where the US Coast Guard got to tell its D-Day story of the Coast Guardsmen who piloted the Higgins Boats, the landing crafts that ferried soldiers, sailors and marines to the beaches of Normandy.

On May 25 I joined former merchant marines in Washington, on National Maritime Day, to honor the exemplary service of the U.S. Merchant Marines -- America's *first* navy -- who so bravely and so honorable served this nation.

And this year, the U.S. Department of Transportation's Maritime Administration celebrates 50 years of service to the American people. The work they do every day ensures that our nation's Marine Transportation System continues to be the safest, the most secure and the most effective in the world.

Working together with industry -- moving from strength to strength -- we are crafting a new vision for the Marine Transportation System in this new century and new millennium.

- more -

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.

In preparing this report, we carefully catalogued the country's 300 ports, 1000 harbor channels, 25,000 miles of waterways and 3700 terminals. We counted the tonnage passing through ports; the masses transported by ferry and the billions of barrels of oil that serve our energy needs.

The MTS Task Force -- co-chaired by *former* 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.

Clearly, we have been moving forward and the first meeting last month 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.

Over the past several months we have been looking outward – at the entire transportation system over the next 25 years. 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.

The information we learn will assist us in planning the International Transportation Symposium I will host on October 9-12 in Washington DC. I invite you to join us.

Let me turn for moment to the greatest strength in our maritime system -- our people. Indeed, the men and women of the U.S. Coast Guard and the Maritime Administration continue to do an outstanding job in support of the MTS. But the pervasive excellence within the system also extends from those running billion dollar corporations to those running one-man harbor tug operations.

Perhaps this stems from a very evident spirit of purpose and an abiding respect for the waters.values that have been supported each and every day for 166 years, by the Seamen's Church Institute.

As I have come to know SCI, I have found that its mission -- with a particular focus on safety -- is completely consistent with the mission of the U.S. DOT and with the highest aspirations of the entire maritime community.

Safety remains the top transportation priority for President Clinton and Vice President Gore and at the US DOT, it is our North Star guiding all that we do.

Through its training division, the Center for Maritime Education, the Institution has actively contributed to the quality of the maritime workforce for over 100 years. Now training more than1,600 mariners annually in New York and Paducah, Kentucky, SCI will soon reach the gulf coast waters with the creation of a new training center in Houston. With personal safety and concern for the environment as shared priorities, we in the maritime community are very grateful.

The SCI has also been the leader in advocacy for mariners. Even today, seafarers around the world, and occasionally in our home waters, suffer hardships ranging from substandard living conditions to outright stranding of crews aboard abandoned vessel. Thanks to the Institute's Center for Seafarers' Rights, mariners know that a caring, unbiased legal team is but a phone call or e-mail away.

Perhaps the vigilant commitment to excellence that characterizes the maritime community is related to the timeless challenges confronted on our seas and rivers. As we all know, relative isolation and outright peril are very real parts of every mariner's life. These brave men and women, working to better their own lives and those of others, knowingly and willingly put themselves at risk. And the Seamen's Church, exercising the most central aspect of its mission, offers

chaplains who help ease fears, sooth loneliness and remind us all that we are part of a much, much larger plan.

Because my role as US Secretary of Transportation extends to every aspect of surface, air and waterborne transportation it does allow me, in a limited but very meaningful way, to consider myself a member of the maritime community. It is a membership in which I take great pride. To be presented with the Silver Bell Award takes that pride to a new level.

On behalf of the 100,000 visionary and vigilant employees of the U.S. Department of Transportation -- without whom I would not be here -- I am honored to accept the very prestigious Seamen's Church Institute Silver Bell Award.

I thank each of you as members of the maritime community who support the Seamen's Church Institute, and especially the Institute's Board of Trustees, for the very great honor you have given me tonight.

# # # #

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. DEPARTMENT OF TRANSPORTATION SECRETARY RODNEY E. SLATER
NATIONAL D-DAY MUSEUM DEDICATION AND RIBBON CUTTING CEEMONY
NEW ORLEANS, LOUISIANA
JUNE 6, 2000

Governor Foster, Secretary Cohen, Mayor Morial, Arch Bishop Hannon, General Jones, Admiral Loy, Professor Ambrose, Mr. Brokaw, Mr. Hanks, Mr. Spielberg, brave veterans, and other distinguished guests.

It is an honor to be here today to share in this most important occasion -- dedication of the National D-Day Museum.

We must never forget the price paid to establish that tenuous foothold at Normandy and the valor of the men who hit the beaches and scaled the cliffs fifty-six years ago today.

It's generally known that it was Higgins boats that ferried our brave men from the ships to the shore on that fateful day. What few may know is it was Coast Guardsmen who were piloting those boats to the beach. I'm not an historian, but I do know that the story of D-Day would not have been possible without Andrew Higgins -- a true American Hero.

Our understanding of D-Day would also be incomplete without recognition of the heroic, lifesaving efforts of the Coast Guardsmen who served in Rescue Flotilla One.

Composed of 60 wooden patrol boats, Rescue Flotilla One saved more than 1400 lives during the Normandy invasion, almost 450 on D-Day alone. These numbers may give insight to the scale of the operation, but not the intensity. To understand this, let us remember one crewmen and a sailor he rescued.

According to reports, a stricken LCT (Landing Craft) was slowly sinking and on the verge of capsizing at any moment. Coast Guard Rescue Cutter 16 dashed to its aid. Aboard the desperate boat were over thirty men trapped, including a severely wounded sailor, his legs severed above the knees. After difficult maneuvering the cutter was able to rescue all the men, yet the sailor was too wounded to make it to safety.

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The unfortunate sailor's plight was apparent. Yet, Arthur Burkhard, Jr., a member of the cutter's crew, like so many that day, disregarded his own safety and jumped over the side of the cutter and made it to the LCT. With bombs exploding and live ammunition on board ready to ignite, Burkhard cared for the injured sailor. Eventually, with all hope lost, Burkhard heroically managed to save the doomed sailor.

When later asked by a correspondent why this Coast Guardsman put himself at such peril to rescue such a badly wounded man? Burkhard simply replied, "I've got a brother in the Navy myself."

Rescue Flotilla One rescued many of our "brothers" during those historic landings. It was a small but noteworthy part of The D-Day invasion, which was itself undertaken to rescue our "brothers" and "sisters" all across Europe.

As Coast Guardsmen were piloting those Higgins landing craft to the beaches, they were also busy doing what they do best -- saving lives.

That noble tradition and rich heritage lives on today. I am proud and humbled to be with you to dedicate the opening of this inspiring museum and its mission to keep valor and heroism such as Rescue Flotilla One alive for our great nation.

# # # #

E-28

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
OPENING PLENARY SESSION, UNITED CEREBRAL PALSY ANNUAL MEETING
NEW ORLEANS, LOUISIANA
THURSDAY, JUNE 8, 2000

On behalf of President Clinton, Vice President Gore, and all of the employees of the U. S. Department of Transportation, 100,000 strong, I am delighted to join you here in New Orleans for this United Cerebral Palsy (UCP) annual meeting.

"Let the good times roll!" What a grand theme -- and what a perfect description of the vital work of this great organization. For more than 50 years, United Cerebral Palsy has worked to enhance the independence, the productivity and the full citizenship of people with disabilities. And better times are beginning to roll. Attitudes about -- and the possibilities for -- Americans with disabilities are changing...and changing for the better. Much of the credit for this change is due to your work and the work of those who share your commitment to full participation in life by all Americans.

I had the wonderful privilege of witnessing a vivid example of these new possibilities, first hand, in St. Louis last Saturday. I was standing under the Arch as participants completed the 22-day Faces of America Quest. As they came across the finish line, some were disabled and some were not; some were on bicycles; some in wheelchairs; some on in-line skates; some on hand cycles; some on foot.

And all of them were excited and enthusiastic, yelling at the top of their lungs "We made it!" And we are making it. I was deeply moved by what these participants achieved by being part of that event. What you are doing...what the UCP is doing...what the U.S. Department of Transportation is doing and what this Administration is doing -- what we are all doing together -- is clearly making a huge difference in people's lives, particularly in the area of transportation.

The connection between transportation and opportunities for the disabled, as you know, is quite direct. Transportation is one of the most pressing needs of all people with disabilities. The UCP position statement on transportation puts it quite well:

"Without accessible, dependable public transportation, millions of persons with disabilities are excluded from the workplace, from schools, from social and recreational activities and from participating as contributing members of their communities."

Let me affirm to you that the U.S. Department of Transportation supports UCP's mission. And our considerable efforts on behalf of mobility for all Americans -- including people with disabilities and their family members -- is not a side issue with this Administration or with this Department. I do not have time to describe all of these efforts now. Let me just say that I am particularly proud of our efforts to increase access to public transportation: Today, over 80 percent of the bus fleet in the United States is accessible to people with mobility disabilities -- that's up from less than 20 percent just ten years ago.

Last September we issued our Final Rule on Over-the-Road buses -- a decision that will significantly increase accessibility for travelers using fixed route operators over the next several years. By the year 2012, accessibility for these buses -- the only intercity transportation system for much of rural America -- will rise to 100 percent. I was delighted that Justin Dart and several representatives from UCP were able to join us for that announcement.

And I know that many of you were pleased, as I was, with the Final Rule DOT issued last August that eliminated the $2,500 cap on airline liability for damage to wheelchairs and other devices designed to assist the disabled.

These policies and programs promoting access are a direct response to the guidance and direction given to us by President Clinton and Vice President Gore. Accessibility is a core value of this Administration. It is also reflected in our Welfare to Work and Access to Jobs programs. As we begin this new century and new millennium, they are determined that "No one be left out" as this country and the world advances to higher heights than anyone dreamed possible only a few years ago. As the President has emphasized, "If we want to keep our economy growing with continued low inflation and low unemployment, we must draw on the untapped potential of our people...Americans with disabilities who want to work shouldn't have to wait one more day."

As we approach next month's 10th anniversary of the Americans for Disabilities Act on July 26th, there is a much to be thankful for -- and a lot of accomplishments we can all be proud of. The passage of ADA represented a landmark in civil rights law for people with disabilities. It created a new mechanism that helps all Americans gain access to the full range of what society has to offer -- including work, school, commerce and recreational activities.

The benefits of accessible transportation have proven to be significant -- not only from a civil rights perspective -- but to our national economic well being as well. According to recent research by the Federal Transit Administration, immediately after the passage of ADA, employment of people with severe disabilities rose by over 840,000. And this additional employment added some $16 billion to the economy.

However, we also need to remember that ADA is more of a journey, than a final destination. A lot has been accomplished in the last 10 years, but a lot remains to be done. There is still a great deal of work remaining to fully deliver on ADA's original promise.

I am also mindful, as we gather here today, that the Supreme Court has once again agreed to hear a case challenging the Constitutionality of Title II of the ADA. Title II is the part of ADA that requires state and local governments to provide accessible transit systems and curb cuts in sidewalks. Two U.S. Circuit Courts have ruled against Title II, while others have upheld these requirements. At some point the Supreme Court must decide this issue. It is my fervent hope that the Justices will rule favorably to ensure that all Americans have full access to transportation, no matter what part of the country they happen to be traveling through.

The future of transportation is clearly about choices -- including choices that affect access. To improve the quality of transportation decision-making over the next 25 years, I am working hard to forge a new transportation policy architecture consistent with the needs of a new century and a new millennium -- and consistent with the transportation needs of all Americans. 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 is, first and foremost, one that supports the most important civil right of any traveler -- staying alive and uninjured during their journey. Safety remains President Clinton's top transportation priority and the "North Star" guiding all that we do at the U.S. Department of Transportation.

Tomorrow's transportation system must also be sustainable. And 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

communications and computer technology in ways that benefit people; And -- of particular relevance to this audience, Inclusive in service, leaving no one behind.

And to support all of these goals we must also 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 to inclusiveness and participation we have been conducting "2025 Visioning Sessions" with stakeholder groups across America to clarify a vision of transportation fro the next 25 years.

Let me emphasize that we are not trying to "predict" the future. What we are trying to do for all aspects of transportation is what the Americans with Disabilities Act has already started to do with respect to access issues: create an alternative future for transportation that would not otherwise exist.

We plan to publish the results of our efforts as a 2025 Trends and Choices Report later 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, from October 9 through 12. Because of the importance UCP places on access issues, I want to personally urge you to send representatives to this important conference where we will explore innovative transportation possibilities for America's and the world's future.

Accessibility is important not only for Americans with disabilities, but also -- as each one of us grows older -- for all Americans. As Baby Boomers begin to retire, the number and percentage of elderly in America will increase rapidly -- and this increase will continue for the next 50 years. Between now and 2050, the number of senior Americans will double, to more than 78 million people. The fastest growing segment of our population is those over 80. We are entering the era of the "four generation" society, a world in which people will routinely grow up knowing their great grandparents.

Every year, as the number of candles on my birthday cake grows larger and larger, those curb cuts and access ramps look more and more like a public investment in the future of all Americans -- including Rodney Slater.

The issue of transportation access is also universal in another sense. The ability to move about freely is synonymous with the life worth living for everyone. This concept is deeply rooted in human nature. The ancient philosophers used the ability to intentionally move about to distinguish living from nonliving things. And

the great French psychologist Jean Piaget tells us that a child's evolving concept of what is alive depends on whether something can move on its own or not.

I like to emphasize, wherever I go and to whomever I speak to, that transportation is about a lot more than 'concrete, asphalt, and steel.' It is about meeting people's needs -- and about helping people stay connected with those whom they love and cherish. For Americans with disabilities, including millions of older Americans, it is also about assuring access to jobs for those who want to work, access to health care, to educational opportunities and, yes, to shopping malls and all the social activities that contribute to the quality of life.

I am delighted to be with you this afternoon as you launch this important UCP annual meeting. You have a lot of work to do -- but your track record proves that you also have the knowledge and determination to make things happen. With your help, all Americans, including those with disabilities, can look forward to a brighter, safer and more fulfilling life in this new century and new millennium. For that, I thank you. In the 21st century we need a transportation system that leaves no one behind.

