



REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MARTIN LUTHER KING JR. MEMORIAL SITE DEDICATION
DECEMBER 4, 2000
WASHINGTON, D.C

On behalf of President Clinton and Vice President Gore, I am delighted to join you as we dedicate the future site of the national memorial in honor of Dr. Martin Luther King, Jr.

This memorial to one of the greatest of all Americans is long overdue. When completed, it will symbolize the ability of the human spirit to persevere -- the ability to bring out the best in people while facing the worst in people. As a result of Dr. King's tireless campaign for equality and social justice for all Americans, this country, *our country*, began to live up to its own ideals of fairness and brotherhood.

And though we still have work to do, our gathering here today allows us to rededicate ourselves to fulfilling that great and noble cause.

Among Dr. King's incomparable legacies is that he forever redefined the nature of what we consider to be "greatness." In one of his last sermons, *The Drum Major Instinct*, Dr. King preached about how the desire to be out front, to lead the parade, to feel superior to others, can distort our lives. He then showed us, through his words and his deeds, how to *transform* ambition into something infinitely more noble.

This is what Dr. King said: "*There is, deep down within all of us, an instinct. It is a kind of drum major instinct -- a desire to be out front, a desire to lead the parade.*" If this tendency is not harnessed, he warned us, it will lead to self-centered boasting and a distorted personality that pushes others down in order to push ourselves up.

It is this instinct that lies at the heart of racism and of all efforts to dominate others. As Dr. King said, "*a lot of the race problem grows out of the drum major instinct -- a need that some people have to feel superior -- a need that some people have to feel they are first.*"

If Dr. King had called upon us to avoid racism by *resisting* our drum major instinct, his sermon may have been forgotten by now. But instead, he called upon us to *harness* that instinct for good.

The proof text for his sermon was from the Gospel of Mark, Chapter 10, beginning with verse 35 -- the story of how James and John asked Jesus to promise them seats of power at his right hand and his left hand, when he came into his glory.

Dr. King's interpretation of this scripture was not his own -- it was an elaboration from his Master, who used the occasion of his disciples' outrageous request to teach all of us a lesson about the true nature of service.

As Dr. King put it, Jesus transformed the situation by developing a new norm of greatness.

If you want to be important -- that's wonderful. If you want to be recognized, -- that's wonderful. If you want to be great -- that's wonderful, too. But recognize that he who is the greatest among you shall be your servant. That is your new definition of greatness.

Dr. King then went on to say that he liked this new definition of greatness because, in it, everybody can be great. Because everybody can serve -- all we need is a heart full of grace and a soul full of love.

And in the Alpha Phi Alpha fraternity we can find the greatness that Dr. King talked about. Ninety-four years ago to this very day, a group of men decided to devote their lives to being "servants of all," and to working towards the "manly deeds, scholarship and love for all mankind" that Dr. King and his Alpha Phi Alpha brothers embody in their humble greatness.

The words and deeds of Dr. King transformed America in the 20th century. If we continue to listen to what he said and to follow in his footsteps, I truly believe that Dr. King's enduring legacy will help lift our nation to even greater heights in this new millennium. By living Dr. King's model of "greatness," this nation can truly become the "One America" that President Clinton has pursued so tirelessly over the last eight years.

The site we now dedicate, beautiful as it is, and the memorial that will be constructed here, no matter how elegant and imposing its design, cannot add further luster to the legacy of Dr. Martin Luther King, Jr. He already lives with the immortals as one of the great prophets of love and justice of all time.

Instead, it is Dr. Martin Luther King Jr.'s life and words that truly consecrate this ground. This memorial will be a hallowed place, whose purpose is to remind each of us to rededicate our lives and our actions to carrying forward his vision of harnessing the unflinching determination of the human spirit until "Justice rolls down like waters and righteousness like a mighty stream."



REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NEWS CONFERENCE ON TRANSPORTATION IN THE SOUTHEAST
ATLANTA, GEORGIA
DECEMBER 6, 2000

Let me begin by congratulating the great city of Atlanta for staking out an early claim to be one of the premier global cities for the new century and the new millennium. The phrase "all roads lead to Rome" captured the role of transportation in that city's economic greatness. In a similar fashion, today we can say that all transportation connections lead to Atlanta. And that is why we are here today.

I especially want to thank Senators John McCain and Max Cleland for creating this important opportunity to discuss and advance transportation planning in Atlanta, in Georgia, and throughout the Southeastern Region of the United States. I also applaud the Georgia leadership team -- Governor Roy Barnes, Mayor Bill Campbell, in bringing together transportation stakeholders from across the region to develop a vision and a plan for Georgia's transportation system in the 21st century.

Today's hearing has been an occasion to focus on the critical role of transportation. Transportation is truly about more than concrete, asphalt and steel -- it is about connecting the people of this region to jobs, to opportunity, to an improved quality of life. Clearly, transportation is key to promoting economic growth and there is no doubt that good transportation makes our communities more livable.

