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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
Tall Ships' MASTER'S RECEPTION
JULY 3, 2000
NEW YORK, NEW YORK

Acknowledgments

- Senator **[Christopher]** Dodd **[D-Conn.]**, Mayor **[Rudy]** Gulliani **[Tentative]**, Chairman **[Operation Sail (OPSAIL) 2000]** Charlie Robertson, Commandant Admiral **[James]** Loy, **[Director of the New York/New Jersey Port Authority]** Lillian Barone, **[there may be other insertions the guest list is very fluid]**, and other distinguished guests.

Introduction

- It is terrific to be here to join with our international partners and friends to participate in this historic event. I want to particularly thank Operation Sail 2000 Inc. for this lovely reception and all that they are doing to make these Fourth of July festivities so memorable for so many.

- When President John F. Kennedy envisioned Operation Sail in 1961 to "promote international relations and cultural exchange" there is no doubt this year's events epitomizes what he had in mind.

- This historic gathering is truly a model of what good things can happen when the public and private sector come together in partnership from all over the world.

- **[Other major coordinators from the public sector include 50 nations, the City of New York and The Department of the Navy] [From the private sector Macy's is putting on the fireworks display on the Fourth of July and Oceanspray is a major corporate sponsor of the entire event.]**

Coast Guard and Federal Aviation Administration

- I would also like to take a moment and thank Admiral Loy and the Coast Guard as well as all of our maritime partners in helping to ensure that OPSAIL 2000 is a safe and secure event for participants and spectators.

- As many of you know, it is the Coast Guard's mission during maritime events such as these to provide for the safety and security of dignitaries, participants and spectators involved in the events and also provide sufficient notice to the maritime community of potential impacts to their operations.

- This year the Coast Guard has mobilized a substantial force and resources to support the events in partnership with other federal, state and local, as well as private interests.

- And, lets not forget our other U.S. Department of Transportation partner, the Federal Aviation Administration, in making sure the airspace around the event is safe and secure.

Operation Sail 2000

- It is truly mind boggling when you consider all the resources and energy that has gone into this historic event. An event in which many organizers are a calling the "largest maritime event in history."

- There will be approximately 40 naval vessels and 120 sailing vessels from all over the world, with an estimated 40,000 to 70,000 spectator craft that are expected to visit the New York harbor this year.

- The Coast Guard estimates that there will be nearly three time the number of vessels then there were at the 1986 Statue of Liberty Centennial.

Happy Fourth of July

- So once again, it is truly an honor to be here.

- For President Clinton and Vice President Gore, thank you all for making this Fourth of July a fun-filled, inspiring and joyous birthday for our nation.

# # # #

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
LAUNCH OF GHANA AIRWAYS BWI SERVICE
BALTIMORE-WASHINGTON INTERNATIONAL AIRPORT
WEDNESDAY, JULY 5, 2000

On behalf of President Clinton and Vice President Gore, I am delighted to join all of you here at the Baltimore-Washington !nternational Airport (BWI) as we celebrate the inauguration of direct air service between Accra, Ghana and the Baltimore-Washington area.

This new, twice-weekly service to BWI will not only benefit travelers between Ghana and the national capital region, it will also help expand the economic, social and cultural ties we have been building over the past few years between the United States and the nations of Africa.

Today's historic event is a major accomplishment for which many deserve our thanks and praise:

First and foremost, I want to acknowledge President Clinton and Ghanaian President Rawlings for their vision and leadership. Ghana Airways new service to BWI is a direct outgrowth of the commitment the two Presidents made to each other during President Clinton's historic 1998 visit to Africa and to Ghana to promote open markets and expand tourist and cultural links between our two nations.

It was also during President Clinton's historic trip to Africa that he announced the Clinton-Gore Administration's Safe Skies for Africa initiative to improve aviation safety and airport security in sub Saharan Africa. As the U.S. Department of Transportation continues to work to implement the Safe Skies Initiative, I also want to acknowledge the government and civil aviation community of Ghana for their leadership in helping Ghana meet the Category I standards set by the International Civil Aviation Organization (ICAO) in record time. As a result, we at DOT are able to hold our friends in Ghana up as a model to the world on how to meet international civil aviation standards.

In addition to Safe Skies, the U.S. Department of Transportation is also vigorously pursuing Open Skies agreements to liberalize aviation arrangements between the United States and our African Partners. It was the signing of an Open Skies agreement between the U.S. and Ghana on March 16th of this year that made today's inauguration of direct service between BWI and Ghana possible.

- more -

I congratulate Ghana Airways and the nation of Ghana on this historic achievement, and I thank everyone in both the Ghanaian and U.S. governments for all the hard work that led up to the March 16th agreement. While many participated in this process, I want to particularly acknowledge Ghana's Minister of Roads and Transport, the Honorable Edward K. Salia and our own Deputy Assistant Secretary for Aviation and International Affairs, Brad Mims, for their persistence in making this agreement possible.

Finally, I want to thank Lt. Governor Townsend for her leadership in helping Ghana Airways and The Baltimore-Washington International Airport move so promptly to take advantage of this new Open Skies agreement. During this 50th Anniversary Year of BWI, I can think of no better way to live up to President Harry S. Truman's original vision of this airport as an example of the "Spirit and growth and confidence with which our country faces the future."

Now, as we celebrate our new partnership with our friends from Ghana, we begin a new era in the history of BWI -- and the ties that bind the United States and the people of Africa.

# # # #

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TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
COMMANDANT'S VIP RECEPTION USCG TAHOMA
JULY 11, 2000
BALTIMORE, MARYLAND

Acknowledge Dignitaries

- *Admiral James Loy* (Commandant, USCG)
- *Mr. William e. Leftwich III* (Deputy Assistant Secretary of Defense, Equal Opportunity
- *Mr. John Johnson* (NAACP National Programs Director)
- *(Names of additional dignitaries provided on site by Cmdr Manson Brown)*

On behalf of the U.S. Department of Transportation -- the peacetime home of *The United States Coast Guard* -- I am delighted to add my welcome to the Cutter *Tahoma*...and to the Commandant's reception.

- Very Special Honor to help celebrate 25th Anniversary of NAACP Armed Services and Veterans Affairs Dept
- Armed Services/Veterans Affairs Department and entire NAACP have made enormous contribution to U.S. Coast Guard and all U.S. Armed Services
- Since 1909, NAACP has championed the crusade for fair treatment and equal opportunity for African Americans (and others) in the Armed Forces
- As early as WWI, NAACP fought for -- and *won* -- battle for African Americans to be trained and commissioned as military officers
- For the past quarter-century, NAACP's efforts on behalf of African American men and women who serve in America's armed forces have been led by *Armed Services and Veterans Affairs Department*
- As a direct result of the efforts of this Department, working in partnership with the U.S. Department of Defense, there has been a significant improvement in the status of African American men and women serving this country
- Thanks to these efforts, our military today is the most racially and ethnically diverse organization in the United States
- And the Department of Defense is now America's largest single employer of minorities
- Thanks to your efforts, as Scripture says, "The stone that was rejected has become the head of the corner"
- No homily is complete without an altar call

- Let me conclude by asking your help to get the word out to the African American "Class of 2000"
- Because of the work of the NAACP and its Armed Services and Veterans Department, serving in the U.S. Armed forces is not only a reasonable option -- it's a smart choice
- Thank you for all your hard work -- and enjoy the reception!

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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SUMMER TRANSPORTATION INSTITUTE PRESENTATION
JULY 11, 2000
WASHINGTON, D.C.

Acknowledgments

- *Dr. Ilene Payne,* FHWA, Director, University and Industry Program (Moderator)
- *Ed Morris,* Civil Rights Service Business Unit
- *Linda Morris,* Associate Director, Civil Rights
- *Ed Powe* Project Director Kentucky State University Summer Transportation Institute (STI)

  -- Congratulate Kentucky State University STI program--recipient of FHWA's National Summer Transportation Institute (NSTI) Outstanding Achievement Award (April 2000)

- *Sylvan Jolibois* Florida International University Summer Transportation Institute (STI)

  --Congratulate Florida International University for FHWA's NSTI Meritorious Achievement Award (April 2000)

Welcome

- Welcome *Students* from Florida International University Summer Transportation Institute ...and (via closed circuit television) from Kentucky State University Summer Transportation Institute...to U.S. Department of Transportation Headquarters
- Delighted to address America's *future transportation professionals*–the people that will design, build and operate America's transportation system in this new century and new millennium
- These Summer Transportation Institutes help fulfill DOT's commitment to training transportation workers for the 21st century -- and President Clinton/VP Gore's commitment to creating a 21st century workforce second to none

THIS IS A GOOD TIME TO ENTER WORK FORCE

- Under President Clinton and Vice President Gore's leadership, we have created more than 20 million new jobs

- The unemployment rate has remained below 5 percent for three years in a row
- ...And America's budget surplus this year will be the largest in the entire history of the United States -- $211 billion dollars
- When the Clinton Administration leaves office, we will have paid down the national debt by nearly $400 billion
- If Congress works with us, we can make America debt-free for the first time since 1835
- We can achieve this goal by 2012. And when we do, it will change <u>your</u> future forever

THIS IS ALSO A GREAT TIME TO SEEK A COLLEGE EDUCATION

- This Administration has worked hard to make college **more accessible** over past seven and one-half years
- We've established the **HOPE Scholarship** ($1,500 tax credit for the first two years of college) which effectively makes community college free to most Americans
- We've established a **lifetime learning tax credit** -- very, very important -- helps students pay for last two years of college...graduate school... adult education.
- We've made it possible for families to <u>save for education</u> by creating **education IRAs**
- And we have saved students **$8 billion dollars** over the last seven years by improving **The Student Loan Program** to lower the cost and provide more repayment options

GET AS MUCH AS YOU CAN OUT OF TODAY

- Today you have opportunity to <u>meet and interact</u> with DOT transportation professionals
- ...They will share with you their experiences, their vision
- I know you will learn from their presentations
- I urge each of you to consider a career in transportation because it is a worthy career:

  --Transportation is about more than concrete, asphalt and steel

  –It is means by which Americans can get to jobs, schools, markets

  --It is the tie that binds us together as a nation

- I hope that you will always remember this day and your good fortune in getting an education at a time of great progress and prosperity
- But that progress and prosperity imposes upon you, because of your gifts, a special responsibility to make the most of it
- I ask you to continue to work hard and study hard
- We need your help to make sure that America's best days are yet to come

(Take questions if time allows.)

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9.113

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

Speech

PREPARED REMARKS
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
NAACP ARMED SERVICES AND VETERANS AFFAIRS AWARDS BANQUET
BALTIMORE, MARYLAND
WEDNESDAY, JULY 12, 2000

On behalf of The United States Department of Transportation -- the peacetime home of the United States Coast Guard -- I am delighted to join you for this 25th Annual Awards Banquet of the Armed Services and Veterans Affairs Department and for this 91st Annual Convention of the NAACP.

I want to take a moment to thank Lt. J.G. Talish Lawrence, for that stirring rendition of The National Anthem; thanks also to the United States Coast Guard Band and Color Guard for helping set the mood for tonight's program. Let me also take this opportunity to acknowledge Commander Sharon Donald-Baynes, who is not only tonight's M.C., but also the senior African American woman in the Coast Guard and a role model for African American leadership in America's 21st century armed forces.

Since 1909, NAACP has championed the crusade for fair treatment and equal opportunity for African Americans in the Armed Forces. And for the past quarter-century, the NAACP's efforts on behalf of African American men and women who serve in America's armed forces have been led by Armed Services and Veterans Affairs Department.

As a direct result of your efforts -- working in partnership with the U.S. Department of Defense and others -- there has been a significant improvement in the status of African American men and women serving this country: Thanks to you, our military today is the most racially and ethnically diverse organization in the United States; Thanks to you, the Department of Defense is now America's largest single employer of minorities; And thanks to you, serving in the U.S. Armed Forces in the year 2000 is not only a "reasonable option" for African Americans -- for many, it's a smart choice.

- more -

On behalf of President Clinton and Vice President Gore I applaud your work. This Administration shares your values and your commitment to inclusivity. I believe that the process of broadening participation in America's future for the 21st century will turn out to be a hallmark of what this Administration has achieved over the past eight years.