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8-25

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
BORDERS AND CORRIDORS ANNOUNCEMENT
JUNE 9, 2000
SEATTLE, WASHINGTON

President Clinton and Vice President Gore's economic strategy over the past seven and one-half years has been a resounding success. Americans continue to enjoy the fruits of the longest peacetime economic expansion in U.S. history.

A centerpiece of our successful strategy has been The North American Free Trade Agreement, which has stimulated trade with our two largest and closest trading partners, Canada and Mexico. International trade now accounts for one-quarter to one-third of all U.S. economic growth.

To encourage even more U.S. exports and create additional quality jobs for American workers, today I am proud to announce federal grants totaling $122 million dollars to fund 65 projects in the National Corridor Planning and Development Program and the Coordinated Border Infrastructure Program.

The National Corridor Planning and Development Program focuses on trade corridors within and between states, by authorizing funds for routes of interregional and international importance. The Coordinated Border Infrastructure Program invests in border crossing facilities along our Canadian and Mexican borders.

However, we generally speak of both programs together as our "Borders and Corridors" programs. That's because both serve a common purpose -- creating additional transportation infrastructure to serve as a foundation for further economic growth.

This year we received about 150 borders and corridors applications, totaling nearly $2 billion dollars -- about the same as last year's round of applications. We were forced to make some very difficult decisions. The projects we are announcing today were chosen because they will better position the United States to take advantage of the growth in hemispheric trade.

The future of transportation is clearly about choices. To improve the quality of transportation decision-making over the next 25 years, I am working hard to forge a new transportation policy architecture consistent with the needs of a new

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century and a new millennium. And to support this commitment we have been conducting "2025 Visioning Sessions" with stakeholder groups across America to clarify a vision of transportation fro the next 25 years. We plan to publish the results of our efforts as a 2025 Trends and Choices Report later 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, from October 9 through 12, where we will explore innovative transportation possibilities for America's and the world's future.

I am particularly pleased to make today's announcements at the U.S. Conference of Mayors. Many of you were strong supporters of these grants. You know that transportation and trade are critical to the vitality of our cities.

For example, here in Washington state, today's announcement provides $2.6 million for improvements on the FAST Corridor, which includes Seattle, Tacoma, and Everett. Your cities will be better able to accommodate freight from British Columbia and other parts of the Pacific coast.

More than $25 million will go to states in the depressed Mississippi Delta region. About $8 million will be used for environmental studies for the future Interstate-69, a new international trade corridor from the Great Lakes to the Mexican border.

We were also able to fund critical improvements in metropolitan areas like San Diego, which will receive $7.5 million, and Chicago, which will receive nearly $7 million to rehabilitate the congested Stevenson Expressway.

The grants we are announcing today benefit cities in every part of the United States. President Clinton and Vice President Gore will continue to work with all of you to build for a better tomorrow.

The Borders and Corridors programs also demonstrate the vital role TEA-21 funding plays in promoting innovation while building a world-class transportation system for the American people in the 21st century. It will be projects like those we are announcing today, developed at the state and metropolitan level and supported by the U.S. Department of Transportation, that will promote our nation's economic growth and trade in the 21st century -- to achieve President Clinton and Vice President Gore's vision of a strong America in this new century and new millennium.

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8.26

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. FERRY TRANSPORTATION IN THE 21ST CENTURY
SEATTLE, WASHINGTON
JUNE 9, 2000

I am delighted to join you for this ONE DOT Ferry Boat Conference here in Seattle. I can think of no better place to hold a meeting on *U.S. Ferry Transportation in the 21st Century* than at the winter harbor for much of the Alaskan inland waterway fleet. Indeed, for many communities in Alaska -- and on the San Juan Islands just north of Seattle -- ferries are often the only dependable and affordable transportation lifeline.

After years of neglect, ferryboats are clearly making a comeback in towns and cities across the nation. As you have been hearing throughout this conference, over the past decade there has been a resurgence of private as well publicly financed ferry services.

And the U.S. Department of Transportation is doing its best to keep this trend going by investing $450 to $500 million in ferries over the next four years.

For this substantial investment, you can thank President Clinton and Vice President Gore. Our economic policies have been so successful that the President was able to send the Congress a fiscal year 2001 budget proposing a record-level $55 billion-dollar investment in transportation.

America's unprecedented economic growth has also given us the unique opportunity to bring the issue of livable communities -- which Vice President Gore has characterized as one of the central challenges facing America at the dawn of the 21st century -- to the forefront of public awareness.

Making our communities more livable is what ferryboats are all about. The new, fast ferries now being built, will move large numbers of passengers more quickly than ever before, with greater fuel efficiency than ever before.

At the same time, these new ferries will contribute to cleaner air. One of the specific commitments the U.S. Department of Transportation made at the Detroit Conference on Sustainability last year was to create the U.S. Department of Transportation Center for Climate Change and Environmental Forecasting.

The Center now has a study underway in the San Francisco Bay area designed to look at how ferry systems can be integrated with existing highway and mass transit systems in such a way as to create the optimal intermodal mix

for mitigating the effects of green house gases and pollution. We hope to use the results of this study to develop strategies to reduce green house gases and pollution in cities around the country.

Riding on a ferry has other advantages. Urban residents, workers, and tourists often find themselves experiencing unexpectedly breathtaking views of magnificent vistas they never knew existed so near to where they live and work. Beauty, too, is part of the livable community and ferryboats help make it happen.

I said that ferryboats are "making a comeback," because I was powerfully reminded just three days ago -- at the dedication of the D-Day Museum in New Orleans -- that 66 years ago this week, ferryboats of a very special kind, called *Higgins Boats*, decisively changed the history of the world. On June 6th, 1944, these exceptional craft -- designed by a uniquely American Hero named Andrew Higgins -- ferried tens of thousands of American and Allied soldiers ashore, during the first wave of *Operation Overlord,* better known as the Normandy Invasion.

Without those ferry boats and the brave crewmembers who managed to guide them to the beach, the last half of the 20th century would almost certainly have turned out quite differently for America and for the world. And by 'different,' I do not mean 'better."

Now, at the dawn of this new century and new millennium, ferry boats have returned to prominence during peacetime, offering communities an efficient, cost-effective alternative to the daily traffic jams which plague so many of our nation's roads and rails. In cities like New York, San Francisco -- and here in Seattle -- new or revitalized ferry service is beginning to divert significant amounts of traffic from overcrowded bridges, tunnels and roads -- offering commuters, tourists and other travelers a more comfortable and environmentally sustainable mode of transportation.

I had the opportunity to see one of these new services first hand a few weeks ago, when I participated in a christening ceremony for the *Fiorello LaGuardia* -- one of three new catamaran ferries built for New York Waterway, America's largest privately operated ferry service. These ferries were financed with private funds, guaranteed by DOT's Maritime Administration. DOT is also helping to finance Waterway's new ferry terminal and light-rail commuter station in Weehawken, New Jersey. I fly in and out of New York quite frequently. So I am looking forward to an early opportunity to take the ferry from LaGuardia Airport directly downtown, thereby avoiding at least some of New York City's 11 thousand traffic signals.

With benefits like that, it is no wonder that ferries are the fastest-growing segment of the U.S. maritime passenger traffic industry. A few years ago, only a few ferryboat designers and builders were doing business in the U.S. Now there are dozens of designs to choose from and a growing number of shipyards willing to bid on various projects.

With the resurgence of the North American ferry market, many of the world's leading ferry designers and builders are now actively competing to meet the needs of a rapidly growing list of customers. Indeed, U.S. shipbuilders now enjoy approximately 20 percent of the world ferry shipbuilding market.

However, we Americans may have to fight to keep or expand our share of the market. Interest in the unique advantages of ferryboats is also growing elsewhere around the world. I recently returned from a policy mission to Europe where transportation planners recognized, years ago, that short-sea shipping offered an effective alternative to the growing congestion crippling many European road and rail systems. I was particularly impressed with the innovative technology I saw during a tour of the Port of Rotterdam. After looking at some of the competition, I believe it is clearly time for industry and government in the United States to get serious about the unique advantages of ferryboats.

At a time when highways and rail are being stretched to their limits, the lower capital costs of ferries, as compared to bridges and roads, is particularly attractive. Moreover, ferry services can adjust more easily than bridges or roads to changing traffic demand. The discussions taking place at this conference indicate that we are getting serious, both in government and in the private sector. But the question is, "how can we best marshal our resources and our creativity to realize the full possibilities offered by ferryboats for America's future?"

The future of transportation is clearly about choices. Our transportation system in this new century and new millennium is about much more than 'concrete, asphalt and steel.' It is the means that connects Americans to jobs, to schools, to markets and to all of the opportunities our great nation offers. It is the tie that binds us together as a people.

With this understanding, we must seek an integrated transportation system for the 21st century that encourages 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.

That is why ferryboats and this conference are so important. As the ferry *Fiorello LaGuardia* I christened illustrates, they can be a vital part of the transportation system for an international gateway city like New York -- or Seattle. Ferryboats also foster transportation solutions that are intelligent, intermodal, and inclusive.

To improve the quality of our choices and the quality of transportation decision-making, I have been 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.

As part of this process, the U.S. Department of Transportation has been holding a series of "2025 Visioning Sessions" with stakeholder groups across America to clarify a vision of transportation over the next 25 years.

We will conduct one of these visioning sessions with some of you participating in this conference, immediately following this breakfast meeting. We plan to publish results reflecting all of our 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 U.S. Department of Transportation will host in Washington, D.C., this fall, from October 9 through 12.

Let me close my remarks by personally inviting each one of you, as representatives of the maritime community, to join us for this important symposium. It will give you a unique opportunity to explore and consider innovative possibilities for all modes of transportation in the emerging global economy.

And it will also insure that the voice of people who know about ferryboats help plan the future of 21st century transportation.

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E-27

TALKING POINTS
OF
U.S. SECRETARY RODNEY E. SLATER
ANNUAL U.S. CONFERENCE OF MAYORS
EXECUTIVE COMMITTEE AND ADVISORY BOARD DINNER
SEATTLE, WASH.
FRIDAY, JUNE 9, 2000

Acknowledge US. USCM Outgoing President Denver Mayor Wellington Webb

- 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 at the U.S. Federal Highway Administration, where we worked on a host of nationally important transportation issues in Denver, including the most extensive U.S. airport construction project in over 30 years.

- As USCM president, 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, the mayor has consistently supported the U.S. Department of Transportation in carrying out its mission for the people of Denver and all Americans.

Acknowledge USCM Advisory Board Chairman New Orleans Mayor Marc Morial

- National D-Day Museum in New Orleans.

- Under Mayor Morial's leadership, economically New Orleans is doing a terrific as a trade gateway by forging new relationships between city and trading partners throughout Latin America and the Carribean. The mayor's "people to people" links are promoting understanding and interaction with sister cities throughout the hemisphere.

International Aviation

- Mayor Webb and Morial understand that we must look beyond city limits and across international boarders to achieve strong local and national economic success. President Clinton has called globalization, "The central reality of our time," and has emphasized the key role of transportation in creating a truly global coumunity

- Open skies agreements now in place between the United States and a growing number of countries are producing enormous benefits for U.S. consumers.

- These agreements have made it possible for the airline industry to provide better more competitive services, increased product exchanges, and an influx of new capitol to local economies.

- Since 1996, The three alliances provide service between Europe and more than 300 U.S. cities -- all but seven states. **[While the Delta alliance no longer exists, its positive effects continue to be reflected in the most recent data available to us.]**

- In San Diego, for example, between 1995 and 1999, traffic has increased by 51 percent -- an astounding 1,256 passengers a day -- and fares have declined by 12 percent. Smaller cities are also experiencing strong traffic growth.

Wendell H. Ford Aviation and Investment Reform Act for the 21st Century (AIR-21)

- In 10 years over one billion people will want access to our nation's airspace. How can we meet such dramatic demands? The Wendell H. Ford Aviation and Investment Reform Act for the 21st Century will help.

- Thanks to your efforts, AIR-21 is already:
  - Enabling the Federal Aviation Administration be more accountable through specific managerial reforms;
  - Encouraging airline competition and capacity;
  - Promoting some important passenger safety and service initiatives;
  - Providing meaningful environmental enhancements; and most importantly,
  - Going a long way in making the safest air space system in the world even more safe.

- As mayors, you all know how important it is to have a good understanding of funding needs and projections in the long term. The same is true as we undergo the most comprehensive air traffic control modernization in the nation's history. After years upon years of short-term funding measures, AIR-21 is a four-year reauthorization.

- This long-term reauthorization provides the necessary funding we need for vital infrastructure improvements at airports, contains increased Passenger Facility Charge ceilings for local projects, and eliminates high density restrictions to increase competition.

Transportation Policy Architecture

- In various meeting with my counterparts in Europe last week, I felt it was important to forward our mandate to advance an integrated transportation system for the new century and new millennium.

- Safety is our North Star by which we are guided and are judged. Yet, the transportation system of the future must also be international in reach; intermodal in form; intelligent in character; and inclusive in service.

- To help prepare for the next 25 years, we are conducting holding a series of "2025 Visioning Sessions" with our partners and constituents from around the United States. These meetings are helping us create a report to provide us the insight to develop new policy architecture for future transportation decision making. Ultimately, we will host a world-class "International Transportation Symposium" in Washington this fall to discuss global challenges.

- As mayors, and vital partners and constituents, your input as well as your attendance would be invaluable.

Livable Communities

- Transportation decision-makers face new and unprecedented challenges. The importance of these concerns has been identified in the administration's "Livable Communities Initiative." A livable community is one that improves the quality of peoples lives by considering community development with transportation services, and by reducing the negative impact of transportation projects on communities and the environment.

- The administration's effort integrates the commitments of more than a dozen federal agencies and the White House. It is designed to help communities have the access to the tools, information and resources they need to preserve green space, ease traffic congestion, promote collaboration among neighboring communities and enhance competitiveness.

# # # #

8.24

MESSAGE TO THE 14TH ANNUAL NATIONAL CONFERENCE OF 100 BLACK MEN OF AMERICA, INC.