Atlanta is one of America's crown jewels. Its leadership, its people and assets, its industry and location have all helped this city, in fact, the entire state of Georgia, become an emerging hub for the global economy of the 21st century. Combine these assets with the challenges facing Atlanta in meeting the transportation and economic needs of its people, and we have the perfect model for solution strategies in urban transportation.

We will need an integrated and balanced intermodal transportation system in the Southeast. It must deliver on the promise that highspeed rail corridors, commuter rail, intercity rail and HOV lanes for buses offer for meeting the transportation needs of the people of Atlanta.

The same leadership that created the conditions for this hearing will be the key to responding to those challenges. Georgia is a leader in forging partnerships. Success in this effort to develop this region's potential will require a unified effort by

visionary leaders at all levels -- city, county, and state -- as well as from community authorities like the Atlanta Regional Commission, the Georgia Regional Transportation Authority and the Georgia Department of Transportation. I want to thank agency representatives for their participation, their attendance today speaks to their commitment to finding regional transportation solutions

The greatest challenge facing us will be funding, and states in the southeast region, like communities throughout the country, must look closely at their own sources of funding if we are to bring about transportation solutions that are best for all Americans. As I have so often said, the transportation system we develop in the 21st century must be international in reach, intermodal in form, intelligent in character and inclusive in service. Above all, our scope must be innovative so that we can meet the needs of all that we serve and so that transportation can be accessible to all.

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

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

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

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

I commit the resources of my Department -- our programs and our expertise -- to support you in every way possible as you work together -- moving from strength to strength -- to craft a transportation vision for Atlanta and the Southeastern Region in the new century and new millennium.

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FOR IMMEDIATE RELEASE
Wednesday, December 6, 2000

Contact: Belinda C. Rawls:
Telephone: 202-366-9550

Media Advisory

**U.S. Transportation Secretary Slater to Announce
New Services to Help Families Obtain Child Safety Seat Information**

U.S. Transportation Secretary Rodney E. Slater at 9:30 a.m. Thursday, Dec. 7, 2000, during a National Transportation Safety Board (NTSB) news conference, will announce new Internet and hotline services being provided by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) to encourage correct child safety seat use.

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

WHAT: Announcement of a new telephone hotline and Internet website for child safety seat information.

WHEN: 9:30 a.m., Thursday, Dec. 7, 2000

WHERE: NTSB Boardroom and Conference Center
Lowe's L'Enfant Plaza Hotel
Washington, D.C.

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215



Speech

REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
ROSA PARKS LIBRARY AND MUSEUM DEDICATION
DECEMBER 1, 2000
MONTGOMERY, ALABAMA

On behalf of President Clinton and Vice President Gore, I am delighted to join you to honor a remarkable woman, Rosa Parks. Rosa Parks symbolizes the ability of the human spirit to make use of ordinary circumstances to achieve the extraordinary. She turned the front seat of a bus into a symbol of freedom and respect for human rights. As Rosa Parks sat, African-Americans -- by the millions -- began to stand. A lot of people stood with us. And this country, *our country*, began to live up to its own ideals.

Rosa Parks' legacy belongs alongside that of Harriet Tubman and the Underground Railway, and with the organizing drives of the Pullman Porters' Union. Rosa Parks' legacy belongs alongside the freedom riders of the civil rights movement, and with our march into history down the road from Selma to Montgomery.

It is also fitting that the Rosa Parks Library and Museum has found a home at Troy State University Montgomery. As the Greek poet and philosopher Epictetus wisely said more than 20 centuries before, "*Only the educated are free.*"

So we dedicate this library and museum to Rosa Parks and to her quiet, unassuming courage that taught a nation about civil rights and the unflagging determination of the human spirit. Thank you, Rosa Parks, for being an inspiration to us all.

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**REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
RIVERFRONT UNION STATION TOUR
DECEMBER 1, 2000
MONTGOMERY, ALABAMA**

On behalf of President Clinton and Vice President Gore, I am delighted to visit the newly renovated Union Station.

The United States Department of Transportation supported the City of Montgomery in its efforts to improve Union Station, and we provided almost \$5 million dollars in bus allocation funds, in addition to the \$636,000 dollars given to purchase the trolley buses that stop outside.

Yet, this beautiful and historic train station represents so much more. Union Station is the anchor of this city's living history and the cornerstone of Montgomery's bright future.

As people pass through Union Station, many will board those trolley buses to visit the new Rosa Parks Library and Museum, which I will help dedicate this afternoon. On this, the 45th Anniversary of Rosa Park's amazing act of courage, we as a nation can take pride that accessibility, mobility and ease of transport is a civil right and that 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 livable communities continues to grow and flourish. We believe that investing in mass transit will allow people to make transportation choices and will enhance our communities, as well as improve our environment and the quality of life for all Americans.

Yes, we are making great strides in transportation. However, we must continue to move forward, to make sure we leave no one behind. Here, in Montgomery, Union Station stands as a symbol that we are, indeed, on the right track to making this happen, to giving opportunity to all Americans.