To support this commitment to inclusiveness and participation in the area of transportation, I have recently visited some 40 cities in more than 20 states to conduct what we are calling 2025 Visioning Sessions with representative stakeholder groups across the country, to clarify a vision of transportation over the next 25 years.

Our transportation future must be safe and sustainable to be sure, but also International in reach, connecting us to markets and destinations around the world; Intermodal in form, enabling us to achieve a balance among various modes of transportation; Intelligent in character, allowing us to harness the awesome power of technology in ways that benefit people, and last -- but not least -- Inclusive in service, leaving no one behind.

We plan to publish the results of our efforts as part of a 2025 Trends and Choices report this September and we will also use the results to help plan for the International Transportation Symposium the Department of Transportation will host in Washington, D.C., this fall. With inclusivity as a key part of the agenda for our conference, I hope the NAACP will be well represented -- and I urge you to consider joining us for this important conference.

While it is a pleasure to acknowledge all of tonight's award winners, as the cabinet officer representing the Coast Guard I am especially delighted that we will be honoring the Commandant of the Coast Guard, Admiral James M. Loy -- who is receiving the Meritorious Service Award. I am also pleased that Vice Admiral James C. Card (Retired), former Vice Commandant of the Coast Guard, and Mr. H. Henry Jones, Equal Opportunity Officer for Coast Guard Headquarters, will be receiving the Roy Wilkins Renowned Service Award tonight.

The U.S. Coast Guard is working hard to increase the number of minority officers through numerous educational programs including: The College Student Pre-Commissioning Initiative at Historically Black Colleges and Hispanic-serving institutions; The Coast Guard Recruiting Initiative for the 21st Century; And The Coast Guard Academy's Minority Introduction to Engineering Program

I would like to ask your help in getting the word out to the African American "Class of 2000" about these and other opportunities. When talented young men and women of the African American community are considering career options -- urge them to seriously consider the United States Coast Guard.

As U.S. Secretary of Transportation I would be remiss in my duties if I did not also mention another "smart choice" to everyone here tonight. And that smart choice is to buckle your seatbelt -- and to insist that everyone in your vehicle is properly secured before the ignition is turned on...especially young people. Traffic crashes are the leading cause of death for African Americans from the age of one through 14, and the second leading cause of death for African American youth from 15-24. African American teenagers travel fewer vehicle miles than their white counterparts, but are almost twice as likely to die in a motor vehicle crash.

These statistics are unacceptable. I have recently appointing a Blue Ribbon Panel on Seat Belt Use Among African Americans -- and I am pleased that the Reverend Wendell Anthony, President of the Detroit branch of the NAACP has agreed to serve on the Panel. I urge each one of you to buckle up and to insist that others do so, every time you get into a motor vehicle. And I urge this great organization -- which has done so much to expand opportunities for African Americans in every realm of life -- to join me in supporting President's goal of achieving 85 percent seatbelt use by the end of this year.

For a quarter of a century, the Armed Services and Veterans Department of the NAACP has helped expand the circle of opportunity for African American men and women of courage to serve in America's Armed Forces in peace and in war. Our nation -- and the cause of freedom for which the women and men in uniform give the American people the full measure of their devotion -- is richer for what you and those who have preceded you in this Department have done.

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

I know that your work is not yet finished. As far as we have progressed, there is more to be done. As we begin this new century and new millennium, no one can know, for sure, what challenges lie ahead for the nation and for our Armed Forces. By ensuring that African Americans whose patriotism calls them to national service can serve with dignity and equality, you not only support them, you support the nation.

The blood of African American patriots, both slave and free, has watered the tree of liberty from the day Crispus Attucks became the first to fall in Boston more than two centuries ago. And in the conflicts that followed: the War of 1812, the Mexican War, The Civil War, the Spanish American War, World Wars I and II, Korea, Vietnam -- and most recently, the Persian Gulf -- brothers and sisters of color have continued to step forward and stand tall for America.

Some of these heroes were recognized and honored in their time. Many more were not. I want to take a moment to offer special thanks to everyone who worked on tonight's outstanding printed program, with its vivid and well-written account of the contributions of African Americans who have served in the military since the Revolution. I am especially pleased with the extended account of the role of African Americans in the history of the United States Coast Guard.

Even though he passed away in 1992, one of the notables in the book -- Chief Journalist Alex P. Haley -- continues to exert a strong influence on The U.S. Department of Transportation and upon me, personally.

The guiding principle that governed Alex Haley's life was "Find The Good And Praise It." While he is gone, his motto lives on -- emblazoned on the ship's emblem of the Coast Guard Cutter Alex Haley, which was commissioned here in Baltimore just a year ago this week. You will also find that motto on Alex Haley's tombstone in Gambia -- and in my conference room at the U.S. Department of Transportation.

I firmly believe this principle works. It is fundamental to President Clinton and Vice President Gore's vision of "common sense government." That is why, on the first Monday of every month at DOT, we bring together individuals and teams whose performance merits recognition and we publicly thank them. "Find the Good and Praise It."

And that is what tonight's celebration is all about, isn't it? Find The Good And Praise It. At the beginning of a new century and a new millennium we can confidently say that the age of the under-appreciated and rarely acknowledged African American patriot is over.

For that we can thank the nine decades of dedicated service of the NAACP -- and the quarter-century of accomplishment of The Armed Services and Veterans Affairs Department. Thanks for all that you have done -- and keep up the good work!

# # # #

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NAACP BENJAMIN L. HOOKS SERVICE AWARD
JULY 12, 2000
BALTIMORE, MARYLAND

Acceptance follows your keynote remarks.

President Kweisi Mfume, Chairman Julian Bond, Director John Johnson, thank you very much for this esteemed honor -- the Benjamin L. Hooks Distinguished Service Award.

I accept, with pleasure and gratitude, on behalf of the 100,000 visionary and vigilant employees of the U.S. Department of Transportation in recognition of all that they have done, and continue to do, to change the national conversation about transportation. Transportation is about so much more than concrete, asphalt and steel. It is truly about people and about giving them access to opportunity.

I am also honored to be the recipient of an award named in recognition of a very special individual who has devoted his entire career to a task near and dear to my heart -- working on behalf of all people -- ensuring that they have access to equality, to opportunity, to an improved quality of life. Dr. Benjamin L. Hooks continues to provide that vital leadership here at home and around the world.

The U.S. Department of Transportation is leading the way to transportation excellence in the 21st century. We are no longer a "public works department." We are an organization that touches on all facets of American life -- and our daily work makes a difference. We are committed to building a world-class transportation system that is safe and sustainable to be sure, but also one that is international in reach...intermodal in form...intelligent in character...and inclusive in service. We ask you to walk with us in this journey to connect every American to opportunity, to a better quality of life in this new century and new millennium.

Again, thank you for the very prestigious Benjamin L. Hooks Distinguished Service Award and for the recognition you have given me tonight.

# # # #

TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SHARED USE OF THE GENERAL RAILROAD SYSTEMS:
ISSUES AND ACTIONS SYMPOSIUM
JULY 13, 2000
WASHINGTON, D.C.

Acknowledgments
Jolene Molitoris, Administrator, FRA
Nuria Fernandez, Acting Administrator, FTA
Don Itzkoff, Partner, Hopkins & Sutter (former FRA Deputy Administrator)
Panelists
Roelof van Ark, President/CEO,
Siemens Transportation Systems, Inc
Lonnie Blaydes, VP, Commuter Rail,
Dallas Area Rapid Transit
George Gavalla, Associate Administrator for Safety, FRA

Tony Yen, Deputy Associate Administrator
for Research Demonstration & Innovation, FTA
Pilka Robinson, GM Sacramento, RTD
Sharon Dent, Executive Director,
Hillsborough Area RTA, (Tampa FL)
Axel Kuehm, Transport Technologie Konsult,
Karlsruhe, Germany

Clinton-Gore Administration has changed Public Conversation about Transportation:

- Broadened definition beyond just public works to encompass social, economic and quality of life issues
- "More than concrete, asphalt and steel"
- Within DOT, have begun shift away from "Modal" tradition of past toward more unified "ONE DOT" of future
- Visionary & Vigilant DOT employees, "100,000 strong" now leading the way to transportation excellence in 21st century
- DOT recognized as leader in government for quality of *Strategic* and *Performance* plans

- STRAT GOALS exemplify new, "people first" priorities: Safety, Mobility, Economic Growth & Trade, Human and Natural Environment, National Security

- New approach reflected in President/Vice President's *Livable Communities* Initiative

DEFINING THE 21ST CENTURY TRANSPORTATION SYSTEM: INNOVATION THAT PUTS PEOPLE FIRST

- Have recently visited 40 cities in at least 20 states to conduct *2025 Visioning Sessions* to clarify vision of transportation over next 25 years

- This two-day symposium presents an opportunity to do the same for transit and railroad

- Will publish visioning session results in *2025 Trends & Choices Report* in September 2000

- Will also use session results to help plan *International Transportation Symposium* scheduled for October 2000

- Emerging vision of 21st century transportation system calls for "innovation that puts people first"

- System must be *safe* and *sustainable,* but also...

- International in reach (Connect to markets/destinations around world)

- Intermodal in form (Balance among various modes)

- Intelligent in character (Harness technology to benefit people)

- Inclusive in service (Leave no one behind)

- Create a climate of innovation

SHARED-TRACK OPERATIONS: A VIABLE SOLUTION

- Applaud efforts of Administrator Molitoris and Acting Administrator Fernandez to forge a strong ONE DOT partnership to address shared-track operations – a promising option to assist us in enhancing America's transportation system in this new century and new millennium

- Welcome the partnership of APTA and the Association of American Railroads, as well as the participation of today's panelists

- Shared-track operations speaks to President Clinton and Vice President Gore's Livable Communities Initiative

- Underutilized urban freight rail corridors would bring transportation options to urban communities without adding additional congestion

- Safety comes first -- our North Star guiding all we do -- Administration's top transportation priority

- "Pro-Active Safety Program" must be in place before shared-track operations can be implemented

- We look to Baltimore and San Diego as examples of successful shared-track operations

- Look forward to the upcoming discussion and to your input this morning

# # # #

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Talking Points
U.S. Department of Transportation
Secretary Rodney E. Slater
Zero Emission Fuel Cell Bus Demonstration
Washington, D.C.
Thursday, July 13, 2000

- Thank you Administrator Fernandez.

- This fuel cell transit bus offers the promise of an energy-efficient and environmentally-friendly vehicle, that meets the real needs of transit agencies across our nation.

<u>EXCELLSiS Fuel Cell Engines, Inc.</u>

- This EXCELLSiS Phase 4 Fuel Cell Bus offers many exciting opportunities in mass transit, and we at the U.S. Department of Transportation are so pleased to be a member of the California Fuel Cell Partnership that helped make this vehicle a reality.

- Seeing this impressive technology today, really peaks my interest in next week's Intelligent Vehicle Initiative Conference here in Washington, D.C. There I've been invited to see the Frieghtliner truck manufacturer's demonstration of a vehicle utilizing a EXCELLSiS fuel cell Auxiliary Power Unit. Developed under the U.S. Department of Transportation's Advanced Vehicle Program, this effort saves fuel and protects the environment by eliminating the need for trucks to idle their diesel engines at over-night rest stops

Federal Transit Administration Fuel Cell Efforts

- I am also particularly pleased with the success that is ongoing under the Federal Transit Administration's Fuel Cell Bus Program. Administrator Fernandez reports that, working with Georgetown University, in the next several weeks the FTA intends to have a bus available for demonstrations that uses liquid methanol.

Livable Communities

- It these types of efforts to provide our communities with cleaner, more efficient means of transportation that is at the heart of President Clinton and Vice President Gore's Livability Agenda.

- Today, transportation decision-makers face new an unprecedented challenges. A livable community improves the quality of peoples lives by considering the negative impact of transportation projects on communities and the environment.

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

- The government-industry partnership that went into development of this vehicle underscores our goal. As President Clinton has pointed out:

"Working together, we can build more livable communities and protect our natural heritage for future generations while sustaining economic growth, well into the new century and the new millennium.

# # # #

a. 14

TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. LATER
NATIONAL COMMISSION ON MATH AND SCIENCE TEACHING
FOR 21ST CENTURY
JULY 14, 2000
WASHINGTON, D.C.