I applaud your commitment to "Four for the Future" programs. Among the four, education, economic growth, and health certainly are among President Clinton and Vice President Gore's highest priorities. At the U.S. Department of Transportation, we have underscored our commitment especially to economic growth and education time and again both in word and deed. For example, we increased our commitment to Historically Black Colleges and Universities, and we established the Garrett A. Morgan Technology and Transportation Futures Program, named after the African American who invented the automated traffic signal and who was the son of slaves. This program challenges students to develop math, science and technology skills so that they will be ready for careers in transportation in the new century and the new millennium. In this, I ask your support, for transportation is a worthy career. Transportation is about more than concrete, asphalt and steel. It is the means by which we Americans get to where we need to go: to jobs, to schools, to markets, to take advantage of all the opportunities our great nation offers. It is the tie that binds us together as a nation.

Transportation programs promote economic growth. The Transportation Equity Act for the 21st Century guarantees a record $200 billion investment to maintain and improve America's surface transportation systems. Along those lines, we successfully fought to preserve a strong disadvantaged business enterprise program that will keep open the doors of opportunity for minority and other disadvantaged businesses seeking contracts associated with highway and transit construction projects receiving federal assistance.

I have been traveling across America, and most recently in Europe, engaging transportation experts in business, government, labor and universities in visioning sessions to explore the future of transportation in the new century and new millennium. We want to ensure that America can meet the challenges of the future and have the transportation system it will need so that all Americans can get to where they need to go.

Best wishes for an inspiring and productive conference.

Rodney E. Slater

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ICAO COFFEE RECEPTION
JUNE 12, 2000
MONTREAL, CANADA

Acknowledgments
Honorable Edward Stimpson, Ambassador, International Civil Aviation Organization
Brad Mims, Acting Assistant Secretary, Aviation & International Affairs
David Traynham, Assistant Administrator, Policy Planning & International Aviation
Bernestine Allen, Director, Office of International Transportation & Trade

- I am so pleased to be here. I wanted to come today to follow up on the *Ministerial Conference* in *Chicago* last December. ***Dr. Assad Kotaite*** (Kotate) *played a very important role* in its success. I very much appreciate his enormous contributions, not only to the conference, but to the safety, security and growth of global civil aviation.

- I also want to *applaud the stellar work* of the aviation community in preparing for the *Y2K transition*. The fact that all went smoothly is a great testament to cooperation and collaboration -- nations working together in this new century and new millennium.

ICAO Commitment to Aviation Safety

- *I applaud ICAO's efforts to promote global aviation safety*. The ICAO is the only international organization in a position to effectively coordinate global cooperation among States in development of improved capability to conduct flight operations, airworthiness certification and surveillance.

Committed to New ICAO Stage 4 Noise Standards

- Let me assure you that the United States Government *and* this Administration are committed to the development of a new ICAO Stage 4 noise standard. We have *strongly supported the ICAO process* as the most feasible means of developing a new standard and an economically reasonable transition plan.

- We are *proud of our leadership role* on the *Committee on Aviation Environmental Protection (CAEP)*. We firmly believe that *ICAO is the appropriate venue* to develop global environmental standards, no matter how challenging the job may be and we will continue to actively participate.

International Aviation Symposium

- I invite you to join me for an *International Transportation Symposium* on October 9-12 in Washington DC. Many aviation issues -- including safety and security -- will be addressed. *In view of the ICAO's expertise, I believe you have much to contribute to the other modes of transportation.*

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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
MILLENNIUM TRANSPORTATION CONFERENCE
TORONTO, CANADA
MONDAY, JUNE 12, 2000

At the dawn of this new century and new millennium, those involved in transportation decision making 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." That is why this Millennium Transportation Conference, with its focus on "Meeting the Global Challenge," is so timely and important for Canada, the United States and the global community.

Recent decisions by the European Union and the United States promise to dramatically enlarge that community in the near future.

With the successful conclusion of bilateral negotiations between China and the European Union last month, it is now clearer than ever that China will join the World Trade Organization. At the end of May, the U.S. House of Representatives took an historic step to promote continued prosperity in North America, reform in China, and peace in the world by approving Permanent Normal Trade Relations with China. President Clinton is a strong advocate of PNTR, and he is optimistic that PNTR will pass the U.S. Senate.

Taken together, these decisions by Europe and the United States 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. As President Clinton has pointed out, there are good reasons to believe that the new agreements will encourage Chinese leaders to move in the direction of meeting the demands of the Chinese people for openness and accountability.

In this spirit of openness, this evening I am leaving for Taiwan to stress the importance of the strong economic, trade and business relations between the United States and Taiwan.

I want to stress to the Taiwanese the views of President Clinton regarding these recent actions to open up China. As the president sees it, "... 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 is coming into being -- and local, regional and international transportation leaders, must cope with unprecedented demands this enlarged community will place on national and international transport systems.

Public and private policy leaders are clearly faced with the challenge of improving the quality of transportation decision making to support globalization: As this conference is emphasizing, 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 transportation.

It may be true that through e-commerce you can purchase a steak from Omaha. Yet, a "click of a button" will not get that steak to your plate. Planes, trains, ships or trucks are still required to move goods and products to their destination after they are ordered on the Internet.

The future of transportation then, is clearly about choices. I am therefore advocating that we work together to improve the quality of transportation decision- making by forging 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 at this conference 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 the 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: 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.

The heart of our vision for transportation, is to outline a specific, unwaivering principle, yet still providing a framework for adaptation and change. With safety as our immovable principle, we establish a means to meet future transportation needs through "Intermodalism, Intelligence, Inclusiveness, and Innovation."

While the words we use may vary, the core ideas regarding transportation architecture transcends national boarders. Take for example, Canadian Transport Minister David Collenette's four-pronged transportation framework -- "The Four Ss." In the minister's strategy, "Safety" is of course the "highest priority" and is not negotiable. However, future safety upgrades are assured by insisting that Canada's transportation system remains "Smart, Strategic and Sustainable."

In the application of our transportation architecture, ultimately -- whether in Beijing, Sydney, Cairo, London, Paris, Sao Paulo, New York or Toronto -- it is the ability to listen to your constituents -- your stakeholders -- that is the real key in developing future transportation solutions.

At the U.S. Department of Transportation we believe that everyone should have a say in what they want from the 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 the United States 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 alternative futures 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., this fall on October 9 through 12. This event 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 last year's discussion of a transportation vision for aviation in the 21st century to all modes of transportation.

I would like to personally invite each one of you to join me for this important symposium, which will provide a unique opportunity to explore and consider innovative possibilities for transportation in an integrated global economy.

We can 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 multi-modal transportation systems.

A recent *Time* magazine article by author Pico Iyer examines the global question of, "Are We Coming Apart or Together."

> "The hope ...," Iyer writes, "That the stirring visions of Thomas Paine or Martin Luther King, Jr. have more resonance than ever, now that an American can meet a Chinese counterpart -- in Shanghai or San Francisco (or many places in between) – and see how much they have in common."

I am an optimist. I believe that world is coming together. And as we sit down to discuss our differences, let us always remember what we have in common.

As I often say, "Transportation is about more than concrete, asphalt and steel." It is the tie that binds peoples and communities together 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."

Thank you.

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6.20

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
TRANSPORTATION POLICY MISSION
ARRIVAL STATEMENT
JUNE 14, 2000
TAIPEI, TAIWAN

I am honored to be here on my first visit to Taiwan and I am pleased to have this opportunity to reaffirm and strengthen the long standing friendship between American people and people of Taiwan.

I travel to Taiwan at the invitation of the U.S.-ROC (Taiwan) Business Council and its Taiwan counterpart – the ROC-US Business Council. My attendance as the third consecutive U.S. Secretary of Transportation to participate in this annual meeting, reflects the importance that the United States places on its economic and commercial relations with Taiwan.

President Clinton and Vice President Gore are grateful for the work of these two Councils and applaud their efforts to promote broader and closer economic and trade relations between our peoples.

This year's conference theme: "Taiwan's New Landscape: Business Opportunities in the 21st Century," underscores the future economic and commercial relations between the U.S. and Taiwan. I look forward to hearing the perspectives of American and Taiwan businessmen and women, who are the foundation of our vibrant economic relationship.

I am also here to explore how the business community and transportation leaders can work together to encourage global economic development by improving the quality of the transportation choices and decisions we make -- particularly over the next 25 years.

Taiwan continues to maintain its impressive economic growth -- a reflection of the success of Taiwan's economic and political systems. The people of Taiwan are the key reason for this success story.

- more -

President Clinton and Vice President Gore applaud Taiwan's desire to further open its economy by promoting greater transparency and international competitiveness. Both the president and vice president firmly believe that transportation is the crucial link in enabling free trade to contribute to prosperity throughout the world in this new century and new millennium.

I look forward to my meetings in Taipei this week to discuss how we can expand our transportation and trade ties between the United States and Taiwan and the world.

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6.24

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

Speech

REMARKS PREPARED FOR DELIVERY BY

U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PLENARY SESSION, USA-ROC JOINT BUSINESS CONFERENCE
TAIPEI, TAIWAN
WEDNESDAY, JUNE 14, 2000

On behalf of the U.S. Department of Transportation, I am delighted to join our friends from both sides of the Pacific for this 24th joint annual business conference.

I am here today to affirm that the relationship between the United States and Taiwan is both strong and broad. It is a vital, substantive relationship that meets the needs of both our peoples, touching every facet of our lives...from travel visas...to cultural exchanges to the protection of intellectual property rights. It is a relationship that meets the legitimate defense needs of Taiwan and it is a relationship that assists U.S. exporters in selling their products in Taiwan.

Most important of all, it is a relationship that reflects our shared faith in the power of democracy.

My participation at today's session continues a long-standing Transportation Department tradition: The first U.S. cabinet secretary to ever address this distinguished forum was U.S. Secretary of Transportation Sam Skinner, who spoke to your 1991 meeting in Salt Lake City, Utah. His successor -- and my immediate predecessor -- Secretary of Transportation Federico Peña, addressed your 18th Annual Meeting in 1994, here in Taipei. I am therefore the third U.S. Secretary of Transportation in a row to address this distinguished audience.

There is a unifying thread that ties my involvement this year, with the participation of my predecessors in years past. And that thread is the connection all three of us have emphasized between promoting international trade and improving the transportation system that supports trade. Transportation is 'the tie that binds' peoples and communities; without transportation, there can be no trade.

-MORE-

In his remarks nine years ago in Salt Lake City, Secretary Skinner pointed out that "Both Taiwan and the United States recognize that transportation is the key to economic development." Speaking here in Taipei six years ago, Secretary Peña made the same point, saying, "The emergence of a truly global economy makes transportation an even more vital determinant of national and regional success."

Today I am here to explore how the business community and transportation leaders can work together to encourage the growth of that global economy, by improving the quality of the transportation choices and decisions we make -- particularly over the next 25 years.

My participation in the Council's deliberations this year also reflects the continuing importance the United States places on its economic and commercial relationship with Taiwan, which is America's 8th largest export market and our 7th largest trading partner. The future prospects for Taiwan's economy are bright; exports and investments are increasing at double-digit rates and GDP grew 7.93 percent during the first quarter of this yea -- the fastest growth in eight years.

This growth was driven by demand for Taiwan's exports, particularly semiconductors and electronic components. Despite the fact that the island is home to only 22 million people, Taiwan is the world's third largest manufacturer of information technology products, and the world-class computer and information technology industries here are intertwined with our own. Because of its effects on transportation, I am extremely interested in the e-commerce wave hitting Asia, including the need for expanded transportation infrastructure. I plan to discuss e-commerce as well as other economic and transportation issues with business leaders during the course of my visit.

The early accession of the PRC and Taiwan to the World Trade Organization will stimulate and encourage participation in broader economic and commercial trends surging through Asia. With the successful conclusion of bilateral negotiations between China and the EU on May 19th, it is now clearer than ever that China will soon join the WTO. The United States continues to work hard to achieve approval of both accessions this year.

WTO membership for the PRC and Taiwan will bring one billion people on both sides of the Strait into closer relationship with the rest of the world, and promote increased global trade with the $7 trillion dollar Asian economy. Once Taiwan and the PRC are part of the WTO, both will have more

opportunities for contact and greater interdependence within the useful discipline of a rules-based international trading organization. This WTO relationship should deter conflict, guiding energy into more productive channels.

We also anticipate that Taiwan's participation in WTO will accelerate important political and economic reforms affecting bilateral trade with the United States such as government procurement, telecommunications services, and the protection of intellectual property. More fundamentally, WTO accession will reinforce Taiwan's own efforts to dismantle protected monopolies and improve the competitive climate inside Taiwan, particularly the regulatory system. While Taiwan is already well on its way to achieving a functioning free-market economic system and good macro-economic policies, it is critical that the statutory and regulatory environment measure up to world standards.

Let me turn now to the important agenda of today's Conference, Taiwan's New Landscape -- Business Opportunities in the 21st Century, and -- in particular -- the impact of economic growth on transportation. At the dawn of this new century and new millennium, transportation decision-makers on every continent -- both those serving governments and those working in the private sector -- 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 last month, he stressed the importance of wise and informed transportation choices to "Make our communities more livable, give our citizens greater choice and mobility, protect our environment and help create a truly global community."

Globalization is on the march. An enlarged, more integrated international community is coming into being -- and local, regional and international leaders who help shape transportation decisions must cope with the unprecedented demands this enlarged community will place on national and international transport systems.

When it comes to improving the quality of transportation decision-making to support globalization we are clearly faced with a challenge. 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 native lands 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 meeting with transportation experts and stakeholders in the United States and around the world to urge 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.

This new policy architecture I seek to encourage is one that, first and foremost, increases global 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. Tomorrow's transportation system should also be sustainable, in keeping with our need to preserve and protect the global environment for future generations.

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 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 have been conducting what we are calling "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 later 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 this fall in Washington, D.C., from 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, extending that discussion beyond just aviation to all modes of transport.

We will also use the Washington symposium 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.

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 we 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 about people and the quality of people's lives. 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."

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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
TRANSPORTATION POLICY MISSION
DEPARTURE STATEMENT
FRIDAY, JUNE 16, 2000
TAIPEI, TAIWAN

I want to express my appreciation to the people of Taiwan for their warm hospitality during this important week. I enjoyed seeing for the first time this beautiful area of the world and was fascinated with Taiwan's impressive social, economic and political development. I was particularly impressed with transformation of Taiwan's political system into a vibrant democracy. I also want to thank the U.S.-ROC and ROC-USA Business Councils for giving me the opportunity to address their 24th annual business conference.