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FOR IMMEDIATE RELEASE

Thursday, November 30, 2000

Contact: Averyl Bailey

Telephone: (202) 366-1621

Media Advisory

**U.S. Secretary of Transportation Rodney E. Slater
to Dedicate Rosa Parks Library and Tour Montgomery's Union Station**

On Friday, Dec. 1, U.S. Secretary of Transportation Rodney E. Slater will join state and local officials in Montgomery, Ala., to dedicate a new library and museum at Troy State University Montgomery in honor of Mrs. Rosa Parks and tour the historic Union Station Transportation Center.

The Union Station Transportation Center, a 100-years old national landmark, reopened on Nov. 28 as a joint development project with both public and private uses. It features a train shed utilizing construction techniques similar to those used in the Eiffel Tower in Paris.

Following the tour, Secretary Slater will participate in the opening ceremony for the Rosa Parks Library and Museum at Troy State University Montgomery. The library and museum will carry Mrs. Parks name and features a three-story, 55,000 square-foot library and a museum and research center depicting the activities of the 381-day Montgomery bus boycott.

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

WHEN: Friday, Dec. 1

10:30 a.m. Tour of Union Station
Union Station
300 Water Street

1 p.m. Library and Museum Dedication Ceremony
Troy State University Montgomery
Davis Theatre for the Performing Arts
231 Montgomery Street

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STATEMENT OF THE
HONORABLE RODNEY E. SLATER
U.S. DEPARTMENT OF TRANSPORTATION
ATLANTA – A TRANSPORTATION SHOWCASE FOR THE NATION
ATLANTA, GEORGIA
DECEMBER 6, 2000

ORAL STATEMENT

I am delighted to join you for this important hearing on the future of transportation in the Southeast. Aided by Senator Cleland's effective advocacy in Washington and Governor Barnes and Mayor Campbell's astute leadership, Georgia has already become an emerging hub for the global economy of the 21st century. And Atlanta is staking out an early claim as a premier global city for the new century and new millennium.

This region's economic and technology assets for the competitive global environment ahead are impressive. However, the key to realizing your full potential for this new century will require more than material assets.

What is required is visionary and vigilant leadership committed to seizing this opportunity. Public and private partnerships -- with stakeholders ranging from governments to neighborhoods to the business community -- have an important role to play in ensuring economic security and social progress for the people of the region. A unified regional approach to planning is also critical. For only by forging a shared vision and a vigilant daily, near-term focus on initiatives, strategies and change efforts will you be able to master the challenges ahead.

The next 25 years will be a challenging time for all modes of transportation, including rail. We need to look beyond the solutions of the past century and redefine the way we think about transportation. Transportation must move beyond its traditional narrow definition as "public works."

We need a broader framework to define transportation decision-making in the 21st century, one that takes into account an extraordinarily wide range of economic, social, political and environmental factors. That is one of the reasons why Senator Cleland has placed such emphasis on a unified approach to planning.

As President Clinton said in his Transportation Week Proclamation earlier this year, *"If we make wise and informed choices today and in the years to come, we can make our communities more livable, give our citizens greater choice and mobility, protect our environment, and help create a truly global community."*

Atlanta and Georgia are already on the right course for making the right choices. For the past eight years, this Administration has had a wonderful working relationship with Georgia and the Atlanta region.

Senator Cleland, Governor Barnes and Mayor Campbell have all been strong supporters in getting the critical elements in place. It has been a pleasure to work with them.

To cite one example, Governor Barnes was instrumental in the creation of the Georgia Regional Transportation Authority (GRTA), a powerful tool for developing and managing transportation. And, most important, GRTA has the support of both the public and private sector for moving forward on regional issues. In my meeting with business leaders from Atlanta about a year and half ago, these leaders said that the number one issue for them was gridlock. It is clear that the Governor, the Mayor and others have found a way to work effectively to take Atlanta out of gridlock. Partnership was critical to this success.

The fact that the Atlanta region and Georgia are on the cutting edge in forging effective institutional arrangements and partnerships bodes well for the future.

Public-private partnerships are the critical element needed to address the other transportation challenges in metropolitan Atlanta such as congestion, air quality, and ensuring the equitable provision of transportation benefits to every constituency in this diverse community.

Atlanta is a dynamic town with a history of leadership in transportation. Atlanta has always been a key passenger and freight hub in the Southeast. And today, it continues to exhibit this leadership as an important intermodal transportation hub and the site of one of the world's great airports. And as home to such international heavyweights as CNN, Coca-Cola, IBM, and MCI-WorldCom, Atlanta can already rightfully claim its place as a "world city."

This region is uniquely positioned to showcase the positive effects of a unified approach to transportation -- one that includes effective transportation planning partnerships and strong financial commitments from all levels of government -- including the federal government. You deserve particular credit for your integrated approach to planning which includes high-speed rail corridors, transit, commuter and intercity passenger rail, intercity and express bus service as well as highway and air transport.

Your multimodal vision was particularly in evidence in your work with us at the federal level to plan for the Olympics. As a result of our partnership, Atlanta became a world-class showcase for the benefits of new technology through the use of Intelligent Transportation Systems applied to freeways, city streets, buses and rail.

Following the Olympics, we at DOT continued to work closely with you to support your efforts to reclaim brownfields, such as the Atlantic Steel project now underway.