ACKNOWLEDGMENTS

- Senator (John) Glenn, Commission Chairman
- *(Governor Hunt)*
- *(Members of Congress TBD)*
- Kelly Coyner, Administrator RSPA
- Linda Rosen (Staff Director) and staff/volunteers of Commission -- superb job of support!
- Others, TBD

BASIC MESSAGE: Thanks for all of your hard work!

- You've accomplished a lot in just 10 months
- Administrator Coyner has kept me well-briefed -- your draft report clearly demonstrates a clear understanding of the issues at hand
- Now comes the hard part -- turning the *Calls to Action* you are working on today into <u>deeds</u> of action in school systems across the country
- As Benjamin Franklin once said, *"Genius without education is like silver in the mine."* The silver is not worth anything unless you get it out of the mine

WHY I'M INVOLVED -- Education Makes A Difference

- People ask me "why is the Secretary of Transportation involved in education issues?"
- I have three good reasons:
- <u>Reason Number One</u> is that education was my own personal "highway of opportunity" out of poverty; I know the difference that a quality education can make in people's lives

- Reason Number Two is that America's continued economic strength depends on an educated workforce, especially in science and math

  -Under President Clinton/VP Gore we have created more than 21 million new jobs

  -Largest dollar surplus on record

  -Lowest unemployment in three decades

  -To keep this growth going we need a high technology work force with math and science skills

- Reason Number Three is that the transportation sector-one seventh of the U.S. economy -- is already experiencing serious *shortages* of technical employees with the math and science skills we need to sustain and expand our transportation system

  -Physical strength combined with a good work ethic no longer good enough to secure a good job in transportation

  -"From the truck cab to the cockpit...to the construction site...or to the traffic signal control room" transportation workers need first-class math and science skills to meet the challenge of designing, building and operating the transportation system of the 21st century

GARRETT MORGAN PROGAM/CONCLUSION

- That's why I created Garrett Morgan Transportation Technology Futures Program when I became Secretary

- In last three years we've reached more than 1 million students with the message to seek all the math and science courses they can stand, in order to have the career choices they deserve

- If we go forth from this place, resolved to implement the recommendations this Commission has worked so hard to craft under John Glenn's leadership...

- ...We can be confident that America's schools will turn the "silver" lying dormant in the minds of our young people, into the bank-vault asset of a knowledge economy

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

# # # #

RS/ DELTA SIGMA THETA SORORITY VIDEOTAPING/ 7/13/00

On this your 45th National Convention, I am delighted to have the opportunity to congratulate the nearly 200,000 members of Delta Sigma Theta Sorority, Incorporated, on 87 years of strong sisterhood and exceptional community service.

President (Marcia) Fudge, you have provided great leadership to Delta Sigma Theta. Under your direction, this outstanding service organization has seen tremendous growth and enjoyed record success. You have positioned Delta Sigma Theta to continue moving onward and upward in the new century and the new millennium. Congratulations on a job well done.

Delta Sigma Theta Sorority, Incorporated has a rich legacy of community service, helping to empower women of color for nearly a century.

President Clinton and Vice President Gore share your values and your dedication to equality and to opportunity. I believe that the process of broadening participation in America's future for the 21st century will turn out to be a hallmark of what this Administration has achieved over the past eight years.

Your convention theme, "Answering the Challenge: New Vision and New Action for A New Millennium," speaks to what we, at the U.S. Department of Transportation, are doing to develop a new vision for our nation's transportation system in the 21st century. We want to ensure that *every* American is connected to opportunity, to a better quality of life.

I also want to take this opportunity to expressly thank you for the work you are doing in support of the Department's Buckle Up America program. Seat belts save lives and your efforts are encouraging more African Americans to take that simple step -- buckle up. Through the Dr. Betty Shabazz Delta Academy and the DOT's Garrett A. Morgan Technology and Transportation Future Program, we are introducing thousands of young women to transportation-related careers. Together, our strong partnership is making a difference.

Delta Sigma Theta Sorority, Inc., I applaud your dedication and your commitment to opening doors of opportunity. We look forward to continued collaboration with you to address critical issues facing the African American community.

Working together, we can ensure that America's best days are yet to come. Thank you and best wishes for a very successful convention.

# # # #

9/109

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

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AER LINGUS INAUGURAL FLIGHT
BALTIMORE, MARYLAND
JULY 17, 2000

On behalf of President Clinton and Vice President Gore, I am delighted to join all of you here at the Baltimore-Washington International Airport (BWI) as we celebrate the inauguration of direct air service between Ireland and the Baltimore-Washington Region.

When President Harry Truman dedicated the former Friendship International Airport, he noted it was the "airport planned for the future." He was absolutely right. Indeed, 50 years later BWI is the future. It is the second-fastest growing airport in the nation. Last year, more than 17 million passengers made BWI their airport of choice to connect to national and international destinations.

Today's announcement means an even brighter future for this grand airport and for the National Capitol Region. Aer Lingus becomes the second airline in a little over one week to launch international passenger service at BWI. On July 6th, Ghana Airways officially opened for business with two weekly flights between Accra and Baltimore.

We welcome Aer Lingus to Baltimore and we are excited about what lies ahead, both for tourism and for business. Ireland is the 8th largest U.S.-Europe international passenger market. This new service, as well as the code sharing agreement between American Airlines and Aer Lingus will expand service in the U.S.-Ireland market. Consumers will benefit with improved seamless service, lower prices, and more flights across the Atlantic.

I congratulate Aer Lingus and Ireland on this historic achievement, and I thank everyone in both the Irish and U.S. governments for all the hard work that led up to the April 17th effort providing for new service for U.S. and Irish airlines. While many participated in this process, I want to particularly acknowledge Ireland's Minister for Public Enterprise, the Honorable Mary O'Rourke and our own Deputy Assistant Secretary for Aviation and International Affairs, Brad Mims, for their joint efforts in making this new service possible.

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Let me end by saying this celebration is about more than additional flights, more than jobs, more than growing our two economies. It is really about providing opportunity for the people of our two nations -- America and Ireland.

I am convinced that in this new century and new millennium, aviation will be for the world what the Interstate Highway System was for America in the last half of the 20th century. Just as the Interstate connected the communities and states of our nation, so too will aviation connect the cultures and histories of communities and countries around the world.

That connection between Baltimore, Dublin and Shannon, begins today.

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Speech

REMARKS OF
U.S. DEPARTMENT OF TRANSPORTATION
SECRETARY RODNEY E. SLATER
U.S. AIRWAYS' PITTSBURGH TO LONDON INAUGURAL FLIGHT
MONDAY, JULY 17, 2000
PITTSBURGH, PENNSYLVANIA

On behalf of President Clinton and Vice President Gore, I am delighted to join all of you today as we celebrate US Airways inaugural flights between London and Pittsburgh. I want to extend my heartfelt best wishes for their success.

With more than 600 flights arriving and departing each day, carrying more than 20 million passengers a year, Pittsburgh International Airport is one of the busiest airports in America. Combine this with the fact that London's Gatwick Airport is the busiest single runway airport in the world, with more than 40 million passengers a year, today's announcement means an even brighter future for both of these key aviation facilities.

We welcome reestablishment of this air service and are excited about what lies ahead, both for tourism and for business. I am sure that I share the feelings everyone celebrating this inaugural flight as I look forward to the commercial and competitive benefits that restoration of this link to London will bring to the passenger, shippers, and the economies of Western Pennsylvania and the Ohio Valley.

I congratulate Great Britain on this historic achievement, and thank everyone in both the British and U.S. governments for all the hard work that led up to the agreement. Today's flight, combined with our successful talks last month in London, gives me great hope for the liberalization of the bilateral aviation relationship between our two nations.

This flight today would not have been possible without the leadership of President Clinton and Prime Minister Blair. And, of course, Congressman Shuster, the Pennsylvania congressional delegation, and state as well as local leaders provided tireless support for restoration of this service. While there were many that participated in this process, I also want to acknowledge my U.K. counterpart Deputy Prime Minister John Prescott and Deputy Assistant Secretary for International Affairs Bradley Mims. Yet, the real heros are the people of Pittsburgh

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and the surrounding areas, who understood, first hand, the important economic and cultural benefits resulting from these reestablished flights.

Yet, this agreement is about more than additional flights, jobs, or growing our two economies. It is really about providing a greater understanding and connection between the people of our two nations -- America and the United Kingdom.

I am convinced that in the new century and new millennium, aviation is for the world what the Interstate Highway System was for America in the last of the 20th century. Just as the Interstate connected communities and states of our nation, so too does aviation connect the cultures and histories of communities around the world.

That connection between Pittsburgh and London is reaffirmed today.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
TRANS WORLD AIRLINES FLIGHT 800
PERMANENT MONUMENT GROUNDBREAKING CEREMONY
SMITH POINT STATE PARK
LONG ISLAND, NEW YORK
SUNDAY, JULY 16, 2000

Let me begin with message from President Clinton, that he requested I share with you on this solemn occasion:

"As you gather to mark the fourth anniversary of the tragic crash of TWA Flight 800, Hillary and I once again extend our deepest condolences. We know that your memories of the loved ones you lost are undiminished by the passing of time. We know, too that all Americans still share your sorrow.

"Four years ago, you were brought together by your devastating loss. In the years since, you have reached out to forge new ties of community, turning your shared sadness into a source of strength. As you break ground for the permanent monument a Smith Point State Park, I commend you for your courage and your dedication in creating a lasting tribute to the memory of your loved ones.

"Hillary and I are keeping all of you in our thoughts and prayers [Signed, Bill Clinton]."

It is humbling to be here today for the groundbreaking of this inspiring monument to those who perished in this national tragedy.

Four years ago, when President Clinton came here to grieve with you, he pledged that the federal government would utilize all of its power and resources to discover the cause of the tragedy. That led to the most intensive accident investigation in U.S. history. Today, the president remains committed to saving lives in the future by making sure that any and all steps are being taken to learn from this disaster.

Now we know the leading cause of the crash. For that we can thank the dedicated investigative work of the National Transportation Safety Board aided by the Federal Aviation Administration, FBI, Coast Guard, and local authorities. With that knowledge, we at the U.S. Department of Transportation and FAA are taking meaningful and measurable steps to prevent future tragedies. For the federal government -- and for all Americans -- the most fitting tribute to those that died on Flight 800 is to make air travel the safest it can be.

Our successful investigation could not have been accomplished without the hard work and dedication displayed by the families and loved ones of TWA Flight 800. Your tireless testimony before the NTSB and Congress, charity work, moral and spiritual support, have been truly remarkable and inspiring.

Once again, for President Clinton, Vice President Gore, their families, myself, and all Americans, our thoughts and prayers are with you today. Let this monument serve as lasting tribute to those that we lost on that tragic day four years ago.

Thank you and God bless you all.

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PREPARED REMARKS
U.S. DEPARTMENT OF TRANSPORTATION
SECRETARY RODNEY E. SLATER
DISPLAY SYSTEM REPLACEMENT DEDICATION CEREMONY
LEESBURG, VIRGINIA.
FRIDAY, JULY 14, 2000

Today's dedication of the Display System Replacement at Leesburg Center is an important step forward in modernizing the Federal Aviation Administration's air traffic system. This marks completion of a major upgrade at the nation's 20 Air Route Traffic Control Centers. DSR is a vital building block for the airspace system of the 21st century.

The U.S. traveling public, air traffic controllers, airlines and the entire aviation community should expect the safest, most secure and efficient airspace system in the world. And, with the number of air travelers approaching one billion annually in the decade ahead, it is vital that our air traffic system is equipped with the technology it needs to meet growing demands. In fact, it was the National Civil Aviation Review Commission that warned, without improvements, we would face gridlock in the not-to-distant future.

Backed by the leadership of President Clinton and Vice President Gore with the support of Congress, the visionary and vigilant Federal Aviation Administration has responded with a step by step modernization program. Upgrading en route centers is just one component of the agency's comprehensive efforts to modernize the National Airspace System.

Over the 18 months, the FAA has installed new computers (called HOCSR, for Host Oceanic Computer System Replacement) that handle flight and radar data on all aircraft operating in the air traffic control system. In addition, the FAA earlier brought on line new voice switching systems for centers that provides faster, more reliable, clearer communications between controllers and pilots. And, the FAA recently finished replacing all of its long-range radars.