During my visit, I had the honor of meeting with President Chen Shui-bian, Premier Tang Fei and many of Taiwan's economic ministers. In my meetings with Taiwan's leadership, I reaffirmed the longstanding commitment of President Clinton and the American people to our friendship with the people of Taiwan.

At all the events this week, I saw the breath and depth of those close ties. I was most impressed with the enthusiastic and dynamic interchange between the U.S. and Taiwan business communities, particularly in the area of information technology. Because of its impact on transportation, I am extremely interested in the surge in e-commerce throughout Asia. Taiwan is at the forefront of the e-commerce boom as the world's third largest manufacturer of information technology products. U.S.-Taiwan economic and commercial ties are clearly reflected in how closely linked the world-class computer and information technology industries here are intertwined with our own.

Globalization is on the march. An enlarged, more integrated international community is emerging -- and local, regional and international leaders who help develop transportation policies must cope with the unprecedented demands this enlarged community will place on international transport systems.

- more -

When it comes to improving the quality of transportation decision-making to support globalization we are clearly faced with a challenge. 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 and face the challenge of encouraging alternative forms of transportation, including fuel-efficient vehicles, alternative fuels, bicycling, and walking.

I would also add that we need transport systems that are: international in reach, linking markets around the world; intermodal in form, achieving a balance among 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. To achieve all of these goals, we must foster a climate of innovation, which requires liberalization and privatization.

In the transportation sector, in particular, we look forward to continuing to support Taiwan's efforts to liberalize and privatize, particularly its airlines industry and telecommunications sectors. Foreign investment will be key to Taiwan's continued growth in the 21st century. Taiwan's accession to the WTO this year will reinforce Taiwan's efforts to improve the competitive climate inside Taiwan and will guarantee that Taiwan has the same security and predictability of market access as all WTO members have in each other's markets. The U.S. strongly supports Taiwan's WTO accession. We are working hard to achieve approval of both the accessions of Taiwan and the PRC this year.

I also want to reiterate the warm greeting President Clinton forwarded to us earlier this week. President Clinton praised Taiwan's new leadership's intentions to further open their economy by promoting greater transparency and international competitiveness. The U.S. continues to seek liberalization of Taiwan's telecommunications sector and government procurement procedures, and increased protection of intellectual property rights.

Thank you once again to the people of Taiwan for their generous and warm reception. I am confident our visit together has contributed to a strengthening of the economic and cultural ties between our people.

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

Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
U.S. MERCHANT MARINE ACADEMY COMMENCEMENT
JUNE 19, 2000
KINGSPORT, NEW YORK

On behalf of the United States Department of Transportation it is my privilege and honor to salute the Academy's first graduating class of the new century and the new millennium and to introduce our commencement speaker and First Lady of the United States.

To the 64th Class of the United States Merchant Marine Academy, let me say that you are the embodiment of the Academy Mission -- *officers and leaders of honor and integrity....dedicated to serve the economic and defense interests of the United States in our Armed Forces and Merchant Marine.*

Since 1943 the U.S. Merchant Marine Academy has trained nearly 20,000 midshipmen to serve in the maritime transportation industry and in our Armed Forces. Today, another 219 outstanding graduates join those ranks.

From our republic's very first days, America's economic growth has been symbiotically tied to maritime activities. Long before the railroads, long before the highways – and certainly long before air travel -- navigable rivers and canals were America's first "interstate" transportation system.

That tie is even more evident today. The maritime industry accounts for roughly 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.

Graduates, to ensure that you have the needed tools and resources to continue that competitive edge in the 21st century, we have taken a long look at our nation's ports and waterways.

Roughly two years ago, we inaugurated a thorough review of our marine transportation system. The MTS Task Force -- co-chaired by *former* MARAD Administrator Clyde Hart and Admiral James Loy, Commandant of the U.S. Coast Guard–submitted its report to the Congress last September.

- more -

The task force recommended strategies and plans of action to assure that our maritime system is, indeed, up to the complex challenges we face as a nation.

We have also committed ourselves to developing a *new policy architecture* for transportation decision-making. And this process is ongoing: We have been conducting *2025 Visioning Sessions* with transportation stakeholders across the nation to develop a clearer vision of the future of transportation over the next 25 years.

As the maritime industry's newest leaders, you will play a major role in helping the American people realize this new vision of what is possible in transportation over the years ahead.

Despite the challenges the future is bright because maritime leaders, like the Class of 2000, are more than equal to the tasks that lie ahead. And I am proud to have you walk with me as we craft a new vision for America's Marine Transportation System in the 21st century.

Now I am honored to present to you today's commencement speaker.

As First Lady, Hillary Rodham Clinton has worked to improve the lives of people here and around the world. With visits to more than 50 nations, she is known as the *International Ambassador* for the United States. From Europe to Asia, Africa to Latin America, Mrs. Clinton takes her message of human rights, health care and economic empowerment for women across the globe. She has also been a leading voice for democracy building, for women's rights, and for the development of a voluntary sector in emerging democracies. By establishing *"Vital Voices"* she has promoted the participation of women in their countries political processes.

A longtime advocate for children, Mrs. Clinton has encouraged policies that will help parents balance work and family, strengthen America's public schools, and provide greater opportunities to children and youth of all backgrounds, particularly those who are most vulnerable. She has sought to expand access to quality health care for all Americans, and to increase the economic security of working families. She has also worked to build support for the arts and arts education, and has led an effort to preserve America's important historical and cultural treasures.

In that effort the U.S. Department of Transportation is proud to work with Mrs. Clinton in promoting the Millennium Trails Initiative to honor America's past and imagine her future. To date, we have designated 16 National Millennium Trails, 50 Millennium Legacy Trails, and are well on our way to designating 2000 Community Millennium Trails.

It is my distinct privilege and high honor to introduce to you, the First Lady of the United States, *Hillary Rodham Clinton*.

# # # #

TALKING POINTS OF
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PORTRAIT UNVEILING OF FORMER SECRETARY FEDERICO PEÑA
MONDAY, JUNE 19, 2000
WASHINGTON, D.C.

A wise man Samuel Butler once said, "Every man's work, whether it be literature or music or pictures or anything else is always a portrait of himself." If this is true, and I believe it is, then Federico Peña's career is a true masterpiece.

Today we gather to recognize Federico Peña's continuing work on behalf of the American people. A portrait of public service that reflects a devotion to serving those in need, promotion of innovation and technology, a dedication to diversity, as well as an energy and willingness to embrace new and enlightened approaches in meeting government responsibilities.

A Record of Public Service

We all know, as Mayor of Denver, Federico Peña put his visionary talents to work regarding the need for a new, state-of-the-art airport. What we sometimes forget, is what an awesome task it was to achieve an undertaking of this magnitude. Remember, an airport construction project of this size and scope had not been attempted in nearly three decades. Yet, Federico Peña made it happen, and the nation owes him a huge debt of gratitude.

- Federico Peña's dedication to the American people advanced further in 1992 when he responded to the president's "call" to head up transportation issues on the Clinton administration transition team. His talent, energy and abilities apparent to all, he was appointed as the nation's 12th secretary of Transportation in 1993.

Serving those in need

Secretary of Transportation Peña was determined to make the U.S. Department of Transportation a place where those in times of need could look for assistance.

- In his first year, the nation was racked with devastating natural disasters. The Mississippi River had major flooding, followed by an earthquake in Los Angeles, and more flooding in the Mid-West. Secretary Peña could not stand idly by, and was determined to make a difference. This was the first time the federal government had directly contacted many of these communities, and it sent a huge message to the American people that U.S. Department of Transportation and the federal government was there for them.

Diversity

Throughout his career, Secretary Peña has recognized the value that diversity brings to the workplace.

- Secretary Peña initiated U.S. DOT-wide initiatives to emphasize diversity in employee hiring, services, and policies. The Office of Small and Disadvantaged Business expanded its role within the department as never before. Diverse groups not only held more meetings, but Secretary Peña was often there -- attending those meetings -- and encouraging them.

Innovation and Technology

The list of technical and state-of-the-art advancements brought about in our nation's transportation system under Secretary Peña's leadership is impressive.

- The secretary's commitment to invest in new technologies, existed not just within the department, but as a means of improving transportation as whole. Economically, for example, this commitment to harness new technologies played a big part in reviving our maritime and shipbuilding industry. This type of innovative application also helped improve road traffic management, air traffic control, rail efficiency, and other vital issues.

Reinvention

There is probably no greater legacy left by Secretary Peña than in his encouragement to all the modes of transportation to take a new and enlightened perspective on how they carry out their mission. This "fresh approach" to the way we do business led by Vice President Gore, was embraced by Secretary Peña, and continues today within the U.S. Department of Transportation.

- One such example was Secretary Peña's leadership on Federal Aviation Administration (FAA) reform. In April 1996, using the newly implemented procurement management system, the department was able to terminate a procurement award to a contractor for non-performance and immediately award a new contract. This effort helped get an integral component of satellite airspace navigation back on track. And, it was the beginning of a host of FAA procurement and personnel reforms that, today, make the agency more efficient and accountable.

Unveiling of the Portrait

At this point, I'd like to invite Secretary Peña, his wife Ellen Hart Peña, and his children Nelia, Christina, and Ryan, as well as the artist, Emanuel Martinez, to help unveil the portrait.

Secretary Peña, your work has made a difference to so many Americans. Let this portrait serve as a tribute to your outstanding and dedicated service to our nation.

Thank you.

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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PERFORMANCE BASED ASSET PRESERVATION FOR
DISTRICT OF COLUMBIA NATIONAL HIGHWAY SYSTEM
ANNOUNCEMENT AND SIGNING CEREMONY
JUNE 19, 2000
WASHINGTON, D.C.

1. **Acknowledgments**

- Delegate Eleanor Holmes Norton
- Mayor Anthony Williams
- *who else*

2. **Good Neighbor relationship with the District**

Throughout the Clinton Administration, we have had a continuing commitment to the needs of the District government.

3. **Unique contract focuses on results, not process**

We are using an innovative method of contracting that will save time and money and is based on outcome, not bureaucratic process.

Performance measures are specified instead of maintenance techniques . . .
not what to do but rather, what to achieve.

Contractor receives a schedule of payments in return for an agreed level of asset preservation and improvement . . .
pay for performance.

This is a partnership between federal and local government and the private sector to achieve results.

-- Specifically, a $70 million dollar, five-year agreement to preserve 75 miles of key roadways.

-- The Federal Highway Administration provided advice and engineering assistance to the District to develop the performance-based contract.

-- The contract is with VMS, Inc. of Richmond, Virginia

-- Roads include Wisconsin Avenue, Connecticut, Georgia, Constitution, Independence, and Pennsylvania Avenue.

It is a smart division of labor that will benefit residents and visitors to the Nation's Capital

Could serve as a model for other cities around the country.

4. **Proud of this new partnership**

Part of our focus on the NHS, those key roads that serve as the backbone of the nation's transportation system, today and in the future.

Residents, visitors . . . Americans will benefit.

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

Speech

PREPARED STATEMENT
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DESIGNATION OF GOLD BELT TOUR SCENIC AND HISTORIC BYWAY EVENT
FLORISSANT, COLORADO
JUNE 21, 2000

On behalf of President Clinton and Vice President Gore, I am delighted to join you this afternoon as we celebrate the designation of the *Gold Belt Tour Scenic and Historic Byway* here in Florissant, Colorado.

We announced this designation last Thursday in Washington, D.C., as one of 30 new designations in 20 states under the U.S. Department of Transportation's National Scenic Byway and All-American Road Program.

In his message to all who gathered to hear those announcements, the President said: "These newly designated highways and byways join a growing collection of distinctive American roads in the National Scenic Byways Program. Each provides invaluable opportunities to explore our nation's roots and treasures and each provides a memorable experience."

This is certainly true of the Gold Belt Tour Scenic and Historic Byway, which follows some 135 miles of historic railroad and stagecoach routes, including North America's greatest gold camp, three world-class fossil sites, plus incredibly beautiful trails and diverse landscapes. Whether it is the tourist on vacation, the historian researching America's roots or the explorer looking for adventure, the Gold Belt Tour offers something for everyone.

In his message last Thursday, the President also thanked you—"The individuals, communities and organizations who have worked together to preserve the important resources and stories connected by these ribbons of road," noting that "You have played a critical role in strengthening the National Scenic Byways Program, leading the way in creating and fostering a wise balance between economic development and the preservation of our natural and historic treasures."

In terms of natural and historic treasures, The Gold Belt Tour and other historic byways represent the best America has to offer. They weave new, enjoyable traveling experiences into the fabric of American life. But there is also an economic development side to this program. The Gold Belt Tour and its sister

- more -

byways will enhance and promote tourism, now one of the world's largest and fastest growing industries.

More and more people are taking to America's highways; out of some 800 million recreational trips taken by domestic travelers every year, 8 out of 10 involve traveling along a highway. The historic designation we celebrate today therefore opens a new chapter in economic opportunity for Colorado.

The National Scenic Byway and All-American Road Programs is an engine for economic development. It has become a resounding success because it is built on the solid foundation of cooperative partnerships at the federal, state and local level. It grows communities while preserving their beauty and natural heritage. It also builds renewed pride at countless places all along these designated routes. The kiosk you have already constructed here is concrete evidence of the pride this community has in this byway.

The President has said that he is confident that, "With your steadfast support and commitment, we can continue to preserve, interpret and promote the unique and significant qualities of our All-American Roads and National Scenic Byways for the benefit of generations to come."

When we began the 20th century, another American President -- Teddy Roosevelt -- opened up our appreciation of "America the Beautiful" by creating a national park system that is the envy of the world. Yet it is our transportation system, including our historic roads and byways that make it possible for millions of Americans to actually travel and see the Grand Canyon and all of our other natural wonders.

As we begin this new century and new millennium, let us recall what President Roosevelt said about our national landscape a century ago: "The ages have been at work on it, and man can only mar it. What you can do is keep it for your children and your children's children." With the historic designation of the Gold Belt Tour Scenic and Historic Byway here in Florissant, Colorado, we continue this great tradition.