You have also worked closely with us to make the transportation system safer -- including holding a highly successful conference on pedestrian safety and other transit, highway and safety projects.

Transportation is about enabling people to achieve their aspirations and helping communities become better tomorrow than they are today. Transportation's job is to serve other, larger purposes than just getting people and things around. It has the power to revitalize the economy and to help move people from welfare to work, or to enhance the environment -- in a word, make communities more livable.

As part of this vision, Atlanta is one of four cities in the Clinton-Gore Administration's new program, The Partnership for Regional Livability. Mayor Campbell and Governor Barnes have been strong supporters and catalysts for this effort. This is another example of what can be accomplished when public and private partners work together.

Working together to provide a broad range of transportation options and choices is essential. Under the Clinton-Gore Administration, a record amount of money has been made available for transportation -- including \$58.8 billion for fiscal year 2001. TEA-21 provided more funding than we have ever had before, and it provided unprecedented flexibility.

With Senator Cleland's leadership, Georgia has received substantial TEA-21 formula and discretionary funds as well as other departmental funds such as airport investments. Georgia has taken advantage of TEA-21's flexibility by directing close to 55 percent of Atlanta's transportation funds to transit. The Atlanta region is working to encourage land use that supports and sustains transit and commuter rail. Such linkages are essential to the long-term effectiveness of transit and to achieving a balanced surface transportation system.

Over the past eight years, Georgia has also benefited from federal efforts to liberalize air services and trade. As a result, the Atlanta gateway now enjoys nonstop air service to over 200 countries throughout the world.

DOT is now working with officials in Georgia on important commuter and intercity rail projects to improve transportation throughout the southeast.

The partnership of the Georgia Department of Transportation, GRTA, and the Georgia Rail Passenger Authority is an example of the visionary cooperation that is emerging, as we work together to revive rail and bus passenger service in Georgia, with links serving the Macon-Atlanta corridor and the Athens-Atlanta corridor. This is

part of the broad vision for better passenger service throughout the Southeast that Senator Cleland had in mind when he scheduled this hearing.

High-speed rail offers an attractive transportation alternative to congested highways and airports in intercity corridors, such as those under study in Georgia. We know this because we can point to success stories across the country on working to improve intermodal links. The Alameda corridor California, Interstate 15 in Utah, I-25 in Denver and the Miami Intermodal Corridor come to mind.

Our administration has supported increased funding for Amtrak and strongly supports enactment of the proposed High Speed Rail Investment Act currently under consideration by Congress. We particularly appreciate your leadership, Senator Cleland, in support of this legislation and hope Congress passes it before the end of the current session.

Through visionary partnerships and vigilant follow-through, the Atlanta area is making progress in addressing its transportation and environmental challenges, as well as the quality of life for all its citizens, while continuing to support a growing economy.

As President Clinton has said, *"The 20th century was indeed a 'golden age' for transportation; the 21st century can be an even brighter one."*

And nowhere is this opportunity greater than here in Atlanta. We look forward to continuing to work with Georgia's state and local officials and other interested parties as they work toward a viable solution for the Atlanta region.

With a strong local, state and regional commitment and continued creative leadership, Atlanta is already a showcase for the Nation. I am asking my staff from the Department to form a team to work with you to advance these objectives to the next level.

This concludes my statement, Senator Cleland, and I would be happy to answer any questions you might have.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
WHITE HOUSE AIR TRAFFIC PERFORMANCE BASED
ORGANIZATION ANNOUNCEMENT
DECEMBER 7, 2000
WASHINGTON, D.C.

LANGUAGE REQUESTED BY OBERSTAR – OPTIONAL CARD

As Congressman Oberstar and others have stated, air traffic control is inherently a governmental function because safety is the highest priority of a well-run and efficient aviation system.

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REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
AIR TRAFFIC SERVICES
THE WHITE HOUSE
DECEMBER 7, 2000

Good morning and welcome. Thank you, President Clinton, for having already accomplished so much to improve air travel, and today's announcement is further proof of your commitment to a well-designed and innovative aviation system for the 21st Century.

During the 1990s and amid the longest economic expansion in U.S. history, aviation has enjoyed one of its best, if not *the* best, decade *ever* in terms of growth and expansion. The commercial aviation industry ended the 1990s by recording its eighth consecutive year of air traffic growth, and the general aviation fleet also saw significant increases.

This is due, in no small part, to the tremendous commitment of President Bill Clinton. From his early leadership in 1993, when he met with industry leaders in Everett, Washington, President Clinton has worked with vision and vigilance to ensure that the American people have an aviation system that can accommodate their ever-burgeoning traveling needs and that promotes passenger safety.

Today's Presidential announcement builds on the United States Department of Transportation's recent initiatives, such as our report on the "Best Practices in Airlines' Customer Service," the task force on on-time information, and the study on the benchmark for airport capacity.

More than 650 million passengers flew on U.S. airlines last year. That number will rise to a staggering 1 billion travelers by the year 2010. Travel and tourism is already the world's largest industry, directly and indirectly driving 10 percent of global jobs, GDP and investment.