Our goal in bringing on new technology is not only to enhance safety, our North Star guiding everything we do, but also to meet the efficiency and capacity demands of a robust and growing industry. DSR is a good example of these efforts. It provides controllers at critical facilities with state-of-the-art equipment.

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Yet, DSR's completion is significant, not just because it replaces old equipment, but because it puts into place a means for future air traffic improvements and enhancements. It also demonstrates, again, the progress FAA has made to deliver the technology crucial to managing the air traffic services needed in the years ahead.

Thanks to Congress and the Clinton Administration's support of the Wendell H. Ford Aviation Investment Reform Act of the 21st Century, or AIR-21, we will build upon today's modernization effort. Over the next several years the FAA plans to field major improvements in display systems throughout the aviation system. And, as part of the Free Flight Phase 1 program, the agency is deploying advanced computer software modernization tools that are already producing measurable benefits for users.

Yet, we can talk about color monitors, computer memory, and data processing all day and still not get the full picture of the successes surrounding modernization of our nation's airspace system. Because transportation is about more than concrete, asphalt, steel or silicon chips. Transportation is about people.

Without the dedication and commitment of the people present here -- the engineers, controllers, Administrator Garvey and her management team -- we wouldn't be here today. This is a shining example of government, labor and industry working together toward common goals.

This final dedication of DSR completes another phase of our modernization plan, and makes good on our commitment to the American people for the safest, most secure and efficient airspace system, capable of meeting the challenges of the new century and the new millennium.

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Speech

PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL ASSOCIATION OF COUNTIES 65TH ANNUAL CONFERENCE
CHARLOTTE, NORTH CAROLINA
TUESDAY, JULY 18, 2000

On behalf of President Clinton and Vice President Gore, I am delighted to join you for this first National Association of Counties (NACo) Annual Conference of the new century and the new millennium.

For more than six decades, NACo has worked to ensure that America's counties are heard and understood in Washington. And under President C. Vernon Gray's able leadership this past year, NACo has successfully continued this mission as well as to deepen its understanding of the challenges and opportunities of technology and other issues -- particularly sustainability.

As President Clinton pointed out in his recorded remarks, "America and its counties are on the move." And, as you begin a new association year, I am confident that under the direction of your new NACo President, Jane Hague, you will continue to move Afrom strength to strength@ to higher heights.

As President Clinton also mentioned in his message to us this morning, the American economy has turned around over the past seven and one-half years. We not only have "22 million new jobs and the lowest unemployment rates in 30 years," we also have an unprecedented opportunity to address the large, long-term challenges facing the country:

We have a chance to pay off the National Debt for the first time since 1835; we have the opportunity to secure the solvency of Social Security and Medicare. And we also have the unique opportunity to bring the issue of livable communities to the forefront of national awareness. As Vice President Gore has said, making our communities more livable is one of the "Central challenges facing America at the dawn of the 21st century."

To support this objective, the Clinton-Gore Administration created the White House Task Force on Livable Communities in August 1999 to coordinate livable communities policies across 18 agencies of the executive branch of the federal government.

The aim of this Administration's Livability Initiative is to provide communities with the tools, information and resources they need to preserve green space, ease traffic congestion and ensure economic competitiveness. The

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Initiative seeks to support local efforts to build more livable communities by: Revitalizing existing communities; Improving the environment, public health, and quality of life; providing more transportation choices; improving schools and making them community centers; expanding economic opportunity; Increasing public safety and crime prevention; and Protecting farmland and open space.

We are working hard at the U.S. Department of Transportation to address the President and Vice President's concern with vision and with vigilance.

And when the history of this Administration is written, I am convinced that DOT's most important legacy will be that we broadened the definition of transportation beyond the traditional focus on public works to encompass the social, economic and quality-of-life implications of transportation -- in other words, the livable communities agenda.

The scale of our overall investment in transportation infrastructure is unprecedented: Because the Clinton-Gore Administration has been so successful in its economic policies, the President was able to send the Congress a fiscal year 2001 budget proposing a record-level $55 billion investment in transportation. The federal investment in surface transportation is also at its highest level ever -- some $34 billion in FY 2000 alone. For that, we can thank visionary leaders in both political parties -- and so many of you in the audience here today -- everyone, in fact, who supported the Transportation Equity Act for the 21st Century (TEA-21), which was signed into law by President Clinton just two years ago last month.

Our success in getting TEA-21 enacted into law is eloquent testimony to what can be achieved by working together.

As part of our support for the Administration's Livability Agenda, we strongly back 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 some 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; 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; I would also include The Port Facility Conveyance Program, operated by the Maritime Administration.

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 lack access 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 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 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: government, trade associations, organized labor, 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. I am proud to report that traffic fatality rates reached an all-time low in 1999, marking the third consecutive year of improvement.

However, as President Clinton has said, "This is not a time to rest." The President has challenged us to reach 85 percent seat belt use by the end of this year. He has also directed us to reduce traffic fatalities among children by 15 percent -- also by the end of this year. And I urge you to do everything in your power to help the nation reach these important goals.

The transportation system of the future must also be sustainable. And to safety and sustainability, I would also add the we need America's 21st century transportation system to be: 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, we believe that everyone should have a say in identifying what they want from this transportation system of the future. And to support this commitment of inclusiveness and participation, we have been conducting "2025 Visioning Sessions" with stakeholder groups across America to clarify a vision of transportation for the next 25 years.

Let me emphasize that we are not trying to p"redict" 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 in September.

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 the leaders of America's counties to join me for this important ministerial, which will provide a unique opportunity to explore and consider innovative possibilities for transportation in an integrated global economy.

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

The key to America's future is clearly constructing a solid foundation for a public-private partnership that works at all levels. We at DOT are proud of our successful partnerships with America's counties and we seek even more effective partnerships in the future. As an effective partner we see our role not as "telling counties and communities what to do," but rather as helping you to do what you want to do. That is the whole point behind our extensive efforts to solicit input from everyone with a stake in the outcome.

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.

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.

Transportation is about regional approaches and cooperation, with the federal government working with the states, the cities and the counties -- and all of us working together to forge a greater America.

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." With your help, we can meet that challenge.

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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
TRANSPORTATION TRADES DEPARTMENT (TTD) AFL-CIO
10TH ANNIVERSARY CONVENTION
WASHINGTON, D.C.
THURSDAY, JULY 20, 2000

I am delighted to join you for your 10th Anniversary convention -- the largest gathering in the Transportation Trade Department's history. I understand that congratulations are in order for expanding your membership to 30 affiliated unions. What a grand way to start off a new century and new millennium!

Let me also congratulate your newly re-elected officers, Sonny Hall and Pat Friend. Under their skillful leadership, this great coalition of national and international unions has truly been " A Bold Voice" for "A Decade of Action."

As evidence of our close working relationship, I am pleased to announce that DOT and TTD will sign a Memorandum of Understanding (MOU) on training and safety issues at the conclusion of my remarks this afternoon. This agreement commits us to continue working together to promote the development of a diverse, skilled workforce that is able to meet the needs of the 21st century transportation industry while still continuing to improve job safety.

The most up-to-date study of transportation by the Bureau of Transportation Statistics and the U.S. Department of Commerce shows that the transportation sector is a larger segment of the economy than was previously thought -- contributing 60 percent more to the U.S. economy than is shown by traditional economic accounts. Transportation is also growing faster than the experts had supposed. With the growth of e-commerce, I am not surprised.

The new electronic economy does not eliminate the need for physical transportation infrastructure. If anything, it increases the need to move people and goods. You can order "Steaks from Omaha" on-line -- but you can't download them to your plate. E-commerce delivery still requires ships, trucks, trains and planes -- and transportation workers -- to move products from the 'warehouse to your house.' In fact, the growth of e-commerce is one of the reasons we expect the value of cargo shipped by air to triple by the year 2015.

This is good news with respect to job security and the standard of living for transportation workers. But it also underscores the need for efforts to improve training, like the one TTD and DOT will sign later during the program.

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I am also delighted to announce this morning, that DOT will provide the Transport Workers Union of America with $250,000 to support transportation skill training for workers in New York City. This program will allow New York transportation workers to acquire the education and skills they need to obtain their GEDs. This will not only increase the education base of New York's transportation workforce, it will also improve the quality of life for the workers in the program.

These agreements underscore the common values shared by TTD and this Administration: We both came into existence in the early '90s. And we both arose in response to a stagnant economy that 'just wasn't working' for working families. Today, because of your efforts and ours, we can both look back at a decade of real accomplishment.

As Sonny Hall said this morning, under the leadership of TTD, transportation unions are now in the best position in history to make sure that member's needs and concerns are heard in Washington and across the country.

And I am proud to say that under this Administration, government is once again listening to what you have to say. And we are proactively reaching out to working families with programs and ideas that are beginning to make a difference.

Under President Clinton and Vice President Gore's leadership over the past seven and one-half years, the American economy has turned around. On our watch, America's economy has grown 22 million new jobs; we have the lowest unemployment rates in 30 years -- and the lowest African American and Hispanic unemployment ever. We also have the lowest poverty rate in 20 years, the fastest and largest real wage growth in more than 30 years and the lowest inflation rate since 1965.

The key to our success is that we have never forgotten the needs of working families: Under President Clinton and Vice President Gore's leadership we have coupled a new appreciation of fiscal discipline with an unswerving commitment to preserve and protect Social Security and Medicare. We have also demonstrated our commitment to the concerns of working families by supporting record-level investments in public education, expanded access to health care, a strong Patient's Bill of Rights, and support fair tax cuts that benefit working families.

Within this Administration, Vice President Gore has been a focal point for expressing our commitment to working families...to labor protections... and to the need to strengthen the right to organize and bargain collectively. And the Vice President has strongly asserted, on behalf of the administration, our belief that companies doing business with the government must treat their employees with dignity and respect.

We have stood up for working families through our successful efforts to increase the minimum-wage and to pass and expand Family and Medical Leave. We have stood with you on the issues of equal pay, childcare, job training, pension security, and safer workplaces. And we have stood with you with respect to ending striker replacement and guaranteeing the right to organize and bargain collectively. We have stood with you on Davis-Bacon, the Jones Act and on turning back recent Congressional attacks on 13 (c) transit employee protections.

We have also stood with labor in your fight against "cram down" practices allowed by the Surface Transportation Board. We strongly support honoring existing collective bargaining agreements with respect to mergers and acquisitions. We also recognize the valid concerns expressed by flight attendants regarding the need for enhanced oversight of safety and health issues:

The FAA and OSHA are currently working out a Memorandum of Understanding that will clearly define the specific health and safety issues over which OSHA will have sole authority. This MOU will also require coordination of health and safety issues that may impact the operational safety of aircraft. It is my hope that this effort will foster a strong partnership between our two agencies as work together to meet the need of flight attendants for workplace safety.

With respect to Foreign Repair Stations I applaud the leadership of the Machinists and TTD on the issue of repair station safety. As you know, the Department is working on a rulemaking with respect to this important matter, particularly the issue of comparable standards. The comment period on the rulemaking is now closed, and I am committed to finishing this up this year.

I also want to thank TTD for standing with us in support of AMTRAK. Ensuring the health and viability of AMTRAK is a cornerstone of this Administration's policy -- and we will continue to work closely with you in the future to enhance our nation's passenger railroad system.

Turning from specific policy issues to the "big picture," it is clear that President Clinton and Vice President Gore are committed to supporting transportation as an essential component in overall strategy for continued economic growth. We clearly need to improve and expand America's transportation system in a way that not only sustains prosperity, but also improves our quality of life. As Vice President Gore puts it, people "Want to get to work or run errands without spending hours in traffic." The Vice President has called making our communities more livable one of the "Central challenges facing America at the dawn of the 21st century."

And we very much appreciate the fact that TTD is working closely with DOT to meet this challenge, supporting our efforts on behalf of the Administration's Rural Transportation Initiative, as well as the transportation components of the President's Delta and New Markets Initiatives. Thank you, very much, for all your help.