Let me close by sharing Vice President Gore's acknowledgment of what you have accomplished here. As the Vice President said in his message congratulating the recipients of this award, "The honor of this designation is a tribute to the hard work and dedication of every coordinator, volunteer, staff member, and organizer along your byway -- in your state, and around the country. On behalf of all

Americans, let me thank you for serving as stewards of the very best of our nation's transportation resources. Your efforts are important to the people of this country, not just for today, but also for generations to come."

Finally, on behalf of the U.S. Department of Transportation, let me personally thank you for doing your part to preserve our nation's resources and tell America's stories. You can be proud of your accomplishments. Celebrate your designation at a National Scenic Byway -- and keep up the good work!

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

Speech

PREPARED STATEMENT
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NORTHEAST ADVANCED VEHICLE CONSORTIUM ANNOUNCEMENT
BOSTON COMMON,
BOSTON, MASSACHUSETTS
WEDNESDAY, JUNE 21, 2000

I am delighted to join Executive Director Sheila Lynch of the Northeast Advanced Vehicle Consortium (NAVC), Carl Thidemann, Director of Marketing for Solectria, and David Dilts, President of Timeless Technologies for today's important announcement about the future of transportation technology.

At a time when gasoline prices are unusually high -- especially in the Midwest -- any news about technological innovation that has the potential to reduce America's future dependence on petroleum is good news. And today, we not only have good news to report -- we actually have two electric drive vehicles here on site, to demonstrate some of these technological possibilities.

Let me begin by taking this opportunity to commend Director Lynch, on behalf of the U.S. Department of Transportation, for her leadership in making today's announcement possible.

Let me also acknowledge Paul Guzzi, President and Chief Executive Officer of the Greater Boston Chamber of Commerce and other senior Chamber Board Members who have joined us this morning. I am here in Boston on the first leg of a seven-state coast-to-coast intermodal transportation mission to promote President Clinton and Vice President Gore's vision for improving the quality and performance of America's 21st century transportation system. I have just come from a meeting with Chamber, where we discussed the importance of advanced transportation technology for the future of New England.

Today I am pleased to announce a $571, 300 grant to NAVC for two projects that convincingly demonstrate New England's leadership potential in advanced transportation technology.

The first project is designed to encourage the application of high-efficiency hybrid electric drive-train technology to heavy off-road vehicles, such as those

used in highway construction. This hybrid-electric system will not only enhance performance and improve fuel efficiency it will also reduce emissions. DOT has committed $309,300 in FY 2000 to this effort.

The second project will take an all-electric Solectria CitiVan, now used at Logan International Airport and in New York City, and transform it into a more versatile, hybrid CNG-electric powered vehicle. The new configuration will extend the CitiVan's current 40-mile range out to 140 miles. The hybrid drive train will eliminate the need for a separate heating unit and also serve as a battery-charger and backup emergency power unit. DOT has committed $262,000 in FY 2000 for this effort, which will be matched, dollar for dollar by the participating companies.

The project is part of DOT's partnership with the NAVC through our Advanced Vehicle Program (AVP). Members of the project team include Solectria, which is providing the van, Capstone Microturbine -- which will supply the CNG-powered hybrid electric drive train and Timeless Technologies, which will coordinate the project. Also participating in the project are The U.S. Postal Service, EVermont and Massport, who will help test the vehicle under a variety of conditions.

While this specific project is modest, its implications are enormous. The Advanced Vehicle Program (AVP) is important for the nation. By working in partnership, the Department of Transportation, NAVC, and private industry are developing technologies that not only protect our natural and human environment, they also enhance our nation's energy security by promoting fuel efficiency.

As President Clinton said in his Annual Transportation Week Message last month, *"If we make wise and informed choices today, we can improve transportation safety, make our communities more livable, give our citizens greater choice and mobility, protect our environment, and help create a truly global community."*

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6.14

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
POSITIVE TRAIN CONTROL ANNOUNCEMENT
JUNE 21, 2000
CHICAGO, ILLINOIS

I am delighted to join you today, on the second day of my Coast to Coast Intermodal Tour. Yesterday, I had the great pleasure of visiting the Wilmington Delaware Training Facility where I met with Amtrak employees undergoing intensive training to prepare them to work on the Acela highspeed trains. Service is expected to begin in the Northeast Corridor this fall. I also got to experience riding on an Acela by way of a locomotive simulator. Let me say the technology that "drives" this train is incredible.

This is why it is imperative that we have an educated workforce prepared to design, develop and operate the high tech transportation system of the 21st century

In Philadelphia I had the opportunity to meet with some of that future high tech transportation workforce at the Franklin Institute. We had an excellent 2025 visioning session where I listened to their ideas, expectations and dreams for our nation in this new century and new millennium.

Big expectations for rail service in America is why we are here today. I am pleased to announce that the North American Joint PTC Program will award a $34 million contract to Lockheed Martin Corporation to develop and deploy a Positive Train Control system on the Union Pacific Railroad line between Chicago and St. Louis.

I applaud the partnership between the U.S. Department of Transportation, the Illinois Department of Transportation, and the Association of American Railroads in making today's announcement possible.

Nearly two years ago, Administrator Molitoris and I attended a board meeting of the Association of American Railroads (AAR) where the major railroads committed to join with us to form the North American Joint PTC Program. This partnership builds on an existing project between FRA and the State of Illinois. The railroads recognized it was time to move forward on PTC, and that true

- more -

progress could result only from a comprehensive, coordinated approach and committed personnel, equipment, and resources to accomplish that goal.

Today's announcement is a major step forward in the application of a vital new technology for railroad transportation in this new century and new millennium.

PTC uses advanced intelligent transportation technologies such as onboard computers, digital radios, automatic location systems using Differential Global Positioning Systems, and smart control centers. We envision these new technologies playing critical roles in improved system safety and mobility across the transportation spectrum. PTC represents an "Intelligent Railroad System."

The Positive Train Control project will lead to safer and faster train service and it speaks to President Clinton and Vice President Gore's commitment to safety -- their top transportation priority. At the US DOT, safety is our North Star – guiding all that we do.

Today's railroads have achieved an enviable safety record. This has been accomplished through strong partnerships between management, labor and government working together -- moving from strength to strength -- to identify and reduce risks. They do this while carrying more freight, using fewer cars and locomotives, with fewer employees and with fewer tracks than at any time in history. Let me say this is phenomenal productivity.

The intelligent system we talk about today will only improve the safety record while increasing network capability to handle increasing traffic loads on freight and passenger trains. It also represents one of the technologies that will enable the development of high speed rail -- like the Acela service I spoke of earlier -- here in the Midwest and elsewhere in the U.S. Improving the infrastructure and adding new passenger trains on corridors nationwide will create many new high-quality railroad industry jobs nationwide -- and in particular, right here in Chicago the pulse of America's rail employment and operations.

But to get these benefits will not be easy. Applying the PTC technologies will be challenging -- not least of which is applying them in a cost effective manner to justify widespread investment.

I congratulate Lockheed Martin Corporation on winning the competition for this key project award. Ms. Kathy Hegman is here today from Lockheed Martin. And I congratulate the North American Joint PTC Program partners for moving forward to make today's announcement possible.

And now, I challenge the partners and Lockheed Martin to make this component of the intelligent transportation system, of the intelligent railroad system, really work so that it will improve railroad operations and safety for the American people in this new century and new millennium.

To get this vital technology off the ground, the U.S. Department of Transportation's Federal Railroad Administration today is awarding a $6.5 million grant -- the first portion of the federal payment -- to the Illinois Department of Transportation.

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PREPARED REMARKS OF
U.S. DEPARTMENT OF TRANSPORTATION
SECRETARY RODNEY E. SLATER
GREATER BOSTON CHAMBER OF COMMERCE
BOSTON, MASSACHUSETTS
WEDNESDAY, JUNE 21 2000

Now, I know it's frowned upon to quote a New York Yankee when you are in Boston. However, Yogi Berra may have said it best when he said, "Prediction is very hard. Especially when it's about the future."

History has given our generation the task of forging America's next great transition and transformation. We are leaving the 20th century showroom floor for the 21st century electronic keyboard. The flickering store windows of the new millennium are opening up to a global marketplace.

However, while you can order a steak on-line from Omaha -- your computer won't get that steak to your plate. So, it's here I intend to make a prediction: When it comes to economics -- locally, nationally or globally -- transportation will always have a role to play. The basics of getting people, goods and products from one place to another will always exist.

Yet, what about the future of transportation itself -- that's where the prediction game gets difficult. For example, take a moment to ask yourselves:

- What will be the driving forces facing transportation in the next 25 years?
- How will the world be different?
- How will technology have changed the world?
- What won't be a problem any more?
- What can we do now to prepare ourselves for that world?

These are the tough questions that we must be asking ourselves today.

And, these are the difficult questions that we at the U.S. Department of Transportation are working to answer today.

However, we cannot answer these questions alone. The U.S. Department of Transportation is holding an ongoing series of "2025 Visioning Sessions" with stakeholder groups across the country. These sessions are designed to lay the groundwork for improving the quality of choices by clarifying a vision of transportation's future over the next 25 years. At these meetings we are asking the tough questions and together, with our partners, we are achieving real results.

The results of these sessions will be published as part of a report called *Transportation Decision-Making -- A Policy Architecture* late this summer, and will also be used to help plan for the International Transportation Symposium the U.S. Department of Transportation will host in Washington, D.C., this fall, from Oct. 9 through the 12th. As community leaders for the Greater Boston area, we would, of course, welcome your input and participation in these efforts.

As I challenge you to help us lay the groundwork for the transportation system of the new century and new millennium, let me offer a bit of a framework. I believe the challenges of this new era require something more of us -- a transportation policy architecture that explicitly commits us to sustainable innovation.

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

- International in reach, connecting us to markets around the world;
- Intermodal in form, enabling us to benefit from the collective strength of the individual modes of transportation;
- Intelligent in character, allowing us to harness the awesome power of technology and combine it with the concrete, asphalt and steel of our transportation system as we know it to increase its efficiency, capacity and capability;
- Inclusive in service, -- leaving no one behind as we move proudly and confidently into a new century and new millennium of limitless opportunity; and
- Innovative in scope.

We therefore need to foster, nurture and sustain a climate of innovation -- a climate that is flexible and responsive to change -- one that is nimble -- one that can adapt to new and unexpected demands – one that responds automatically to new challenges. Creating a climate of innovation is, by definition, an ongoing effort -- a journey whose rewards will be the improvements made along the way. Such innovation cannot always be produced on demand. But it can be encouraged.

You've seen here first hand. I can think of no better area of the country that has tapped in the nation's innovative spirit than here in and around Boston. In fact, it is at Cambridge, with its access to some of the nation's leading educational, private and government research institutions, that we thought it would be best to locate our leading U.S. DOT research facility -- the John A. Volpe National Transportation Systems Center. It is at this center where we at the U.S.

DOT seek to stimulate innovation in transportation research -- not just for innovation's sake -- but also for America's sake and humanity's sake.

From a transportation standpoint, the Central Artery/Tunnel Project is another example of this region's ability to apply innovative thinking and technologies. A project of this scope and size is truly an engineering marvel of the world, and when completed it will be an example for the world to follow.

I know the "Big Dig" is very important to so many in the Boston area, so at this point what I can tell you is on Friday we received additional financial information from state officials. We at the U.S. Department of Transportation are currently reviewing the information and should have a decision on our partnership agreement in about a month.

Yes, Yogi was right. Predicting our future, especially when it comes to transportation can be difficult. But, I am confident that working together we can successfully meet our future prepared and ready.

Thank You.

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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AMTRAK HIGHSPEED RAIL TRAINING FACILITY
JUNE 20, 2000
WILMINGTON, DELAWARE

- It is *pleasure and an honor* to meet with you. Today is the kick-off of my Coast to Coast Intermodal Transportation Tour and the *Wilmington Training Facility is my first stop.* I will spend this week visiting America's cities to *promote President Clinton and Vice President Gore's vision* for improving the quality and performance of our nation's transportation system in this 21st century.

- It is, indeed, an honor to be here because *thanks to you* -- the *employees of Amtrak* -- this railroad is emerging as *a world leader for service and quality.*

- A few month ago, the *Northeast Corridor electrification system became operational all the way to Boston*, enabling Amtrak to launch Acela regional service.

- The *results*, as I am sure you know, have been quite startling. Ridership has been *consistently 50 percent above the performance of a Boston-Washington train* from a year earlier and *continues to grow* -- *revenue is also up substantially*. Yes, the *service is more appealing* because the trip is faster, but the *quality of your service* is also *winning* Amtrak new customers.

- The success of *Acela regional is merely the prelude* to the highspeed Acela Express Service *coming this summer*. The *training you receive* in this facility and the *implementation of your service guarantee program* will help make *Acela Express an even bigger success*. Judging by your enthusiasm, I know I am with a *winning team*.

- By building a *knowledge-based workforce,* Amtrak is creating a *climate that fosters innovation*. While *technology is essential for innovation,* I believe that it is the *innovative spirit, the visionary leadership* in deploying technology that will be at the *heart of our greatest transportation achievements* in this new century and new millennium.

- Thank you again for having me. I look forward to seeing you all out on the railroad making Amtrak a world leader.

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PREPARED STATEMENT
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CALIFORNIA STATE ASSEMBLY
SACRAMENTO, CALIFORNIA
THURSDAY, JUNE 22, 2000

Thank you, Mr. Speaker, both for your kind introduction -- and for accommodating my request to briefly address the legislature.

I am in California this week as part of a coast-to-coast mission to promote innovative surface transportation technology for the 21st century -- and California is clearly a leader in this arena.

California is also a national leader when it comes to transportation safety -- which is President Clinton and Vice President Gore's top transportation priority.

That is why I have requested this opportunity to personally thank you, as members of the General Assembly, for the outstanding, bipartisan job you are doing to promote seatbelt use and highway safety.

I want to specifically commend *Speaker Herzberg, Republican Leader* Scott *Baugh, Governor* Gray *Davis* and *Lieutenant Governor* Cruz *Bustamante* for their leadership. As a result of their commitment and yours -- and the good sense of the people of California -- this state now leads the nation in seat belt use, with a compliance rate of 89.3 percent, more than 20 percent above the national average.

You have already exceeded President Clinton's national target of 85 percent seat belt use by the end of this year. For that, I thank you.