And nobody knows travel and tourism like Keith Bellows does. As the Editor and Vice President of the *National Geographic Traveler* magazine, he inspires readers to get out of their armchairs and to see the world. He enjoys advising Americans on how to travel wisely and well. And Keith Bellows is such a fan of travel that he has said, "*I'm convinced that travel is the best gift you can give a loved one - or yourself. It is what permits us all to explore places that we once only imagined or never dared dream of visiting.*"

Ladies and gentlemen, it's my pleasure to introduce a frequent traveler - the editor and vice president of *National Geographic Traveler* - Keith Bellows.

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REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NTSB CHILD PASSENGER SAFETY PRESS CONFERENCE
DECEMBER 7, 2000
WASHINGTON, DC

I would like to congratulate Chairman Jim Hall and the National Transportation Safety Board (NTSB) for your outstanding record on child passenger safety and for your successful partnership with us at the United States Department of Transportation. Thank you also for bringing together so many people today to discuss child safety seats and the "lap belts-only problem."

I would also like to thank Mark Edwards and the AAA organization for their hard work in improving child safety, especially for being the certifying body of NHTSA's Standardized Child Passenger Safety Training Program. In just two years this program has produced more than 13,000 certified child passenger safety technicians throughout the country.

Under President Clinton and Vice President Gore's leadership, America's record in child passenger safety has never been better. Traffic accidents took the lives of 16 percent fewer children under age 5 in 1999 compared with three years earlier. The use of child safety seats is at an all-time high, with 97 percent of infants restrained in car seats, an increase from 85 percent in 1996. For toddlers, the increase is even more impressive, with 91 percent traveling in car seats in 1998 compared to 60 percent two years earlier. While that's progress, we can and we must do more.

This is why the United States Department of Transportation has developed "*The Child Restraints Systems Safety Plan*" to encourage the correct use of safety seats and to provide useful consumer information. This plan addresses a wide variety of child passenger safety issues, including booster seats, fitting stations, the new universal attachment system for child safety seats (known as LATCH), and improvements of child dummies used in testing, to guide us in improving child passenger protection.

Today, as part of that plan, we are highlighting our efforts to increase the use of booster seats for children ages 4 to 8. Currently, less than 10 percent of children this age are restrained in booster seats.

To help parents and caregivers use car safety seats, the United States Department of Transportation has initiated a new Internet service. By going to www.nhtsa.dot.gov, parents and caregivers will be able to locate a child seat inspection center in their area by clicking on the "Child Safety Seat Inspections" icon. The same information is available through our toll-free Hotline number, "1-888-DASH-2-DOT."

AAA-certified technicians, who completed NHTSA's child passenger safety program, will be at these inspection centers, checking car seats to make sure they are installed and used correctly. Inspection centers will also help parents choose the correct safety seat for their child and identify which car seats are compatible with various types of motor vehicles. Inspection centers can be found at fire stations, hospitals, law enforcement agencies and similar places across the nation.

Several service centers are operated by Daimler Chrysler's "Fit for a Kid" program, the GM/SAFE KIDS program and the Ford Motor Corporation, and these corporations' participation underscores the important safety benefits we can achieve by working together in partnership with stakeholders and constituents.

These service centers and our new on-line resource builds on the United States Department of Transportation's previous accomplishments, which include innovative programs to increase booster seat and seat belt usage, as well as our "Blue Ribbon Panel II" on protecting older child passengers.

Indeed, "*Safety is a promise we must make and keep together,*" -- which is something we always say at the United States Department of Transportation. And we look forward to building on our safety record with this new Internet service.

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STATEMENT OF THE
HONORABLE RODNEY E. SLATER
U.S. DEPARTMENT OF TRANSPORTATION
ATLANTA – A TRANSPORTATION SHOWCASE FOR THE NATION
ATLANTA, GEORGIA
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The next 25 years will be a challenging time for all modes of transportation, including rail. We need to look beyond the solutions of the past century and redefine the way we think about transportation. Transportation must move beyond its traditional narrow definition as "public works."

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As President Clinton said in his Transportation Week Proclamation earlier this year, *"If we make wise and informed choices today and in the years to come, we can make our communities more livable, give our citizens greater choice and mobility, protect our environment, and help create a truly global community."*

Atlanta and Georgia are already on the right course for making the right choices. For the past eight years, this Administration has had a wonderful working relationship with Georgia and the Atlanta region.

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Over the past eight years, Georgia has also benefited from federal efforts to liberalize air services and trade. As a result, the Atlanta gateway now enjoys nonstop air service to over 200 countries throughout the world.

DOT is now working with officials in Georgia on important commuter and intercity rail projects to improve transportation throughout the southeast.

The partnership of the Georgia Department of Transportation, GRTA, and the Georgia Rail Passenger Authority is an example of the visionary cooperation that is emerging, as we work together to revive rail and bus passenger service in Georgia, with links serving the Macon-Atlanta corridor and the Athens-Atlanta corridor. This is

part of the broad vision for better passenger service throughout the Southeast that Senator Cleland had in mind when he scheduled this hearing.