Because we are working together, the prospects for the future of American transportation are excellent: 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 dollars in FY 2000 alone. For that, we can thank TTD and key leaders in both political parties, who supported the landmark Transportation Equity Act for the 21st Century (TEA-21) -- 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 investment reflects sound decision-making practices. There is a lot at stake, not only for workers -- but also for the families of workers. In his National Transportation Week message earlier this year, 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." As Vice President Gore has said, "Promoting a better quality of life for our families need never come at the expense of economic growth. Indeed, in the 21st Century, it can and must be an engine for economic growth."

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.

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 making choices -- choices we cannot make without your participation. 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 -- for transportation workers as well for travelers. Safety is 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.

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, including labor, to clarify a vision of transportation for the next 25 years.

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 September. 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 TTD to be represented at this important ministerial, which will provide a unique opportunity to explore and consider innovative possibilities for transportation in an integrated global economy.

It is critical that this conversation include the viewpoints of organized labor. We need your insight and energy.

We will 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. We will also be looking at e-commerce and its impact on transportation, safety and security standards, and innovative financing for multimodal transportation systems.

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."

However, much remains to be done to achieve this high aim. Although this great association of unions has made great strides in the last 10 years -- and even though this Administration has accomplished much over nearly 8 years now -- at the dawn of a new century and new millennium we still need to make sure that economic progress leaves no one behind.

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

I want to conclude with a moment of remembrance of Dr. King this afternoon, because the specific cause for which Dr. King fought on the day he died, was for the rights of the sanitation workers of Memphis. We must never forget that the cause of working people was part of Dr. King's core message for the spiritual redemption of America.

As Dr. King said in his last sermon, some 32 years ago, "We must come to see that human progress never rolls in on the wheels of inevitability. It comes through the tireless efforts and persistent work of dedicated individuals who are willing to be be Co-workers with God." And that, my brothers and sisters, is what those of us who support the labor movement are called to be: "co-workers with God."

What we do -- or fail to do -- in the next few months will test our resolve to shape America's transportation future for the better. The outcome is not inevitable. But if we continue to work together as partners, I have a growing confidence that America's best days are yet to come.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AMERICANS WITH DISABILITIES ACT 10TH ANNIVERSARY CELEBRATION
WASHINGTON, D.C.
FRIDAY, JULY 21, 2000

It is a great privilege to be here today to celebrate the 10th anniversary of the Americans with Disabilities Act. It is a particular honor being able to share this important occasion with so many of those who led in the enactment of ADA.

It is sad one of the architects of ADA is not with us today. As the first director of the Berkeley Center for Independent Living (CIL), Ed Roberts was an international leader and educator for disability rights and independent living. Throughout his life he fought to ensure that persons with disabilities had the opportunity to fully participate in society. Just last month, as a way of acknowledging Ed Roberts, it was with great pride that I was able to announce federal funding for design of the Ed Roberts Campus in Berkeley which will house the Center for Independent Living and eight other disability-related organizations. I am sure Mr. Roberts is here today in spirit.

On this, the 10th Anniversary of the Americans with Disabilities Act, we can celebrate that accessibility is a civil right and every American is entitled to it. Americans with disabilities are entitled to accessibility and mobility to get to work, to school, to daycare, to entertainment, to opportunity, to a better quality of life.

And under the leadership of President Clinton and Vice President Gore, ADA is working. More and more Americans are now finding access and opportunity where they were once denied. This administration recognizes that when we deny access to any American, we limit ourselves, by denying the talent and diversity that individuals may have to offer. As the president has pointed out:

> "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."

At the U.S. Department of Transportation, we support ADA through our Departmental Accessibility Policy Statement that stresses access for persons with disabilities to all modes of transportation.

- more -

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 service. And by inclusive we mean mean that transportation must be accessible to all.

To accomplish this agenda, over the last several years the U.S. Department of Transportation has developed guidelines, rules and regulations to promote access and opportunity. In 1998, we issued a final rule requiring accessibility on over-the-road buses. In 1999, we successfully eliminated the $2,500 cap on the liability of airlines to passengers for loss or damage to their wheelchairs or other assistive devices. And last year, we also completed a major distribution of publications comprehensively outlining maximum access and guidelines for accessibility to sidewalks, trails and airports.

Now, in the year 2000, for the first time, we have begun investigating and enforcing cases against foreign air carriers for unreasonable discrimination against persons with disabilities. Until April 5 of this year, many of these airlines were not covered by the Air Carrier Access Act. Through legislation we have successfully changed that. Already, two precedent-setting cease and desist orders have been issued by the U.S. DOT.

We plan to build on this record of accomplishment. Today, I am pleased to announce that the National Highway Traffic Safety Administration is proposing new safety standards to protect those using platform lifts in any vehicles. From 1991 to 1995, nearly 300,000 wheelchair users were injured in incidents involving motor vehicles. These new rules broaden and clarify the scope of platform lift standards and are aimed at reducing those appalling accident numbers.

Yes, we have made great strides in transportation since enaction of the Americans Disabilities Act of 1990. Yet, we must continue to move forward, in President Clinton's words "leave no one behind."

As Rosa Parks demonstrated 45 years ago when she refused to yield her seat in Montgomery, Alabama, access to transportation is fundamentally an issue of civil rights. Let that principle continue to guide our choices as we develop transportation policies in the 21st Century.

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."

And any "truly global community" must have room for the disabled. 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. On this the 10th Anniversary of the Americans with Disabilities Act, let's renew our commitment to see to it that more and more individuals can enjoy the mobility that our nation's transportation system provides. Happy birthday ADA!

Thank you.

# # # #

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

Speech

THE SECRETARY DID NOT DELIVER REMARKS

PREPARED STATEMENT OF
U.S. DEPARTMENT OF TRANSPORTATION
SECRETARY RODNEY E. SLATER
PUBLIC HEARING OF THE FEDERAL COMMUNICATIONS COMMISSION
FOR CREATING A THREE-DIGIT NATIONAL TRAVELER
INFORMATION TELEPHONE NUMBER
FRIDAY, JULY 21, 2000

We at the U.S. Department of Transportation greatly appreciate this panel's consideration of our petition to the Federal Communications Commission for a three-digit national traveler information telephone number.

Right now, somewhere in the nation, someone is running late for a job, doctor's appointment, or maybe even picking up their child at daycare. Doesn't it make sense to provide them with a nationally-accepted, easy to recall phone number to receive information on traffic conditions anywhere, anytime across the country? This would be an affordable and efficient way to reduce many of the hassles facing Americans on our roads today.

Think of it, presently a trucker traveling from the Port of Baltimore to New York City has to call 11 different phone numbers for traffic advice along Interstate 95. With creation of a locally-run, nationwide system, the driver could call a single phone number prior to departing and at any time during the trip to determine the best, most efficient route to deliver the cargo. So, from an economic standpoint the concept also makes sense.

Yet, the most compelling reason for providing the nation with this service is the lives it may save. At the U.S. Department of Transportation, safety is our North Star by which we are guided and how we are ultimately judged. A locally run, national phone number can provide drivers with information such as road conditions during snowstorms, floods, fog or other weather scenarios.

These are just some of the many reasons why we at the U.S. Department of Transportation stand with Vice President Gore in support of establishing this national phone number. In fact, it is a key component of the Clinton-Gore Administration's Livable Communities Initiative announced by the vice president last year. As the initiative points out, "Communities can alleviate congestion by making more efficient use of their existing infrastructure through the application of Intelligent Transportation Systems."

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And, that's our plan. Over the last several years, state and local governments have invested billions of dollars to better manage their transportation systems and provide information for travelers. As a result, a hodgepodge of more than 300 traffic telephone numbers have emerged. Converting these systems to one nationally-accepted number is an affordable way to make more efficient use of existing infrastructure. That's why so many public agencies, states and localities are behind this effort.

The U.S. Department of Transportation is at the ready with funding, guidance and technical assistance for state and local governments in the conversion of existing services or implementation of new systems. The department has set aside $5 million in Intelligent Transportation System funds for a grant program of up to $50,000 to convert existing phone numbers to the national number. We are prepared to announce details of the program shortly.

Once again, we at the U.S. Department of Transportation strongly urge approval of a nationwide, three-digit travelers assistance phone number. This visionary and landmark action will a go long way in improving the way America travels in the 21st Century.

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

Speech

REMARKS AS PREPARED FOR DELIVERY
US SECRETARY OF TRANSPORTATION RODNEY E. SLATER
2000 COMBINED FEDERAL CAMPAIGN
KICK-OFF BREAKFAST
JULY 20, 20000
WASHINGTON, DC

Good morning and welcome to the 2000 Combined Federal Campaign Kick-Off Breakfast. It is an honor to answer President Clinton's call to serve as the chairman of the campaign. This is my third opportunity to serve and I am committed to making the first campaign of the new century and new millennium the CFC's best year yet.

President Clinton and Vice President Gore believe that in order to get the most out of your community, you must give something back. And that is exactly what the Combined Federal Campaign is all about -- giving back to our communities.

Over the years, government employees in the National Capital Area have earned a solid reputation for public service. Many live their commitment to their ideals on a daily basis. Time and time again, they have demonstrated their commitment by volunteering time or donating money to organizations that serve their communities.

CFC gives vital support to thousands of worthy charities. I am honored to chair a program that facilitates giving back to the community in which we live and work. And, I am honored to work with the thousands of federal employees who have made the campaign such a success.

In my two previous terms as Chair, I have had the opportunity to visit a number of organizations that benefit from the generosity of federal employees. The greatest satisfaction I get from serving, is to see --firsthand -- how CFC truly makes a difference in people's lives. For that you should be very proud, as indeed, am I.

And that is why I stand before you today–to ask you to, once again, make a difference. I challenge each of you to go back to your departments and agencies and encourage your employees -- who have always been generous -- to give from the heart.

- more -

This year, the needs -- and challenges -- are greater. The goal for the National Capital Area is $46 million. We need everyone's participation to meet our target. Our success depends on everyone giving and doing their part.

I encourage you to:

- Maintain active and visible support of the campaign;
- Make the necessary resources available to your campaign team so that they can plan an effective, well-publicized campaign;
- Set a challenging goal for your organization;
- And be sure to thank those who contribute and volunteer.

As leaders in this campaign, I ask each of you to reach deep into your own pockets and give to the CFC at a level that demonstrates leadership. When we give, others are encouraged to give. I hope that all of you will choose to contribute at the Eagle or Double Eagle level. And, I look forward to seeing all of you wearing Eagle label pins next time we meet.

The theme again for this year is, "It All Comes Back to You." When you receive your pledge card, you will know that giving indeed comes back to us through better, safer communities, happier and healthier children, and a brighter future.

I am proud to serve once again as the Chairman of the 2000 Combined Federal Campaign for the National Capital Area. I can think of no more appropriate -- or personally fulfilling -- way of responding to the President's call to give back to the community.

As Chairman of the CFC, I believe that I speak for the entire National Capital Area federal community when I say that we welcome the opportunity to be partners in generosity with the private sector.

Through each campaign, every year we experience the power of cooperation -- the power to make this a better world for those in need and to build hope for the future.

Thank you for all you've done and all you're going to do. I couldn't ask for a better team. Now let's go out there and make the first CFC of the new century and new millennium, the best campaign ever.

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RS/ DELTA SIGMA THETA SORORITY Videotaping 7/22/00 FINAL VERSION 6.5 minutes.

On behalf of President Clinton, Vice President Gore and the U.S. Department of Transportation, I am delighted to send our official congratulations to Delta Sigma Theta Sorority on the occasion of your 45th National Convention.

To be the recipient of an award named after one of America's most distinguished African American leaders is a singular honor.

In her long and distinguished career, Patricia Roberts Harris worked not only on behalf of African American women, but also on behalf of *all* people -- fighting to insure that everyone has access to equality, to opportunity, to an improved quality of life.

Patricia Roberts Harris was not only a notable Delta, she is one of the pillars of strength in American life of the last century -- a woman whose legacy helped to make Delta Sigma Theta not only a great sorority -- but a powerful force for good in our nation's history.

It is therefore with pleasure, and with humility, that I accept the Patricia Roberts Harris Award for Excellence in Government Service -- not for myself -- but on behalf of the 100,000, visionary and vigilant employees of the U.S. Department of Transportation, in recognition of all that they have done, and continue to do, that honors the memory of Patricia Roberts Harris's commitment to public service. And I am exceptionally honored to be the first man to receive this prestigious award.