California also leads the nation in combating drunk driving. You were the only state in the nation to receive an "A" in Mothers Against Drunk Driving's *Rating the States* report last year. And last December, the California Office of Traffic Safety received the *Best State Program Award* from the National Commission Against Drunk Driving.

Most important of all, your efforts are paying off in significant reductions in the number of traffic-related injuries and deaths:

- In 1998 -- the latest year for which final statistics are available -- traffic fatalities in California fell to 3,459, the lowest death toll since 1955;
- And preliminary reports indicate that traffic deaths continued to decline in 1999.

California was also one of only five states to qualify for a special DOT outstanding safety performance grant for not only keeping alcohol-related crashes below the national average, but also for reducing them for three years in a row.

This legislature and the political leadership in this state deserve a significant part of the credit for making California the nation's seatbelt and traffic safety champion.

You have taken a "no-nonsense" attitude toward traffic safety legislation, particularly with respect to drunk driving. In fact, you've already passed everything on our "wish list," including model helmet use legislation for bicycles as well as motorcycles.

California is also a model when it comes to working as a partner with the U.S. Department of Transportation in Washington.

The most recent example is the partnership between DOT's National Highway Traffic Safety Administration and the California State Department of Consumer Affairs Bureau of Automotive Repair. DOT and California have joined forces to back a *Consumer Safety Outreach Program,* including a Auto Safety Hotline to assist consumers with auto safety and auto repair concerns.

So I am here this morning -- not to plead the case for safety legislation -- but to thank you for being a model to the nation for a 21st century transportation system that is both safe and sustainable.

Thank you very much -- and keep up the good work!

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PREPARED STATEMENT
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CALIFORNIA STATE SENATE
SACRAMENTO, CALIFORNIA
THURSDAY, JUNE 22, 2000

Thank you, Mr. President for your kind introduction, and for accommodating my request to briefly address the California State Senate.

I am in California this week as part of a coast-to-coast mission to promote innovative surface transportation technology for the 21st century -- and California is clearly a leader in this arena.

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So I am here this morning -- not to plead the case for safety legislation -- but to thank you for being a model to the nation for a 21st century transportation system that is both safe and sustainable.

Thank you very much -- and keep up the good work!

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8.10

Talking Points of
U.S. Secretary of Transportation
Rodney E. Slater
California Rail Caucus Meeting
Sacramento, Calif.
Thursday, June 22, 2000

Introduction

- Before I begin, I'd like to make a very important personal request – does anyone have any Laker tickets available for next year?

- Thank you, Sen. **(Jim)** Costa **[D-Fresno] [chairman, Rail Caucus]**, and thank you Amtrak for setting up this breakfast. As you know, I am scheduled to address the legislature later this morning, but I wanted to take some time with you to specifically talk about rail transportation.

California and Rail Transportation

- California is a national leader in rail transportation.

- You have made remarkable progress in providing rail passenger service throughout the state. And you are investing to make it even better.

- The state has spent some $1.2 billion over the last decade on capital investments in intercity rail passenger service following passage of some far reaching bond referenda.

- The U.S. Department of Transportation recently compared your state with other state government expenditures in support of high-speed rail. We found that California's investment represented about 70 percent of the U.S. total for the last decade.

- Your state is also a model for other states in its operating support of Amtrak service and its extensive feeder bus routes, with approximately $70 million spent per year on these services.

- By creating special authorities to implement commuter rail, especially in your major cities, California also a leads the nation in the development of new commuter rail services.

The Future of Rail Transportation in California

- I also want to acknowledge the visionary leadership of Gov. Davis, who has not lost any time in extending this emphasis into the future with his proposed $5.2 billion budget allocation for statewide transportation projects, of which $735 million is for Amtrak-related projects. In addition, 62 percent of that budget goes to public transportation.

- With its partnership with Amtrak West and the Federal Railroad Administration, California also deserves praise for planning further rail passenger investments. Working together, we are planning for practical projects to enhance the livability of this great state.

- A product of this partnership effort is the recent report published by Amtrak West setting our a five-year plan for rail investments which is to be followed by a 20 year vision to be released later this year.

- Your state also has a head start in the really-long range planning necessary to accommodate the substantial growth in population and consequent travel demands that you are bound to experience in the future. I am referring to two efforts:

  - The first, is the work of the California High Speed Rail Authority, which is engaged in the process of planning a very-high speed ground transportation system that can act as a nerve center connecting the major metropolitan areas of the state – which can be implemented over a 20-year period.

  - The second effort, is that of the Southern California Association of Governments, which, working with the California High Speed Rail Authority, is exploring the possible construction of a Maglev system to act as a super fast commuter system connecting the major activity centers and airports in the Los Angeles region. As you know, this project is one of seven competitors in the U.S. DOT Maglev Deployment Program.

Clinton/Gore Support of Rail Transportation in California

- President Clinton and Vice President Gore are very supportive of new programs to help states like California invest in high-speed rail. At the very beginning of his first term, the president proposed to Congress a far-reaching program of technology demonstrations in this area.

- This effort formed the basis for the Federal Railroad Administration's Next Generation High Speed Rail Technology Demonstration Program.

- The FRA invests about $25 million per year to develop technologies to support and lower the cost of high-speed rail based on upgrading existing lines on typically shared rights of way. These technologies include non-electric locomotives, Positive Train Control, and innovative grade crossing hazard elimination solutions.
-
- In a reversal of policy of the previous 12 years of administrations, the Clinton/Gore Administration has annually proposed funding for Amtrak and has supported federal investment to make high-speed rail a reality nationwide.

- As we move into the closing days of the 106th Congress, all supporters of passenger rail need to be focusing on any opportunities to advance this important form of transportation.

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8-11

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

Speech

PREPARED STATEMENT OF
U.S. DEPARTMENT OF TRANSPORTATION
SECRETARY RODNEY E. SLATER
SAN DIEGO FULL FUNDING GRANT CEREMONY
SAN DIEGO, CALIFORNIA
THURSDAY, JUNE 22, 2000

Thank you Federal Transit Administration Acting Administrator Nuria Fernandez.

I am delighted to be here today to officially award the initial federal installment of $22 million to assist in the construction of the Mission Valley East Light Rail Line Extension. This has been a good week for California, earlier today Governor Davis and I announced U.S. Department of Transportation grants totaling $43 million for transit and airport projects throughout the state.

For President Clinton and Vice President Gore, support for the Mission Valley East extension is so much more than just federal assistance -- it's an investment. An investment aimed at improving the quality of life by creating a more livable community for the residents of San Diego. For the Mission Valley East extension will not only provide greater, more efficient transportation options, it will meet the administration's goals of providing an equal access to living-wage jobs, schools and the kind of opportunities that are so representative of our great nation.

I must take a moment to acknowledge Thomas Larwin, general manager, and Leon Williams, chairman, of the San Diego Metropolitan Transit Development Board. It is their dedicated service to the people of San Diego that has served as a driving force behind this important project.

This week, I am traveling from coast to coast to promote President Clinton and Vice President Gore's vision for improving the quality and performance of America's 21st century transportation system by combining public and private investment with informed community choice. There is no better application of this visionary thinking than the work between the U.S. Department of Transportation and the San Diego Metropolitan Transit Development Board to make the Mission Valley East extension a reality.

With over 75,000 riders a day -- more than 25 million passengers every year -- the San Diego trolley system has become an integral part of he region's transportation network. With the Mission Valley East extension, more people will

have access to this clean and affordable transit service that, upon completion, is expected to reach 100,000 riders daily.

Economically, the numbers speak for themselves. Over 24,000 employment opportunities and nearly 10,000 housing units are located within a half a mile of the extension's proposed stations. Overall, the entire light rail corridor contains over 160,000 jobs. And you can't deny the economic benefits of providing a long-awaited connection to major shopping, entertainment, tourism and sports venues.

Mission Valley East is expected to reduce traffic congestion by as many as five million additional riders annually by connecting the system with two major traffic centers -- San Diego State University and Alvarado Hospital. In addition, a tunnel and underground station for the trolley have been designed at San Diego State University so that, once built, taking transit to and from the university will become more accessible and will have minimal impact on campus life. Also, the trolley system will be made much more convenient and accessible for outlying parts of San Diego, like the communities of La Mesa, El Cajon, and Santee.

Environmentally, the region needs alternative transportation projects like the trolley to help prevent people from having to rely solely on their cars. The completion of the Mission Valley East Trolley extension will create a dependable transportation alternative to the Interstate 8 Highway. Transportation planners estimate the completed line will reduce vehicle trips in that corridor by 1.8 million annually -- roughly the equivalent of removing 5,000 single-occupant vehicles from the road every day.

The key to this project and any transportation improvement effort is community participation. In this spirit of involvement, I am continuing the U.S. Department of Transportation ongoing series of "2025 Visioning Sessions" with stakeholder groups across the country. These meetings are designed to lay the groundwork for improving the quality of choices by clarifying a vision of transportation's future over the next 25 years.

The results of these sessions will be published as part of a report called *Transportation Decision-Making -- A Policy Architecture* late this summer, and will also e used to help plan for the International Transportation Symposium the U.S. Department of Transportation will host in Washington, D.C., from October 9th through the 12th. As greater San Diego community leaders, we would, of course, welcome your input and participation in these efforts.

Because when you get right down to it, transportation is more about concrete, asphalt and steel. Transportation is about people. And, it is projects like the Mission Valley East extension that are designed to making a more livable community for so many.

At this point, I would like to invite Acting Administrator Fernandez, General Manager Larwin, and Chairman Williams to officially join me, so that I can, with great pride, award the initial federal investment of $22 million toward this important public transit improvement for the people of San Diego.

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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
TOUR OF YOUTH EMPLOYMENT PARTNERSHIP
AND VISION 2000 PROGRAM
OAKLAND, CALIFORNIA
FRIDAY, JUNE 23, 2000

Mayor Brown, Executive Director Foster, commissioners, and members of the city council, if there is anyone in our nation today who still clings on to the tired old notion that economic development and environmental protection are mutually exclusive goals -- I challenge them to come to the Port of Oakland today.

President Clinton and Vice President Gore have a demonstrated commitment to the continuing improvement of the quality and performance of America's transportation system in the 21st century. That is why I have been traveling across the country from coast to coast this week on an intermodal tour to promote that vision. And that's why I'm here today to tour this fabulous facility.

All Americans should have the opportunity to see how this community has been able to turn this proud sword of our nation's defense structure, into a vibrant, prosperous and environmentally-enhancing plowshare.

The driving principle behind the Port of Oakland's "Vision 2000 Project" is, of course, realizing the transportation and economic gains of making one of the nation's most vital shipping ports more intermodal, state-of-the-art, and able to handle greater people, goods and services.

However, Vision 2000 is so much more. Today, I've seen first hand how the Youth Employment Partnership program is working for the future of all residents of this city as the young people clear the way for important construction improvements to the port. This program is a winner because it provides disadvantaged youths a strong reason to succeed by offering marketable job skills and educational stipends to help them reach out and grasp their dreams. We are all winners, through the development of more productive citizens.

Economic and Transportation benefits, employment and educational opportunities, environmental improvements -- these are just some of the many reasons why the people of Oakland should be so proud of the Vision 2000 project.

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And, that is why this administration, along with the many elected officials, labor and environmental organizations, shippers, terminal operators, trucking, railroad and shipping companies, stand behind this ambitious undertaking.

With the support of the Youth Employment Partnership program, the Vision 2000 Project underscores that community participation is vital in order to achieve meaningful transportation improvements. In this spirit of involvement, I am continuing the U.S. Department of Transportation's ongoing series of "2025 Visioning Sessions" with stakeholder groups across the country. These meetings are designed to lay the groundwork for improving the quality of choices by clarifying a vision for transportation's future over the next 25 years.

The results of these sessions will be published late this summer as part of a Trends and Choices report which will be used to help plan for the International Transportation Symposium the U.S. Department of Transportation will host in Washington, D.C., from October 9th through the 12th. As greater Oakland community leaders, we would of course, welcome your input and participation in these efforts.

Because when you get right down to it, transportation is about more than concrete, asphalt and steel. Transportation is about people and their communities. And it's is projects like "Vision 2000," with the support of the Youth Employment Partnership program, that are working today to make communities more livable for so many people.

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6.6

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
METRO RAIL RED LINE EXTENSION OPENING
JUNE 23, 2000
NORTH HOLLYWOOD, CALIFORNIA

I have been traveling across the country this week on a coast-to-coast tour of intermodal facilities. The purpose of my mission is to promote President Clinton and Vice President Gore's continuing commitment to improving the quality and performance of America's transportation system in the 21st century. I am delighted to be able to join you for today's opening of the Metro Red Line Subway Extension, which embodies that vision.

Today's event not only completes the Los Angeles Subway System, it also marks a major milestone in Los Angeles' efforts to become a more livable city and a significant step toward the revitalization of North Hollywood.

It also creates new "no hassle" travel options likely to draw additional tourists–and the revenue source they represent--to Los Angeles and Hollywood. At the dawn of this new century and new millennium, we have a unique opportunity to weave expanded economic opportunity as well as a quality of life and environmental perspective–into the fabric of our vision for the future of America's cities and towns.

In fact, that's the motivating principle behind the transportation component of the President and Vice President's *Livable Communities* Agenda. Transportation is about so much more than concrete, asphalt and steel. It is about creating new possibilities for people.

With the opening of the Red Line Extension, the citizens of Los Angeles will have a new menu of public transportation choices: After today, Metro Rail travelers will be able to get from the San Fernando Valley to Hollywood & Vine in just 8 minutes. And, after today, Union Station downtown is less than 30 minutes away.

Metro Rail's Red Line is not only "extended," it is also better "connected." Part of today's celebration is for the debut of MTA's new Metro Rapid Buses, which offer improved rail-to-bus and bus-to-rail connections at subway stations throughout the system. This expanded network of connections will make it easier for Metro Rail and Metro Bus users to get to work, to go to school, to attend daycare, to access medical services and to utilize retail stores and commercial centers. That's why we expect system usage to rise to 100 thousand Metro Rail riders every day.

- more -

But the Red Line Extension does much more than just ease the plight of commuters. Transportation is "the tie that binds." By connecting North Hollywood to Universal City and Hollywood, it is the key to the economic revitalization of the community of North Hollywood. And by providing commuters an alternative to the private automobile, it also reduces pollution and eases traffic congestion.