High-speed rail offers an attractive transportation alternative to congested highways and airports in intercity corridors, such as those under study in Georgia. We know this because we can point to success stories across the country on working to improve intermodal links. The Alameda corridor California, Interstate 15 in Utah, I-25 in Denver and the Miami Intermodal Corridor come to mind.

Our administration has supported increased funding for Amtrak and strongly supports enactment of the proposed High Speed Rail Investment Act currently under consideration by Congress. We particularly appreciate your leadership, Senator Cleland, in support of this legislation and hope Congress passes it before the end of the current session.

Through visionary partnerships and vigilant follow-through, the Atlanta area is making progress in addressing its transportation and environmental challenges, as well as the quality of life for all its citizens, while continuing to support a growing economy.

As President Clinton has said, *"The 20th century was indeed a 'golden age' for transportation; the 21st century can be an even brighter one."*

And nowhere is this opportunity greater than here in Atlanta. We look forward to continuing to work with Georgia's state and local officials and other interested parties as they work toward a viable solution for the Atlanta region.

With a strong local, state and regional commitment and continued creative leadership, Atlanta is already a showcase for the Nation. I am asking my staff from the Department to form a team to work with you to advance these objectives to the next level.

This concludes my statement, Senator Cleland, and I would be happy to answer any questions you might have.

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TALKING POINTS
OVERVIEW OF ACCOMPLISHMENTS
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DECEMBER 6, 2000
ATLANTA, GEORGIA

1. GENERAL

- a. We are working better together -- across organizations -- across modes -- and across areas of expertise.
- b. Because of our ONE DOT effort, we have accomplished much in support of our strategic goals -- improving safety -- expanding mobility -- supporting economic growth and trade -- protecting our environment and supporting America's national security efforts.
- c. We remain the most mobile society in the world. Our hard work and our Intermodal system have supported the longest peace-time economic expansion in history.

2. SAFETY

- a. President Bill Clinton a few weeks ago signed the historic .08 legislation that will make our highways safer than ever before.
- b. Already, highway fatality and injury rates are at an all-time low, seat belt use is at an all-time high and railroad grade crossing deaths are steadily declining.
- c. The Coast Guard continues to save lives with about 3,800 people rescued last fiscal year. The Coast Guard also enhanced the security of our nation with a new record in cocaine seizures last fiscal year, with over 62 tons confiscated.
- d. Our skies remain the safest in the world. With our Safer Skies Initiative directing our efforts and by working together with our industry partners, we are committed to reducing aviation crashes by 80 percent over a decade. DOT mission-critical systems were 100 percent ready for Y2K.

3. INTERNATIONAL IN REACH

- a. Since I became Secretary, the Department has signed Open Skies agreements with 37 of our international partners -- from Africa to Europe to Asia to South America and beyond, with Benin as our most recent and our ninth partner in Africa.
- b. We have also improved access to Mexico and increased the number of flights to China, our new trading partner.
- c. We recently hosted the International Transportation Symposium, which brought together transportation leaders from around the world.

4. INTERMODAL IN FORM

- a. In the past year this Department, along with our industry partners, has been committed to a long-term marine transportation system vision for the new century and the new millennium.
- b. Amtrak has reinvented itself with improved service and a better bottom line. Ridership continues to grow and tomorrow we will inaugurate the Acela Express high-speed rail service along the Northeast corridor.
- c. Our FAA reauthorization plan provides even better air service for the American people.
- d. And the Transportation Equity Act of the 21st century -- a record \$200 billion investment over six years B is allowing us to build the safest, world-class transportation system for the American people in the new century and the new millennium.

5. INTELLIGENT IN CHARACTER

- a. In this new century, our transportation system will be intelligent in its character. Cars that talk to roadways and roads that communicate with drivers. Satellites that guide traffic in the air and on the ground.
- b. Through our Intelligent Vehicle Initiative we are making travel safer by reducing crashes using collision avoidance technologies and other innovations. Through ITS, we are developing new kinds of emergency notification and weather information systems to aid travelers in rural areas.
- c. The Department, through the Partnership for a New Generation of Vehicles, is leading the joint public-private research efforts to develop an environmentally friendly, affordable and safe family sedan.

- d. And through the Garrett A. Morgan Technology and Transportation Futures Program, we have already reached two million young people, some of whom will become the future workers who develop even better intelligent transportation systems.

6. INCLUSIVE IN SERVICE

- a. The public now understands what DOT means when we say transportation is about so much more than concrete, asphalt and steel. It is about connecting people to opportunity -- connecting them to school, to work, to recreation, to a better quality of life.
- b. Transportation is the "to" in welfare to work. And to that end, more than 400 of our DOT family have successfully made the transition from welfare to work.
- c. We are ensuring that America has a transportation system that is inclusive in nature. But it is not just about inclusivity – it is also about accessibility. Our departmental policy statement underscores the rights of people with disabilities to have access to *all* modes of transportation.