Patricia Roberts Harris would be delighted to know what her sisters in Delta Sigma Theta and her admirers at the U.S. Department of Transportation are up to in the year 2000. Your convention theme, "Answering the Challenge: New Vision and New Action for A New Millennium," says it all.

Soror Harris would also be delighted to know that President Clinton and Vice President Gore share Delta Sigma Theta's commitment to equality and to opportunity.

The work the President and Vice President are doing on behalf of the American people is ensuring that all citizens have the needed tools to reach higher heights and dream bigger dreams.

I want to take this opportunity to thank Delta Sigma Theta for working as DOT's partner to improve both opportunity and access to a better life. Through the Dr. Betty Shabazz Delta Academy and the DOT's Garrett A. Morgan Technology and Transportation Future Program, we are introducing thousands of young women to transportation-related careers. Together, our strong partnership is making a difference.

But most of all, I thank you for supporting the Department's "Buckle Up America" program and President Clinton's goal of increasing seat belt use to 85 percent by the end of this year. This Administration will continue to insist on the fair and uniform enforcement of all of America's traffic safety laws at every level, however, there is no more important thing you can do on behalf of the African American community than encouraging everyone -- especially our young people, to buckle up. America needs their strength and talent to be all that we can be.

Under President Fudge's outstanding leadership, this great service organization is enjoying record success and experiencing tremendous growth. Your members -- nearly 200,000 strong–are continuing a rich legacy of sisterhood and service. Sisters like the *Honorable Alexis Herman*, U.S. Secretary of Labor, *Bishop Vashti McKenzie*, the first female bishop of the AME Church, *Cassandra Wilkins*, Senior Advisor to the Commissioner, the Social Security Administration, *Bernestine Allen*, my director of the Office of International Transportation and Trade at the U.S. Department of Transportation, and thousands more like them, are breaking down barriers and forging new ground on behalf of all women.

As you meet for your 45th Annual Convention, Delta Sigma Theta is well positioned for continuing success in this new century and new millennium. Congratulations to President Fudge and all of Delta Sigma Theta's leaders and members on a job well done!

Again, thank you for this opportunity to celebrate the legacy of Patricia Roberts Harris and her commitment to Excellence in Government and for the recognition you have given me. Best wishes for a very successful convention!

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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
PRESS CONFERENCE TO SUPPORT .08 BLOOD ALCOHOL CONCENTRATION (BAC) STANDARD
WASHINGTON, DC
THURSDAY, JULY 27, 2000

I am here today on behalf of President Clinton, Vice President Gore and the U.S. Department of Transportation to express our Administration's strong support for a .08 blood alcohol level (BAC) as the national standard defining impaired driving. The scientific evidence is clear: at .08 BAC, a person's ability to drive safely is seriously degraded -- he or she should not be driving.

I want to thank Senator Lautenberg, Senator Shelby and Senator Dewine -- as well as Chairman Wolf, Representative Lowey, Representative Canady and Representative Castle -- for their leadership in support of transportation safety in this year's transportation appropriations measures.

I have already sent a letter urging conferees to retain the Senate provision on .08 BAC. I have also asked the conferees to support other important safety issues, such as allowing DOT to continue to work on the rule making process to update hours-of-service rules for bus and truck drivers. Today's antiquated rules allow tired drivers to jeopardize public safety on our roads.

Let me also thank all of the civic organizations and public safety advocates represented here today, including Millie Webb, the President of Mothers Against Drunk Driving and Joan Claybrook, who is representing Advocates for Auto & Highway Safety and Public Citizen, for all of their hard work on behalf of highway safety.

This year the Congress has the opportunity to pass the most significant legislation to save lives on our nation's highways since raising the drinking age to 21. Establishing .08 blood alcohol level (BAC) as the national standard defining impaired driving will save hundreds of lives a year.

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TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PRESS CONFERENCE TO SUPPORT .08 NATIONAL STANDARD
SENATE SIDE OF THE CAPITOL BUILDING
JULY 27, 2000
WASHINGTON, D.C.

Acknowledgments
Mike Frazier, Assistant Secretary, Congressional & Intergovernmental Affairs
Nadine Hamilton, Deputy Assistant Secretary, Congressional & Intergovernmental
Honorable Frank Lautenberg, Senator, New Jersey
Honorable Richard Shelby, Senator, Alabama
Honorable Nita N. Lowey, Congresswoman, 18th District, New York
Honorable Charles Canady, Congressman, 12th District, Florida
Mille Webb, President, MADD
Representative, Advocates for Auto & Highway Safety

- Thank you (MC), and good afternoon everyone.

- It's a pleasure to participate in this show of support for *setting a national standard for impaired driving -- .08 blood alcohol content (BAC) -- that will result in saving lives.*

- President Clinton and Vice President Gore believe *.08 BAC is a reasonable, **common sense** standard that could save hundreds of lives each year*.

- Safety is this *Administration's highest transportation priority*, and at the U.S. Department of Transportation, *safety is our North Star* guiding all that we do.

- *The science is clear*: at .08 BAC a person's ability to drive safely is impaired and they should NOT be driving.

- *We have made progress* -- some *6,000 fewer people are killed annually in alcohol-related crashes than a decade ago*. (Total was 22,404 deaths in 1989) But, *clearly there is room for improvement*.

- Of the more than 40,000 motor vehicle crash fatalities in 1999, almost *16,000 were alcohol-related*.

- In other words, *one American is killed in an alcohol-related crash every 33 minutes*. Many others are seriously injured or disabled for life because of drunk drivers. This simply *can not continue*, and *we need to do more*.

- 18 states have adopted .08 BAC laws and have reduced the number of alcohol-related crash fatalities.

- The Senate bill would give states until fiscal year 2004 -- the year TEA-21 expires -- to adopt a .08 BAC law or face highway funding sanctions.

- *Sanctions have proven to be very effective* in persuading states to enact other important highway safety measures.

- We, at the U.S. DOT, *strongly urge* conferees to retain the *.08 BAC provision that will deter alcohol-impaired drivers and save lives.*

- Thank you very much.

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Office of Public Affairs
Washington, D.C.
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Speech

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
PRESS CONFERENCE TO RECOGNIZE THE
U.S. DEPARTMENT OF TRANSPORTATION AND
THE CHAMPIONSHIP AUTO RACING TEAM PARTNERSHIP
CHICAGO MOTOR SPEEDWAY
FRIDAY, JULY 28, 2000

I am here with you today to celebrate the safety partnership between the U.S. Department of Transportation and the Championship Auto Racing Team. I am also here to thank CART's leaders for working with us these past three years to make a real difference in saving lives and preventing injuries on our nation's roads and highways.

I see many familiar faces from CART who were with us at last year's National Transportation Safety Conference. While it's only been a year, the conference clearly accelerated the pace of our efforts to promote safety issues and awareness for the American people.

Safety is President Clinton and Vice President Gore's top transportation priority. It is the North Star guiding everything we do at the U.S. Department of Transportation. Yet, safety is not something the president, vice president, or the U.S. DOT can achieve on our own. As we so often say, "Safety is a promise we make and keep together." That's why we are so proud of our partnership with CART. By working as a team, we can achieve much more than working independently.

On our side of the partnership, the U.S. DOT's National Highway Traffic Safety Administration (NHTSA) has important information about safety to share with the public. We want consumers to be aware and educated about features and crash ratings of motor vehicles by make and model, about the importance of safety belts, child safety seats, air bags, and so much more. As an agency, we are committed to the consumers' right to have this information so they can make the best decisions for themselves and their families.

With the ability to reach two-and-half million spectators and a television audience of nearly one billion each year, CART is an ideal partner to help the U.S. DOT communicate vehicle safety information and other important messages. Think about it, who knows better than race drivers that seatbelts save lives. And,

what better venue to encourage Americans to Buckle Up, then when children and adult fans can see and hear their professional driving heroes stressing the importance of seat belts not only on the track, but in everyday driving.

Another way our partnership is paying off is in the area of technology, as CART moves vigorously to share new technologies with other segments of the industry. Racing drivers, teams and sponsors have a justifiable reputation for using cutting-edge technology and proactive safety measures to prevent injuries. One state-of-the-art effort is known as the Ford Racing Advanced Technology's Impact Sensor Program, which is being shared among all CART racing teams. This next-generation computer model is simulating crash tests with a degree of realism unparalleled to what was available in the past. Engineers are gathering valuable data from on board "Blue Box" impact sensors to help refine and enhance computer models to include human features such as the chest, spine and brain. This information is allowing us to see inside the human body and gauge the damage that crashes can have. Auto manufacturers have learned a great deal from the racing world about how to use this technology and others to make cars more safe.

CART has also provided access to promoters and sponsors who have initiated their own safety programs. For example, CART has been working with Ford to provide a popular racing poster with NHTSA's vehicle crash ratings, and child safety and seat belt information. As CART's partner, we at the U.S. DOT are also very excited about new public service announcements showcasing the Target Chip Ganassi Racing Team with drivers Juan Montoya and Jimmy Vasser, as well as the Ford Racing Team with drivers Michael Andretti and Adrian Fernandez as they encourage drivers to Buckle Up. I understand the spots, which also tells the public how they can get in touch with NHTSA to obtain additional safety information, will hopefully air across the nation over the next several months.

Finally, one of the most exciting benefits of our partnership is our ability to jointly reach so many at the grassroots level by working with local partners. Today, for example, we have been able to enroll Target and the Chicago Speedway in supporting our partnership goals by sponsoring a Buckle-Up billboard, Jumbotron messages, radio spots, the giveaway of safety materials, and a host of other efforts. This type of commitment really brings our safety message home to thousands of people.

Safety is not just government's responsibility. Nor is it the sole responsibility of the private sector. Every driver and family member has a role to play. Whether it's obeying speed limits, buckling up, or being an informed car buyer, we can all make our nation's roads and highways a safer place.

Today we celebrate this public/private partnership between the U.S. Department of Transportation and CART for showcasing the possibilities of working together. By working together we have come a long way in helping America get the "inside track" when it comes to automobile safety.

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TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CART LUNCHEON
JULY 28, 2000
CHICAGO, ILLINOIS

Acknowledgments

- *Thank Sam Scott*, FORD Racing Manager (Host for Lunch)
- (Additional names provided at event)
- *Commend* Ford for leadership in safety:

  -- Manufacturers like Ford understand value of safety -- go beyond minimum Federal safety standards to build "smarter, safer" cars
  -- Commend Ford's leadership role in supporting **Buckle Up America** campaign...hosting *child safety seatfitting stations...*initiating *"Boost America!"* campaign that is giving away one million belt-positioning booster seats

  -- Ford's *Blue Clues* poster promotes child safety by providing parents with checklists listing important safety information

1. SAFETY: PRES. CLINTON AND VICE PRESIDENT GORE'S "HIGHEST TRANSPORTATION PRIORITY"

PROBLEM: Traffic crashes kill more than 40,000 people every year

- Affects all ages, races and income levels
- Costs Americans more than $150 billion dollars a year

- Hurts children most -- leading cause of death among American children

SOLUTION: Use seat belts!

- Over *half* of children who die in crashes are unrestrained; restraints could save 7 out of 10
-

PRESIDENTIAL INITIATIVE: BUCKLE UP AMERICA!