By investing in public transit projects like the Red Line Extension, we are improving the quality of life for everyone in the region, not just the people who use the system. As President Clinton said last month, *"If we make wise and informed choices today, we can improve transportation safety, make our communities more livable, give our citizens greater choice and mobility, [as well as] protect our environment..."*

So today we celebrate the fact that this community has made a "wise and informed choice"–a choice that insures that in this new century and new millennium, Los Angeles will remain the world-class city that travelers long to visit and citizens are proud to claim as their hometown. "

That's what "livability" is all about.

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

Speech

PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
9TH ANNUAL SCHOLARSHIP BANQUET
NORMAN Y. MINETA INTERNATIONAL INSTITUTE FOR SURFACE TRANSPORTATION STUDIES
SAN JOSE, CALIFORNIA
SATURDAY, JUNE 24, 2000

I am delighted to join you for this 9th Annual Scholarship Banquet at the Norman Y. Mineta International Institute for Surface Transportation Studies at San Jose State University.

I am in California this week as part of a coast-to-coast tour of innovative surface transportation facilities and programs across the country. And I can think of no better place to bring our mission to a successful conclusion, than here at one of the world's premier centers for the study of surface transportation.

The Mineta Institute is clearly a world-class institution. That's why the U.S. Department of Transportation chose this school as one of our University Transportation Centers. The research program here focuses on cross-cutting issues that are shaping the future of society as well as the future of transportation—issues like public transit in an aging society and the impact of online shopping on vehicle traffic.

My intention tonight is to share a few thoughts with you about the future of transportation, and about how we, as leaders of the transportation community—both seasoned veterans and newly hooded graduates—can work together to improve the quality of transportation decision-making, especially over the next 25 years.

President Clinton and Vice President Gore's commitment is clear. This administration's investment in transportation has grown by 86 percent over the previous administration. And our total transportation budget for this year is a record-setting $55 billion. The federal investment in surface transportation is also at its highest level ever—some $34.5 billion in FY 2000 alone. For that, we can also thank Congressman Oberstar and other visionary leaders in both political parties, who supported the Transportation Equity Act for the 21st Century (TEA-21), which was passed and signed into law by President Clinton just two years ago this month.

Now that America is committed to investing in transportation, we need to make sure that our commitment is supported by good judgment.

-MORE-

In his National Transportation Week message last month, the President stressed the importance of wise and informed transportation choices to "Make our communities more livable, give our citizens greater choice and mobility, protect our environment and help create a truly global community."

The choices we face are many and complex. 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.

This administration is determined to uncover why fuel prices have risen to such shockingly high levels in recent months, particularly the Midwest. But in the long run, the nation clearly needs more fuel-efficient and sustainable transportation technology.

That's one of the reasons why President Clinton and Vice President Gore have increased transportation R&D by nearly 30 percent over the previous administration's average. And for FY 2001, we have proposed increasing transportation R&D by another 35 percent, to more than $1.2 billion.

The future of transportation then, is about choices. To improve the quality of transportation decision-making, we need to forge a new transportation policy architecture consistent with the needs of a new century and a new millennium.

By a "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. This new policy architecture, first and foremost, must enhance safety—President Clinton and Vice President Gore=s top transportation priority and the "North Star" guiding all that we do at the U.S. Department of Transportation.

The transportation system of the future must also be sustainable. And 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, like the one so skillfully fostered here at the Mineta Institute.

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.

-MORE-

This morning we held a visioning session on disabilities and transportation at the South Berkeley Senior Center. And earlier this afternoon, we conducted a visioning session on innovative technology with business leaders from Silicon Valley at the Tech Museum of Innovation here in San Jose—a process I found both informative and useful.

The new electronic economy does not eliminate the need for investment in our nation's physical infrastructure. You can order "Steaks from Omaha" on-line—but you can't download them to your plate. E-commerce delivery still requires transportation to move products from the 'warehouse to your house.' The growth of e-commerce is one of the reasons we expect the value of cargo shipped by air to triple in value by the year 2015.

Let me emphasize that we are not trying to "predict" the future at these visioning sessions. What we are actually trying to do is to invent alternative transportation futures that might not otherwise exist, by expanding access to the planning process to the widest possible range of stakeholders. 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 the International Transportation Symposium the U.S. Department of Transportation will host in Washington, D.C. this fall, on October 9 through 12.

I would like to personally invite each one of you, as transportation leaders, 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. And in this invitation, I am specifically including tonight's new graduates. We need your insight and energy.

We will also use the opportunity afforded by our being together in Washington, 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.

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 all of your work—and the work of the Norman Mineta Institute—I am confident that the best is yet to be.

-MORE-

So, to tonight's distinguished recipients of the Masters of Science in Transportation Management degree, let me offer some words of encouragement from the Prophet Isaiah: "Widen the space of your tent; stretch out your hangings freely; lengthen your ropes; make your tent pegs firm--for you will burst out to the right and to the left." Congratulations—and welcome to the transportation workforce of the 21st century!

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8.6

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
TRANSPORTATION COMMUNITY AND SYSTEM GRANT ANNOUNCEMENT
JUNE 24, 2000
BERKELEY, CALIFORNIA

Thank you, Congresswoman Barbara Lee. It is an honor to join, Mayor Shirley Dean and the City of Berkeley, Ed Roberts Campus representative, Ms. Jan Garrett, Vice President of the BART Board of Directors, Ms. Willie Kennedy, MTC Commissioner and Alameda County Supervisor, Ms. Mary King, and the Federal Transit Administration's Associate Administrator for Budget and Policy, Mr. Michael Winter for this landmark announcement -- a $300,000 grant to support the future Ed Roberts Campus (ERC). I am especially delighted to stand here with Michael Winter. Michael followed in the path Ed Roberts as the Director of the Center for Independent Living (CIL) before joining the Clinton-Gore Administration to continue his work on behalf of the disabled community.

President Clinton and Vice President Gore have a vision for improving the quality and performance of America's transportation system in the 21st century. That is why I have been traveling across the country -- from coast to coast -- this week on an intermodal tour to promote that vision. The President and the Vice President believe that accessible transportation -- pedestrian, rail, transit, highway, water and air -- is essential and this Administration is committed to making it attainable.

Accessibility is a civil right and every American is entitled to it. As we celebrate this 10th Anniversary year of the Americans with Disabilities Act, we must ensure that all Americans with disabilities enjoy that same right -- the access and mobility they need to get to work, to school, to daycare, to entertainment, to opportunity, and to a better quality of life.

At the U.S. DOT we are the "to" that will connect all Americans to those opportunities.

Our greatest challenge in this new century and new millennium, is to build a transportation system that is international in reach, intermodal in form, intelligent in character, and inclusive in nature. Inclusive means that transportation must be accessible to everyone.

- more -

Ed Roberts understood this. He was the first director of the Berkeley Center for Independent Living (CIL) and was known as a renowned international leader and educator for independent living and disability rights. Throughout his life he fought to ensure that the disabled had the opportunity to fully participate in society. Along with being the first student with a disability to attend UC Berkeley, he initiated and directed several programs and centers for the betterment of disabled citizens. The concept of a campus came about shortly after Ed's death in 1995. The ERC is a nonprofit corporation consisting of nine organizations, all of which share a common theme and history in Independent Living and the Civil Rights Movement of People with Disabilities.

These organizations have joined together to plan and develop a universally designed, transit-oriented campus that will improve the availability of services for people with disabilities. Services will not only improve for the entire Bay Area but will also help to expand disability-related programs throughout the country and the world. The campus will offer an impressive array of disability-related services and programs in one totally accessible location. Collaborative and innovative programs will be encouraged and supported to achieve a greater understanding of the Independent Living Movement of People with Disabilities.

The U.S. DOT is proud of its role in moving the ERC project forward. Today's announcement to promote accessible transportation will help ensure that we leave one behind.

As President Clinton said in this year's Annual Transportation Week Message, *"If we make wise and informed choices today, we can improve transportation safety, make our communities more livable, give our citizens greater choice and mobility, protect our environment, and help create a truly global community."*

Transportation is about so much more than concrete, asphalt, and steel. It is about connecting all people to opportunity -- to a better quality of life. The Ed Roberts Campus project will ensure that the Berkeley community has the needed tools to reach higher heights and greater accomplishments in this new century and new millennium.

# # #

TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NHTSA'S BLUE RIBBON PANEL ON AFRICAN-AMERICAN SEAT BELT USE
JUNE 26, 2000
WASHINGTON, D.C.

1. THANK'S FOR SERVING ON THIS IMPORTANT PANEL

Thank you for agreeing to serve; I know you have busy schedules. This is truly an impressive and distinguished array of talent assembled here this morning: I would like to specifically acknowledge your **Honorary Chair,** Dr. Dorothy Height (NCNW) as well as Rod Gillum (General Motors); Yvette Simmons (National Bar Association); Bob Stewart (NOBLE); Dr. Henry Ponder (NAFEO) and all of the rest of you.

I also want thank Panel Cochairs Derrick Humphries, Joanne Watson and Herman Ellis for keeping you organized, on track and focused . Blue Ribbon panels are special:

- Engender respect and attention of the public; Time frames are short -- require your focused energy.

- Outcome of your work will, most importantly, save lives.Safety is President Clinton and Vice President Gore's top transportation priority–"North Star" for everything we do at DOT.

2. MOTOR VEHICLE CRASHES ARE A MAJOR CAUSE OF DEATH FOR AFRICAN AMERICANS

- Major cause of death for African Americans through age 14.

- African Americans, ages 5-12, are three times more likely than other children to die in vehicle crashes.

- These statistics were most shocking when I first learned them.

- Many in our community have pledged to help "do something."

- Many of you in this room have been with DOT from the beginning in looking for solutions to this public health "epidemic."

- We need the wisdom and ideas of <u>all</u> parts of our community:

  – Faith-based -- Medical practitioners

  – Community leaders -- Business people

3. <u>PRESIDENT HAS SET END-OF-YEAR 85% SEAT BELT USE TARGET</u>

- President has set national goal of 85% seat belt use by the end of this year. As of today, DOT's *Buckle Up America* campaign is several percentage points short of 85 percent, but we are working hard to reach goal.

- Seat belt use among African Americans is 4 points lower than other groups; increasing seat belt use will not only save precious lives, but will help us reach President's 85% goal.

4. <u>WE HAVE LEARNED FROM THE WORK OF MEHARRY MEDICAL COLLEGE THAT THERE IS GREAT STRENGTH IN COMING TOGETHER TO ADDRESS THIS PROBLEM</u>

- Meharry, under the inspired leadership of Dr. Maupin, Dr. Ellis, and Dr. Cosby, has demonstrated its commitment by taking on this issue and looking for solutions.

- DOT and Meharry signed <u>Partnership Agreement</u> just last month to join forces to address this public health problem.

- The creation of this Blue Ribbon Panel was one of the first proposals Meharry made in its July report: *Achieving a Credible Health and Safety Approach to Increasing Seat Belt Use Among African Americans*.

- We in DOT will be looking to Meharry to continue its leadership role in researching the cause and effects of not wearing seat belts, or not placing children in appropriate child restraints.

5. <u>CHARGE TO PANEL: YOUR "REACH" MUST BE BROAD AND COMPREHENSIVE; UNANIMITY NOT REQUIRED</u>

- Raising seat belt use rates NOT a governmental "problem" -- it is a "shared" concern requiring support from everyone in the community

- Your written report about next steps needed to increase seat belt use by African Americans will be issued to the *nation* -- not to me or just the federal government; Disagreements are OK-helps sharpen ideas.

6. "DRIVING WHILE BLACK"

- There may be controversial issues which divide you -- which divide the community, such as racial profiling.

- As you examine the power that primary seat belt laws have in raising average seat belt use rates by 13-15% in the states that have those laws, the issue of differential law enforcement will no doubt be raised.

- This is about saving lives!

- President Clinton and Attorney General Reno have clearly said that profiling -- selective enforcement - is WRONG and must be eliminated.

- Vice President Gore has called racial profiling *"A scar on the face of America."*

- We can have the life saving benefits of strong laws -- and -- have fair enforcement at the same time; As President Clinton has said, *"We don't have to choose between enforcing the law and upholding civil rights. We can do both."*

7. SUPPORT TEAM FOR BLUE RIBBON PANEL

- The DOT and NHTSA staff you see around you are also here to assist you -- let us know if there is any information or data you need to do your work

- I plan to stay involved; hope to see you as you meet over the summer

- I look forward to the results of this impressive Blue Ribbon Panel this fall.

# # # #

RS/ 6th ANNUAL WHITE HOUSE EMPOWERMENT CONFERENCE - DOT BREAKOUT SESSION/ 6/28/00/ Video Script 4.3 minutes

Thank you for participating in today's workshop -- and for your support of community empowerment. The activities you engage in today can make a huge difference in the future of your city, your town or the rural community you represent.

The purpose of my message today is to urge you to take full advantage of this opportunity -- and full advantage of the support we at the U.S. Department of Transportation are willing to provide as you seek to plan a new future for your hometown.

Community empowerment has been a central theme for President Clinton and Vice President Gore from the very beginning of this administration back in 1993. And from the very beginning, transportation has been a vital part of this Administration's strategy to release the untapped potential of America's urban and rural communities.

That's why transportation is a key part of the Empowerment Zone and Enterprise Community agenda. Transportation connects people to jobs, to education to health care services -- as well as to needed goods and services.

A livable community, first and foremost, is an economically successful community. And transportation, because it connects a local economy to the rest of the world, is the key to economic success.

I know, first hand, how transportation can bring about greater economic opportunity and an improved quality of life. With the construction of Interstate 40, the people of my hometown of Marianna, Arkansas, were suddenly better connected to a wider world and the greater economic opportunity this wider world had to offer-- people like my mother, who was finally able to find a decent job which brought more money into our household.

I encourage you to work with us to lay the foundation for a new future for your community through the design of community-based transportation systems. We are committed to working with you to make this happen:

Contact the U.S. DOT field office nearest you, so that we can help you make the right connections with State Departments of Transportation; Metropolitan Planning Organizations; public transit providers, port authorities and other local resources that can assist you in the quality of the plans and decisions your community is making for its future.