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TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
MEETING WITH I-69 STEERING COMMITTEE
TO ANNOUNCE STATUS OF I-69
DECEMBER 11, 2000
INDIANAPOLIS, INDIANA

Acknowledgments

*Eugene Cleckley, FHWA Director, Field Services, South,
Dan Flowers, Arkansas DOT, Steering Committee Chairman
State DOT Representatives*

- Today, we're taking the I-69 Project to the next level. Planning and feasibility studies are complete and today we can celebrate an important milestone as we move up to the project development phase.
- You are the leaders who brought us to the next level. Thank you for your hard work on behalf of the American people.
- When we look at the "Mid-Continent Highway" route as a whole, it is clear that this corridor is destined to be one of the great transportation construction projects in human history
- Yes, the Mid-Continental Trade Corridor is a big, big idea -- with big, big consequences. We've already provided nearly \$60 million dollars for I-69 here in Indiana alone. When finished, our nation's investment in I-69 will link one of the world's largest production regions into a unified, continental economy: by the year 2010, the Western Hemisphere will be a larger market than Western Europe and the Pacific Rim combined.
- A Canada-to-Mexico trade corridor through America's heartland will be a powerful economic spine, integrating rail, air, water and highway transportation into an efficient and economical system.
- The tremendous increase in the movement of goods associated with the North American Free Trade Agreement (NAFTA) has magnified the importance of this transcontinental corridor.
- This corridor is essential to America's ability to meet the fresh challenges and limitless opportunities of a new century and new millennium
- It is also essential for assuring that America's unprecedented economic growth benefits all Americans -- with "no one left out"

- I-69 will also link major segments of America's rural economy, including the Mississippi Delta, to the rest of the U.S. economy -- and therefore the emerging global economy
- I-69 will be a major legacy that this generation of transportation leaders bequeath to those who follow us
- And today, we are that much closer to realizing the great promise of this vital trade corridor for the new century and new millennium.

####

TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
SAFETY CHARTER SIGNING CEREMONY
DECEMBER 11, 2000
INDIANAPOLIS, INDIANA

[KEN WYKLE WILL INTRODUCE YOU]

I am delighted to join you for this formal ceremony officially establishing Indiana's Safety Leadership Team.

- By reaching out to each other and working together to launch this new multi-agency effort you have dramatically increased the prospects for saving many additional lives on your state's highways.
- Your innovative effort is a model for strategic safety planning and coordination at the highest leadership level that I hope will be adopted by all 50 states.
- By committing yourselves to working together to create new strategies to accomplish safety goals and improve those already in place, you have recognized the need to reach out to cities and counties, private sector organizations, and communities throughout Indiana.

Indiana has already accomplished much in the way of traffic safety.

- Indiana's programs have already been successful in preventing traffic deaths from increasing as the number of cars and miles driven moves ever higher.
- These successes include education outreach with a special emphasis on increasing seat belt usage, combat drunk and drugged driving
- And I congratulate Indiana for being a leader in developing engineering solutions that promote safety, such as better pavement, clearer signs, and rumble strips at road's edge

Like Indiana, we at the United States Department of Transportation have embraced the idea that working across modes will create a more safe and efficient transportation system.

- Our new strategy, as most of you know, is called ONE DOT. ONE DOT means teamwork, partnering and collaboration.

•

One DOT works. We are already working better across organizations -- across modes -- and across areas of expertise. We realize that success requires a unified effort by visionary and vigilant leaders at all levels.

- And the theme of this AASHTO Conference -- *The New DOTs* -- shows that we are all beginning to read from the same play book.

Under President Clinton and Vice President Gore's leadership, safety remains the number one transportation goal of the nation -- a goal that I strongly believe will continue to guide transportation planners at all levels in the years and decades ahead.

- Safety is a promise we make and keep together.
- Through our efforts and yours, highway fatality rates are already at an all-time low, seat belt use is at an all-time high and railroad grade crossing deaths are steadily declining.
- Today's formal establishment of a unified Safety Leadership Team in Indianapolis will move this effort here in Indiana to higher heights.
- And I know that more lives will be saved because of your Safety Leadership Team.

Congratulations in your ground-breaking effort to save lives in the great state of Indiana.

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CHECK AGAINST DELIVERY

PREPARED REMARKS
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
OPENING GENERAL SESSION, 86TH AASHTO ANNUAL MEETING
INDIANAPOLIS, INDIANA
MONDAY, DECEMBER 11, 2000

I am delighted and honored to receive AASHTO's *21st Century Legacy Award*, which I gratefully accept on behalf of all employees of the United States Department of Transportation. When I became Secretary in February '97, my request of the 100,000 employees of the U.S. DOT, was to join me in creating a truly 'visionary and vigilant DOT to lead the way to transportation excellence in the 21st century.' Our DOT team has more than met my expectations; it has surpassed them; I am proud of every one of them and what we have accomplished together.

As I listened to Tom's generous words of praise, I was struck by the realization that without the strong partnership between DOT and AASHTO, the achievements he spoke about would not have been possible. So let me take this opportunity to thank you -- the leaders and members of AASHTO -- not only for this Legacy Award, but also for being our premier partner for excellence during this time of transformation.