- President's national campaign goal for 2000:
  -- Increase seatbelt use to *85 percent*
  -- Reduce child fatalities by *15 percent*
- Meeting these goals would
-

  -- Prevent 4,200 deaths, 103,000 injuries each year
  -- Save America $6.7 billion dollars each year

2. CART IS PERFECT EXAMPLE OF PUBLIC-PRIVATE PARTNERSHIP

- No better group to talk about importance of safety and "buckling up" than race car drivers

- This industry has made remarkable progress in making auto racing safer by building safer cars and improving restraint systems

- Just as important, this industry is applying this new technology in family cars to make driving safer for everyone

3. What public needs is up-to-date safety information about vehicles they purchase and drive

- NHTSA'S *New Car Assessment Program* crash tests vehicles every year to determine extent of driver and passenger protection from *frontal* and *side crashes*

- NHTSA publishes annual **"Five Star Rating"** of crash test results and other safety features of tested vehicles such as *air bags, side impact protection, built-in safety seats* (like the LATCH system now being phased in by automakers)

- With CARTS help, we are getting the word out to consumers about this valuable safety information resource

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4. THANKS FOR YOUR HELP! SAFETY IS A PROMISE WE MAKE AND KEEP TOGETHER

# # # #

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U.S. Department of Transportation
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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE SPIRIT OF THE AMERICANS WITH DISABILITIES ACT
10TH ANNIVERSARY TORCH RELAY
PHILADELPHIA, PENNSYLVANIA
SATURDAY, JULY 29, 2000

I want to thank the Liberty Resource Center for helping to organize today's Americans with Disabilities Act Torch event. Your efforts have kept us focused on what is import as we implement the ADA. I also want to recognize the efforts of the Pennsylvania ADAPT chapter. This organization has been a tremendous advocate for accessible transportation. With their help, we were able to issue the regulation to make intercity bus travel more accessible and I know its work in the region has been extensive as well.

Today we pass a torch to commemorate the 10th anniversary of the ADA. Yet, this occasion represents so much more. As this flame passes from town to town, city to city, state to state, let it reignite America's commitment to equal opportunity, full participation, independent living, and economic self-sufficiency for all people with disabilities.

On this, the 10th Anniversary of the Americans with Disabilities Act, we as a nation can take pride that accessibility is a civil right and every American is entitled to it. All people, regardless of circumstance, deserve access and mobility to get to work, to school, to daycare, to entertainment, to opportunity, to the means for a better quality of life.

Under the leadership of President Clinton and Vice President Gore the spirit of ADA is alive. This administration recognizes that everyone counts. More and more Americans are now finding "open doors" where once denied. We know that when we deny access to any American, we limit our nation's true potential by denying the talent and diversity that individuals have to offer.

Yes, we are making great strides in transportation since enactment of the ADA. However, we must continue to move forward. In President Clinton's words make sure we "leave no one behind."

- more -

At the U.S. Department of Transportation, we are moving forward through our Departmental Accessibility Policy Statement that stresses access to our nation's roads, rails, waterways and airways for persons with disabilities. 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 service -- that means accessible to all.

An inclusive nation must have full access to the economic opportunities created by transportation. That's the rationale behind the president's Welfare to Work Program. As Vice President Gore has said, " You can't go to work if you can't get to work."

And the U.S. Department of Transportation is working to develop guidelines, rules and regulations to promote access and opportunity. In 1998, we issued a final rule requiring accessibility on over-the-road buses. In 1999, we successfully eliminated the $2,500 cap on the liability of airlines to passengers for loss or damage to their wheelchairs or other assistive devices. And last year, we completed a major distribution of publications comprehensively outlining maximum access and guidelines for accessibility to sidewalks, trails and airports.

We have also begun investigating and enforcing cases against foreign air carriers for unreasonable discrimination against persons with disabilities. Already, two precedent-setting cease and desist orders have been issued by the U.S. DOT. Until April 5th of this year, many of these airlines were not covered by the Air Carrier Access Act. Through legislation we have successfully changed that.

We plan to build on this record of accomplishment. Last week, I was pleased to announce that the National Highway Traffic Safety Administration is proposing new safety standards to protect those using platform lifts in any vehicles. From 1991 to 1995, nearly 300,000 wheelchair users were injured in incidents involving motor vehicles. These new rules broaden and clarify the scope of platform lift standards and are aimed at reducing those appalling accident numbers.

We at the U.S. Department of Transportation recognize that there are still many issues regarding accessibility that remain unresolved. Here in Philadelphia we are working with the SEPTA [Southeastern Pennsylvania Transport Authority], ADAPT, local officials, and all those interested in mobility issues. Our objective at the U.S. DOT is to keep an open dialogue on all issues concerning the disabled community. We recognize that ADA is the law and must be adhered to.

As Rosa Parks demonstrated 45 years ago when she refused to yield her seat on that bus in Montgomery, Alabama, access to transportation is fundamentally an issue of civil rights. Let that principle continue to guide our choices as we develop transportation policies in the 21st Century. 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."

And a "truly global community" must have room for people with disabilities. Because transportation is about so much more than concrete, asphalt and steel, it is about connecting all people to a better quality of life. As we celebrate the 10th Anniversary of the Americans with Disabilities Act, let's today renew our commitment to see to it that more and more individuals can tap into the vast potential of opportunity our great nation has to offer.

Happy birthday ADA!

Thank you.

# # # #

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Office of Public Affairs
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Speech

PREPARED REMARKS
U.S. TRANSPORTATION SECRETARY RODNEY E. SLATER
ALLEN A.M.E. CATHEDRAL
JAMAICA, NEW YORK
SUNDAY, JULY 30, 2000

It is a privilege to join you for worship this morning and a high honor to address the Allen A.M.E. Cathedral congregation.

Since this great church was founded here in Jamaica, New York in 1834, we African Americans have crossed and re-crossed our Sinai many times:

> *"Stony the road we trod; Bitter the chastening rod, Felt in the days when hope unborn had died; Yet with a steady beat, Have not our weary feet Come to the place for which our fathers sighed?"*

...And throughout our decades of struggle, the Allen A.M.E. Church has been a pillar of cloud by day and pillar of fire at night, leading African Americans here in Jamaica and around the nation toward the Promised Land of equality and justice.

Today, the legacy of Richard Allen's original commitment to a spiritual ministry that does not neglect community building and empowerment, lives on--moving to higher heights than earlier generations dreamed possible under the leadership of the Reverend Doctor Floyd Harold Flake. Thanks to Dr. Flake's powerful ministry -- and your energy and enthusiasm -- this church, indeed, "has never left its place in front of the people by day, nor...by night,"[1] revitalizing the community surrounding this church not only by building physical structures, but by building social infrastructures.

Thanks to the achievements of this church and many others, African Americans have broken down countless barriers, finally overcoming -- in our own lifetime -- the mighty edifice of legal discrimination.

But as Vice President Gore has said. *"Sometimes good laws aren't good enough."* And that is the message I bring to you this morning: In the 21st century we need, in the Vice President's words, to *"Break down barriers not just in our law books -- but also in our workplaces, in our school houses, in our police stations -- and in the human heart."*

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[1] Exodus 13: 22

That is why I am so glad to be here in this sanctuary this morning. For this church is a model of what it looks like when we embrace the Vice President's vision through programs that address human needs at all levels, physical as well as spiritual. For it is here, among the community of the faithful, that the barriers to justice in the human heart began to melt, like the dross in the fire, revealing the gold within each and every human being.

And the dedication to access and justice that is transforming the quality of life here in Jamaica, is also beginning to be applied across the country. I am proud of the fact that, under President Clinton and Vice President Gore's leadership over the past seven and one-half years, that–

- Today, there are more African American homeowners, business owners and CEO's than ever before;
- Today, African American poverty and unemployment are at their lowest point since we began to keep records;
- Today, the doors to college are opened wider for our young people than ever before;
- And over the past seven and one-half years, our Administration has named more African-Americans to Cabinet seats, judgeships, and high posts than any administration in history.

Yet these are but the outward signs of an inward grace working through the power of faith-based organizations like the Allen A.M.E. Church, to alter the destinies of individuals and of nations. As the Vice President has observed -- "Grassroots change is now driving the best changes in our shrinking world." As evidence he points to the fall of the Berlin Wall, the beginning of healing in South Africa and the progress, uneven as it may be so far, in Northern Ireland and between Israel and the Palestinians.

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

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

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

This joint effort between government and religious organizations was made possible by a provision of the 1996 Welfare Reform Law, called "Charitable Choice." This provision allows state governments to use public funds to support faith-based organizations providing basic welfare services designed to help move people from welfare to work.

The only caveat is that participants in the program cannot be required to participate in religious services as a condition for receiving services. As long as this condition is met, the Vice President points out, *"faith-based organizations can provide jobs and job training, counseling and mentoring, food and basic medical care. They can do so with public funds -- and without having to alter the religious character that is so often the key to their effectiveness."*

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

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

"There is a reason," the Vice President says, that *"faith-based approaches have shown special promise with challenges such as drug addiction, youth violence and homelessness.* And that reason is that *"Overcoming these problems takes something more than money or assistance -- it requires an inner discipline and courage, deep within the individual."*

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

The Vice President believes this New Partnership will invigorate civil society. It will also create new opportunities for public service for the Allen A.M.E. Church and other organizations, bringing a whole new dimension of leadership into the political process -- the dimension of community. The Vice President's New Partnership is a logical and creative extension of the commitment he and the President made, when they took office in 1993, to seek a "third way" to meet the needs of the American people.

What is this "Third Way?"

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

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

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

The Vice President's New Partnership between government and community will move this approach to a higher level. This "politics of community" will be neither government doing everything, nor the churches and charities picking up the slack when government scales back. Rather, in the Vice President's words, *"It will mean a new era of civil society collaboration...when we are not afraid to make connections between spirituality and politics.*

With your help, I know that America's best days are yet to come. I know this and the Vice President knows this. He has expressed his faith in America and in God very directly and very clearly:

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

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Speech

REMARKS AS PREPARED FOR DELIVERY
US SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL URBAN LEAGUE 90TH ANNUAL CONFERENCE
STATE OF BLACK AMERICA 2000
NEW YORK, NEW YORK
JULY 30, 2000

On behalf of President Clinton, Vice President Gore and the U.S. Department of Transportation, I am delighted to join you for the 90th Annual Conference of the National Urban League – the State of Black America 2000.

Let me congratulate President Hugh Price, the Board of Directors, and the hardworking members of National Urban League affiliates across the country for nearly a century of outstanding service. Since 1910, you have led the struggle for equality and social and economic opportunity for all African Americans.

I can sum up our message in two words! "Thank you!"

President Price, under your visionary leadership, this great organization is enjoying record success and experiencing tremendous growth. And because of your leadership, the National Urban League (NUL) is well positioned for continuing success in this new century and new millennium. Congratulations on a job well done!

The National Urban League is a vital part of America's social conscience network. You ensure key issues affecting the African American community remain at the forefront of the nation's agenda. Your hallmark annual report, *"The State of Black America,"* continues to define how we assess how far we have come and how far we have to go. While it celebrates the accomplishments of Black America, it also challenges our nation to move beyond the rhetoric, to find viable long-term solutions for equality in education, in employment, and in economic opportunity.

Your new blueprint for progress, *Ten Opportunity Commandments for the 21st Century*, presents a convincing strategy to help close the "opportunity gap" for African Americans in this new century and new millennium.

President Clinton and Vice President Gore have built an administration that believes, as you do that ....everyone counts, everyone has a role to play, and we all do better when we help each other. We are proud of our partnership with the National Urban League and proud that by working together, we help ensure that African Americans have access to opportunity–to an improved quality of life.

-more-

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

To support this commitment to inclusiveness and participation in the area of transportation, I have recently visited some 40 cities in more than 20 states to conduct what we are calling 2025 Visioning Sessions with representative stakeholder groups across the country, to clarify a vision of transportation over the next 25 years.

Our transportation future must be safe and sustainable to be sure, but also International in reach, connecting us to markets and destinations around the world; Intermodal in form, enabling us to achieve a balance among various modes of transportation; Intelligent in character, allowing us to harness the awesome power of technology in ways that benefit people, and last–but not least–Inclusive in service, leaving no one behind.

We plan to publish the results of our efforts as part of a 2025 Trends and Choices report this September and we will also use the results to help plan for the International Transportation Symposium the Department of Transportation will host in Washington, D.C. this fall. With inclusivity as a key part of the agenda for our conference, I hope the Urban League will be wel! represented–and I urge you to consider joining us for this important conference.

The Clinton-Gore Administration is grateful for the support of President Price and the National Urban League, and for the role you have played in the progress we have made together over the last seven and one-half years.

This Administration is grateful for your support and for the role you have played in the progress we have made together over the last seven and one-half years.

Our Administration's "people first' agenda is bearing a bountiful harvest for the African American community. The President and Vice President's bold economic strategy of fiscal discipline combined with investing in the American people has moved the economy from a record deficit -- $290 billion in 1992 -- to the largest dollar surplus on record -- $167 billion in 2000.

This strategy has produced the longest–*and strongest*–economic expansion in the history of the United States. And, for the first time, the African American community is sharing in more of the benefits of record economic times.