Transportation is clearly about so much more than concrete, asphalt and steel. It is the tie that binds people and communities across regional boundaries; without it, there can be no economic growth. Through the partnerships for economic development, community sustainability and livability that you create at this conference, you are helping help America move from strength to strength to a better future.

As President Clinton said in this year's Transportation Week Message, *"Wise and informed transportation choices can make our communities more livable, give our citizens greater choice and mobility, protect our environment, and help create a truly global community."*

The work you do today will ensure that your communities will be forever connected to opportunity, to a better quality of life in this new century and new millennium. For that, I thank you.

# # # #

8-2

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

Speech

"TRANSPORTATION AND THE EMPOWERED COMMUNITY"

U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PREPARED REMARKS FOR PLENARY SESSION
6TH ANNUAL WHITE HOUSE COMMUNITY EMPOWERMENT CONFERENCE
COLUMBUS, OHIO
THURSDAY, JUNE 29, 2000

In this first year of a new century and new millennium, I am delighted to join all of you for this important conference on America's future. And I am delighted to have this opportunity to speak to the power of transportation to help each of the towns and cities represented here in Columbus to become a more livable community.

Actually, I want to do more than just speak to transportation and the livable community. This morning, it is my privilege to announce action on two projects that embody President Clinton and Vice President Gore's commitment to Livable Communities. Both projects also illustrate exactly what we mean at the U.S. Department of Transportation (DOT), when we call transportation " The Great Enabler" of empowerment.

Today I am announcing nearly $17 million in additional Federal Transit Administration funding for the Hiawatha Corridor Light Rail Project in Minneapolis. This grant amendment brings total federal support for the project to more than $27 million. When completed, Hiawatha Light Rail will whisk travelers from downtown Minneapolis to the Minneapolis-St. Paul airport and beyond, with 16 new stops connecting lower income and lower-middle income residents, tourists and other visitors, to the Mall of America, hotels and office parks as well as the airport. For low income residents, this means easier access to jobs with major employers all along the Hiawatha route, as well as increased opportunities to get to and from recreational and social service facilities, such as hospitals.

The second grant amendment I am announcing today, is for almost $1.9 million in additional funding to the San Francisco Bay Area Rapid Transit Authority. These funds will support the design and construction of a child care facility at the Fruitvale BART Station in Oakland, California, and bring total federal support for the project to $2.3 million. This grant amendment will support a community partnership between BART and The Unity Council, which is developing the overall

transit village at this site. When completed, the Transit Village will include a health clinic, a senior service facility and community library, as well as the child care facility. All of these facilities will be near housing and retail stores and all will be within walking distance of each other or easily accessible by mass transit.

What these two projects underscore is that we are not here in Columbus to predict a better future -- we are here to create a better future by working together.

The ideal of community empowerment has been a central theme of the Clinton-Gore Administration from the beginning. And from the beginning, transportation has been a vital link in realizing this vision. President Clinton and Vice President Gore have been emphatically clear about the role transportation can play in making our communities more livable. Over the course of their administration, the President and Vice President have backed this commitment with an 86 percent increase in our investment in transportation over the previous administration. Our total transportation budget for this year is a record-setting $55 billion.

This unprecedented level of investment has been made possible by the fact that under President Clinton and Vice President Gore we have enjoyed the longest economic expansion in American history, with more than 21 million new jobs -- the most jobs ever created under a single administration. Two days ago the President announced the good news about our nation's strong economy -- a budget surplus of more than $211 billion this year -- and a projected surplus for the next 10 years that is over a trillion dollars larger than was forecast just four months ago.

Under the President and Vice President's leadership, America has set a new economic course of fiscal discipline, expanded trade, and greater investment in our people and our future.

However, the gains of economic growth have not uniformly benefitted all Americans. For example, there are still many cities throughout America where unemployment remains double the national average. And there are also rural areas and small towns which have experienced little, if any, new investment. Many of those communities are represented at this conference. We have the strongest economy in memory, yet we still have families and communities that have yet to share in this bounty. As President Clinton said last year, when he announced his New Markets Initiative, "We should go into the 21st century leaving no one behind. We should genuinely create opportunity for every responsible citizen."

We are working hard at the DOT to address the President's concern with vision and with vigilance. Our Department is an active member of the White House Community Empowerment Board and has participated in all six of these White House Conferences. And as part of our support for the Administration's Livability Agenda, we strongly support both the New Markets and the Mississippi Delta Initiatives.

On behalf of President Clinton, Vice President Gore, and the U.S. Department of Transportation, I recently had the privilege of hosting a two-day national conference on the future of the Mississippi Delta which many of you attended. DOT's livability effort involves nearly all of our operating administrations. Among our programs that directly support Empowerment Zones and Enterprise Communities I would include:

- Job Access and other transit programs directed by our Federal Transit Administration;

- Operation Lifesaver within the Federal Railroad Administration, which is working to improve safety at rail crossings;

- The Safe Communities program at the National Highway Traffic Safety Administration;

- Efforts by the Federal Aviation Administration to assist in airport development and reduce the impact of aircraft noise on local communities;

- The Congestion Mitigation and Air Quality Improvement Program and The Transportation Enhancement Program -- as well as highway improvements in general -- at the Federal Highway Administration;

- And The Port Facility Conveyance Program operated by the Maritime Administration.

Last week I had the opportunity to see some of our efforts first hand during a coast-to-coast mission touring innovative transportation facilities across the country, including several projects located in Empowerment Zone or Enterprise Community districts. In California, for example, I announced a full-funding transit agreement that will extend San Diego's light rail system; I also toured the site of the future Joint Intermodal Terminal in Oakland, where I had the chance to visit -- and work with -- Welfare to Work trainees involved in the project.

And there is much, much more going on at DOT that can support what you are trying to do in your community. As you may have already noticed, DOT has a booth in the exhibition hall staffed by many of our operating administrations. If you haven't already done so, I invite you to stop by and ask about programs that can help your community obtain transportation services that will help you achieve your vision for the 21st century. You might specifically ask how your community can utilize Metropolitan Planning Organizations, transit agencies or statewide programs to support transportation planning projects. A more comprehensive description of DOT programs aimed at improving community livability are also included in the 2000 Federal Programs Guide on Community Empowerment being distributed at this conference.

Let me also say a few words about the Administration's *Rural Transportation Initiative,* which addresses the needs of million of Americans who live in rural areas or small communities and lack access to adequate transportation services. The key components of this initiative within the Department of Transportation include improving safety, involving rural communities in transportation planning, enhancing local public passenger transportation, improving freight transportation, connecting rural communities to transportation services and supporting tourism.

The future of transportation in your community – and all communities – is about choices. And at DOT 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, in recent months we have been conducting "2025 Visioning Sessions"with stakeholder groups across the country to clarify a vision of transportation 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. I mention this because you may want to obtain a copy to help plan for your community's transportation future. We will also use what we learn in our visioning sessions to help plan the *Intermodal Transportation Symposium* DOT will host in Washington, D.C., this fall, from October 9 through 12.

I believe that it is important that Empowerment Zones and Enterprise Communities be well represented at this symposium, which will provide a unique opportunity to explore and consider innovative possibilities for transportation in an integrated global economy.

I am therefore personally inviting each one of you, as community leaders with transportation concerns, to join me for this important session. We need your insight and your energy.

I understand, first hand, how transportation can bring greater economic opportunity and improved quality of life to a community. I grew up in the Delta region of Marianna, Arkansas, one of the poorest counties in the country. With the construction of Interstate 40, the people of my hometown were connected to opportunity -- people like my mother, who was then able to work in a factory that brought more money into our household.

Transportation is about so much more than concrete, asphalt and steel: It is about people realizing their dreams; It is about parents empowered by new transportation options becoming able, for the first time, to get access to better jobs or to training programs that can lead to better jobs; It is about children gaining access to day care and about families moving from the dependence of welfare rolls to the independence -- and the dignity -- of payrolls.

As Vice President Gore has said, *"I believe that refocusing communities across the country on ways to sustain prosperity while improving the quality of life is one of the greatest challenges we face as a nation."* But as the Vice President went on to say, *"If we are going to meet that challenge, we need your voice and your leadership."*

That's what this Empowerment Conference is all about. Your voice and your leadership. By applying what you are learning here in Columbus, you have an enormous opportunity to lay the foundation for a new future for your community.

Through the community-based transportation systems that you create...and the partnerships for economic development, community sustainability and livability that emerge as a result of this conference, you will help America move from strength to strength to a better future.

No sermon is complete without an altar call. So let me leave you with this admonition: Use us at the U.S. Department of Transportation as the enabling resource for empowerment that we can be for your community. By working together, we can together insure that America's best days are yet to be.

# # # #

E.1

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
KICKOFF CEREMONY FOR 40TH ANNIVERSARY YEAR
OF THE FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAM
WASHINGTON, D.C.
FRIDAY, JUNE 30, 2000

I am delighted to join all of you for today's Kickoff Ceremony, as we officially begin the 40th year of federal investment in federal transit assistance -- established with the signing of the Housing Act of 1961 by President John F. Kennedy on this date, June 30th, in 1961.

On behalf of President Clinton and Vice President Gore, I want to thank each and every FTA employee -- both past and present -- for the enormous contribution you have made to transportation and to the nation. The FTA story is both informative and inspiring -- and it deserves to be told and to be celebrated, as we are doing today, with fanfare and with music.

As your commemorative brochure points out, federal transit assistance began 40 years ago as a small pilot program in the Department of Housing and Urban Development (HUD) -- a direct result of President John F. Kennedy's insight that transit could play a major role in restoring balanced growth to America's cities.

As President Kennedy said at the time, *"Mass transportation is one of the key factors in shaping community development."*

President Kennedy's vision has been vindicated by history. And, under the leadership of President Clinton and Vice President Gore, his pilot program has evolved into a centerpiece of America's national strategy to create more livable communities for this new century and new millennium.

And it is the triumph of this vision -- as well as the achievements of the past four decades -- that we celebrate today.

From those modest beginnings at HUD 40 years ago, federal transit assistance has evolved into today's powerhouse Federal Transit Administration (FTA) at the U.S. Department of Transportation -- with some 485 employees and a record-level $5.8 billion annual budget.

This unprecedented level of investment has been made possible by the fact that under President Clinton and Vice President Gore we have enjoyed the longest economic expansion in American history, with more than 21 million new jobs -- the most jobs ever created under a single administration.

Earlier this week, the President announced the good news about our nation's strong economy -- a budget surplus of more than $211 billion this year -- and a projected surplus for the next 10 years that is over a *trillion dollars* larger than was forecast just four months ago.

Our unprecedented economic expansion is what made possible the passage of The Transportation Equity Act for the 21st Century (TEA-21), signed by President Clinton on June 9, 1998. As the result of TEA-21, we now have a better balance between federal highway and transit spending, as well as a more stable financial base for funding surface transportation as a whole.

TEA-21 authorizes a record-level $42 billion investment in transit over 6 years, including $18 billion for transit formula funding. This is a 50 percent increase over the prior surface transportation authorization bill.

As part of this Administration's clean air strategy, TEA-21 also establishes a $500 million program to help invest in clean-fuel buses.

For the first time ever, we have a transit counterpart of the highways enhancement program, dedicated to funding for low-cost, high-benefit projects to help communities improve their quality of life.

Despite the importance of these substantial investments in physical infrastructure, transportation is about more than concrete, asphalt and steel: it's about people -- and about giving people the opportunity to lead more fulfilling lives.

That's why, as we begin this new century and new millennium, the FTA's *Livable Communities Initiative* is at the heart of the transit assistance program.

As part of this initiative, the FTA is working hard to make transit facilities more "user friendly" by funding enhancements that will improving pedestrian flow into and out of transit stations or build child-care centers in subway terminals to make it easier for parents to drop off and pick up their children while going to and from work.

Yesterday I was in Columbus Ohio and saw, first hand, at the *Linden-Four Corners Transit Center* how a small federal investment in transit facilities can

leverage large benefits for an entire community. The FTA Livable Community Project there provides a safe place to wait for the bus to take you to work or school, the first bank this low-income community has ever had, a 24-hour day care center and -- soon -- a clinic run by Children's Hospital. Just as important, it is sparking investment in new office buildings, new retail facilities and new housing.

Today's FTA is also encouraging planners to center retail activity around transit facilities, so that people who rely on mass transit to commute can also use transit to do their necessary errands.

Yesterday I had the privilege of announcing two FTA projects that illustrate how the Livable Communities Initiative is reshaping the quality of life in towns and cities across the country:

When completed, *The Hiawatha Light Rail Project* in Minneapolis will whisk travelers from downtown to the Minneapolis-St. Paul airport and beyond, with 16 new stops connecting lower income and lower-middle income residents, tourists and other visitors, to the Mall of America, hotels and office parks as well as the airport.

For low income residents, this will mean easier access to jobs with major employers all along the Hiawatha route, as well as increased opportunities to get to and from recreational and social service facilities, such as hospitals.

The second project I announced yesterday was for the design and construction of a childcare facility at the Fruitvale BART Station in Oakland, California. This project supports a community partnership between BART and The Unity Council, which is developing the overall transit village at this site.

When completed, the Transit Village will include a health clinic, a senior service facility and community library, as well as the childcare facility. All of these facilities will be near housing and retail stores and all will be within walking distance of each other or easily accessible by mass transit.

Projects like these and others are beginning to have a measurable impact on the transportation choices made by more and more Americans. Last year, for the first time since the 1960s, transit ridership once again broke the 9-billion passenger mark. Twenty-five million Americans now use subways, buses, light rail and commuter trains on a regular basis. Ten million commuters use transit every day.

Just describing these projects does not truly do justice to the profound impact the FTA is having on the quality of American life. To help make this transformation real, let me share a story with you involving former FTA Administrator Gordon Linton.

Administrator Linton was participating at a livable communities project opening in California, when an elderly woman in tears came up to him and said, *"Thank you. I thought we had been forgotten."*

The FTA has not forgotten the people it serves. So, to each and every one of you who has helped to make this and countless other stories like it possible all across America, let me say, again, "Thank you." You have not been forgotten. As the result of your work and the work of the FTA, "40 years young," America's best days are yet to come.

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