For African-Americans, the last seven and one-half years represent an era of unprecedented advances:

- This Administration has named more African-Americans to Cabinet seats, judgeships, and high posts than any administration in history. It is an Administration that truly reflects the diversity of America

- The strength and historic duration of the current economic expansion has helped bring economic opportunity to millions of people once cut off from the economic mainstream and created more than 22 million new jobs since January 1993

- African-American poverty and unemployment are at their lowest point in recorded history; There are more African-American business owners and CEO's today than ever before

- African-American paychecks are growing; our median income is up; welfare rolls are shrinking; and African-American home ownership is at an all-time high.

Your report, *The State of Black America 2000*, released by President Price on Wednesday, bears evidence to this record prosperity.

Let me say, the outlook for this new century and new millennium is *very* promising. Clearly we've made a lot of progress, but as your report shows us, much work remains to be done.

President Clinton and Vice President Gore believe that, record economic prosperity creates an unprecedented opportunity to address the large, long-term challenges still facing our nation.

Quality public education must be a national priority; all children must have equal access to teaching, curriculum and technoiogy resources. Often the conversation is about *income disparity* between *the haves and the have nots*. But, if we fail to close the "knowledge and information" gap we will *never* bridge the income gap.

Investing in education is not only in the best interest of our children, but in the best interest of our nation. To remain competitive and to remain a world leader, we need the best and the brightest from every corner of America.

I applaud the League's continuing efforts to open wide the doors of opportunity in higher education. Friday night's announcement of nearly $2 million in college scholarships through your *Campaign for African American Achievement Scholarship Program* ensures that many talented students will now have access to college.

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Speech

Check Against Delivery

KEYNOTE ADDRESS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
45TH GRAND BOULÈ OF SIGMA PI PHI FRATERNITY
MINNEAPOLIS, MINNESOTA
MONDAY, JULY 31, 2000

It is a privilege to join you here in Minneapolis -- and a high honor to offer the Keynote for this 45th Grand Boulè of Sigma Pi Phi: the first Grand Boulè of the new century and new millennium.

For nearly one hundred years now, this great fraternity has sought to bring out the best in our members, even as we continue to seek the best for our communities and for our people. Since this noble Fraternity was founded more than nine decades ago, we African-Americans have crossed and re-crossed our Sinai many times. And all through these decades of struggle, members of Sigma Pi Phi have been a "pillar of cloud by day and a pillar of fire by night," helping to guide the African American community through the worst of times and the best of times.

During the life span of this fraternity -- and with the active engagement of many here tonight -- African Americans have broken down countless barriers, finally overcoming -- in our own lifetime -- the mighty edifice of legal discrimination.

"Stony the road we trod; Bitter the chastening rod, Felt in days when hope unborn had died; Yet with a steady beat, Have not our weary feet Come to the place for which our fathers sighed?"

We have come a long way. Yet as President Clinton has so aptly said, "Now is not the time to rest." And as Vice President Gore has also said, "Sometimes good laws aren't good enough." Now that we have the written law on our side, the time has come to move beyond the "letter of the law" to the "heart of the matter."

And that is what this year's Grand Boulè agenda is all about -- the heart of the matter.

In the 21st century we need, in the Vice President's words, to "Break down barriers not just in our law books -- but also in our workplaces, in our school houses, in our police stations -- and in the human heart."

In this short phrase, the Vice-President has expressed a clear vision of what America's agenda needs to be for this new century and new millennium. His vision was not developed in the heat of this campaign, with an eye on attracting headlines. It is a vision that the Vice President has been working on and refining over many, many years of thoughtful reflection and consultation with the leading thinkers of our civilization.

Some of those thinkers he has consulted are here in this auditorium. That is one of the reasons why the Vice President's agenda resonates so well with the theme of our 45th Grand Boulè: "Economic Advancement and the Needs of Our Youth: the Role of Public Policy in the 21st Century."

It also resonates well with what other African American leadership organizations are saying. Last night I was in New York, where I addressed the National Urban Leagues' Annual Conference. Their theme this year is Equality and Power for the New Millennium. On Friday, I was at the Rainbow Push convention in Chicago. And less than two weeks ago, I spoke to the leaders of the NAACP, meeting in Baltimore. Everywhere I go African American leaders are grateful that economic times are good -- but they all remain concerned about those who are still left out.

As National Urban League President Hugh Price put it this past week, "We are seeing GAPs and Home Depots and Sears moving to 125th Street in New York. That would have been unthinkable just a few years ago." Yet, as he also pointed out, "We still have a long way to go to achieve parity."

Just a few short years ago, "parity" was not the question. The question for many African Americans was still one of survival. When Bill Clinton and Al Gore were running for President and Vice President eight years ago, our nation was in the grip of economic distress, social decline and political gridlock.

The old answers were obsolete and new conditions demanded a new approach. That new approach was rooted in the basic American values of opportunity, responsibility and community. Led by Bill Clinton and Al Gore, our Administration offered America a "Third Way."

I want to say a little bit about The Third Way, because I think it relates to our conference theme. Back in the 1960's, America learned that government couldn't provide all the answers. That was the First Way. Back in the 1970's and 1980's, the nation found out that the private sector, by itself, also couldn't provide all the answers. That was the Second Way.

Then came the 1992 election -- and the American people took a chance on a Third Way -- a strategy that sought to combine responsible government with the creativity and innovation offered by the private sector.

I mention this because the "private sector" today includes a lot of folks here in this room. To you I would say that, as important as government programs can be, we need your help constructing a solid foundation for a public-private partnership that works at all levels.

As of summer 2000 we can safely say that The Third Way experiment has been a resounding success. Under President Clinton and Vice President Gore, we begin this new century and new millennium with: Over 22 million new jobs; The fastest growth rate in more than 30 years; The lowest unemployment rates in nearly three decades; The lowest poverty rates in 20 years; The first back-to-back surpluses in 42 years. We have a chance to pay off the debt for the first time since 1835; we have the opportunity to secure the solvency of Social Security and Medicare.

Who would have imagined when Bill Clinton and Al Gore took office in 1993, that the biggest political fight of the year 2000 would be "How to use our record surplus?"

As we talk about "Economic Advances and the Needs of Our Youth" at this Grand Boulè, we must not forget that it is this fabulous base of economic success that makes our conversation possible. And while contemplating that fact, we should also recall that it was Vice-President Gore's deciding vote on the economic recovery plan back in 1993 that set the stage for our record-level economic growth.

Unlike recoveries of the past, this unprecedented economic expansion has helped to bring opportunity to millions of people who once were cut off from the economic mainstream: Today, there are more African American homeowners, business owners and CEO's than ever before -- Just look around you, many of those CEO's are with us this morning; Today, African American poverty and unemployment are at the lowest point since we began to keep records; And today, the doors to college are opened wider for our young people than ever before.

However -- and I will be coming back to this point in a few minutes -- we need to take strong action to open those doors even wider for African American men. While the number of African Americans in college has surged by 43 percent since the 1970s, there is a serious gender gap, with African American women far outpacing men in both graduate and undergraduate schools.

In terms of opportunity, let me also say that over the past seven and one-half years, our Administration has named more African Americans to Cabinet seats, judgeships, and high posts than any administration in history.

These achievements did not just happen by themselves. They happened because Bill Clinton and Al Gore made them happen. And because these achievements did happen, Sigma Pi Phi is now well-positioned to begin our final sprint toward our millennial celebration -- just four years away -- with an agenda that will move opportunities for our young people to higher heights than anyone dreamed possible just a few years ago.

We are well equipped for the final dash to 2004. Under Eddie William's capable leadership, a clear strategy has been drafted to guide us from here to the finish line. Before this Grand Boulè is complete, we will not only have elected new officers -- we will have considered and voted on two important initiatives -- a public policy agenda and a strategic plan.

I am really excited about the choices before us this morning. We are engaged in a similar visioning process at the U.S. Department of Transportation -- one that, in our case, is designed to clarify a vision of transportation over the next 25 years. Like Sigma Pi Phi, DOT also sees the need to redefine the public policy agenda. Using our terminology, we seek to forge a new transportation policy architecture consistent with the needs of a new century and new millennium.

And just as Eddie Williams has visited Archons across the country these past two years, to refine a vision for Sigma Pi Phi, I also have been engaged in face-to-face sessions across the nation. I have visited some 40 cities in more than 20 states to conduct what we are calling 2025 Visioning Sessions with representative stakeholder groups across the country.

The new policy architecture we seek, first and foremost, must enhance safety -- President Clinton and Vice President Gore's top transportation priority and the "North Start" guiding all that we do a the U.S. Department of Transportation. The transportation system of the future must also be sustainable. And to safety and sustainability, I would add that we need America's 21st century transportation system to be: International in reach, connecting us to markets and destinations around the world; Intermodal in form, enabling us to achieve a balance among various modes of transportation; Intelligent in character, allowing us to harness the awesome power of technology in ways that benefit people; And last -- but not least -- Inclusive in service, leaving no one behind. And to support all of these goals, we must encourage a climate of innovation.

Our emphasis on "Inclusivity" underscores an important point. I believe that the lasting legacy of this Administration in the field of transportation is that we have changed the national conversation.

Transportation is no longer about public works -- but about serving people. It is about Welfare to Work, Access to Jobs, and insuring that Disadvantaged Business Enterprises get considered for government procurement contracts.

Transportation is truly "more than concrete, asphalt and steel." It is the tie that binds communities and nations. It links home, daycare, school, workplace, medical care, retail stores and entertainment. As Vice President Gore has said, "If you can't get to work, you can't go to work."

We plan to publish the results of our visioning efforts as part of a 2025 Trends and Choices Report this September; we will also use the results to help plan for the International Transportation Symposium the U.S. Department of Transportation will hold in Washington, D.C., in October. With inclusivity a key part of the agenda of our conference, I hope that Sigma Pi Phi will be well represented -- and I urge you to consider joining us for this important conference.

As a keynote speaker, it is my official duty to include a charge to those participating in this meeting as part of my remarks -- and it is generally the case that such a charge should relate to the theme of the meeting in some way. Our Grand Boulè theme is about the connection between Economic Opportunity and the Needs of Our Young People. I can summarize that connection in one word: Education.

As U.S. Secretary of Transportation, I am acutely aware that one-in-seven jobs in today's economy is transportation-related and that advanced technology training is essential to keeping the economy growing by helping qualified talent through the pipeline. I am also acutely aware that the transportation industry is already beginning to experience shortages of technical personnel in some areas.

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

One area of particular interest to us at DOT is that President Clinton and Vice President Gore have increased funding for Historically Black Colleges and Universities by nearly 25 percent. DOT is augmenting this effort through our UTC program to advance transportation research, education, and technology transfer at HBCUs and through other programs.

As the Writer of Proverbs reminds us "Diamonds, gold and rubies have their value, but there is no greater value than understanding

That's also why I created Garrett A. Morgan Technology and Transportation Futures Program -- which is named after the African American inventor of the traffic light -- to reach out to young people, particularly those attending schools in economically disadvantaged communities.

Through this program, the Department of Transportation seeks to challenge young people to develop their math, science and technology skills to prepare for careers in transportation -- or any other career that requires these skills. And I am proud to report that we've already reached some 1.5 million students through this program.

We need highly trained transportation technology workers -- bridge architects, high-speed rail engineers, safety specialists, pilots -- the technology experts who have the skills to plan, design, operate and maintain the complex transportation systems of tomorrow.

I am sure that many of you here represent companies and industries with similar concerns about training tomorrow's workforce. So my charge to you -- and to everyone attending this morning -- is this: As we go forth from this Opening Session to participate in the activities and business sessions of this Grand Boulè, let us hold our young people in our hearts, particularly African American boys and young men. For it is they who must be encouraged, cajoled and convinced to get all the education they can stand -- and more -- if America, as well as it's young people are to reach their full potential.

And among these young men who 'dream dreams' -- are the ones who, with our help, can make America a Promised Land for all in this new century and new millennium.

Let us offer our young men the encouragement they need to confidently seize the opportunity before them. Then, like Caleb of old, standing before Moses and the people, we can boldly proclaim: "Let us go up at once and occupy it; for we are well-able to overcome it."

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