Our partnership with AASHTO was essential to securing the passage of the Transportation Equity Act for the 21st Century, a record-level \$200 billion investment in the future of surface transportation. Thanks to the economic leadership of President Clinton and Vice President Gore since 1993, this unprecedented investment in transportation is one we can afford; America now enjoys the strongest economy in a generation, with a balanced budget, more than 23 million new jobs, and the lowest unemployment in more than 30 years.

However, in order to invest wisely, we need to know what we are doing. When we launched the transformation process at DOT, I knew we needed a new direction. It was increasingly clear to me that transportation is no longer just about public works. As I have said many times, in the 21st century transportation is about more than 'concrete, asphalt and steel.' It is the tie that binds peoples and communities across national boundaries. Properly managed, transportation promotes economic development; it expands the possibilities for trade; it opens new doors and markets.

To achieve these goals DOT needed a new transportation policy architecture consistent with the needs of this new century and new millennium. And to develop and implement this new paradigm, we needed a shared vision to guide us. We also needed to learn how to work more effectively as a team.

We knew these ambitious goals could not be achieved in a day --or even in a year. We knew we needed a long-term commitment, extending beyond the term of any single administration, a commitment that permanently transformed the organizational culture at DOT. I will not trace out all the internal steps we took to foster this transformation, but I summarize the results. We forged a new vision, identified a new mission, and established new Strategic Goals.

Changing direction at a federal department is a little like changing the course of a mighty aircraft carrier. When the pilot at the helm puts the rudder over, the carrier can continue for another three miles before showing any noticeable change in direction.

After 46 months of hard work, the change at DOT is more than noticeable. It is remarkable. Our first strategic plan was recognized by the Congress as -- the best in government.' And our latest strategic plan -- and the performance plan that goes with it -- is even better.

One of our greatest achievements over the past four years has been ONE DOT, which fosters unity among our 14 operating administrations. We now have 50 flagship initiatives that cut across all organizational lines. Because of ONE DOT, the cross-modal teams can now look back with a great sense of satisfaction about what they have accomplished together in terms of our new, integrated strategic goals -- improving safety, expanding mobility, supporting economic growth and trade, protecting our environment and supporting America's national security efforts.

Safety

I am especially proud of what has been accomplished in safety -- President Clinton and Vice President Gore's highest transportation priority -- and the "North Star" guiding everything we do at DOT. Highway fatality and injury rates are at an all-time low, seatbelt use is now at an all time high, and railroad-crossing deaths are steadily declining. When he signed the transportation appropriations bill into law two months ago, President Clinton's signature also triggered a provision that will help set 0.08" Blood Alcohol Content (BAC) as the national standard for impaired driving. I am very appreciative of all the support we received from AASHTO on this measure, which will reduce drunk driving and save lives.

Garrett Morgan

I am also grateful for AASHTO's support for DOT's *Garrett A. Morgan Technology and Transportation Futures Program* -- a partnership among all sectors of the transportation enterprise to encourage young people to acquire the math and science skills they need to pursue transportation careers. When the year 2000 ends in three weeks, we will have reached three million students. By the end of 2002, that number will rise to eight million.

These success stories teach us a lesson. Leadership, I would suggest, is not about letting the future happen to you; it is about discovering a vision and taking whatever action is needed to write history rather than wait for it.

That is the approach we have taken at the New DOT. To meet the challenges we face and help map our strategy for the future, the U.S. Department of Transportation just completed a comprehensive series of *2025 Visioning Sessions* with transportation experts and other private and public sector leaders across the country. The purpose of these sessions was to clarify our vision of transportation for the next 25 years. Many of you participated in these sessions. We plan to release the results of our research at TRB in early January as two reports: *Policy Architecture: A Framework for Transportation Decision Making in the 21st Century* establishes a decision-making framework that will help guide our planning efforts in the transportation community for years to come.

The second report, *The Changing Face of Transportation*, will take a thoughtful look at what the system of the future will look like. It is modeled on Transportation Secretary Coleman's innovative 1977 report on National Trends and Choices that examined the decisions that needed to be made in the light of transportation developments expected through the year 2000.

What developments might we expect by 2025? Let me suggest a framework for speculation. As I look ahead to 2025, I can see the outline of a transportation system that is *International in Reach*, *Intermodal in Form*, *Intelligent in Character*, and *Inclusive in Service*. Let me briefly expand on each of these categories, particularly with respect to their implications for surface transportation.

International in Reach

Transportation will have a greater international reach 25 years from now because our economy is going global. The world economy today is *fifteen times* its size of just 40 years ago. And travel, combined with tourism, has already become the world's largest industry. President Clinton has good reason to call globalization "*The central reality of our time.*"

That is the logic that drives support for the proposed 1,600 mile I-69 Trade Corridor through America's heartland, which will officially pass a mile marker later today, as it moves from the planning and feasibility stage to the project development and environmental compliance phase.

This will be one of the great construction projects of all time. When completed, this Canada-to-Mexico trade corridor will be a powerful economic spine supporting rapidly growing trade with our NAFTA partners by integrating rail, air, water and

highway transportation into a single, efficient and economical system. By the year 2010, the entire Western Hemisphere will have emerged as a trade colossus for the U.S. economy larger than Western Europe and the Pacific Rim combined.

We are also seeking to build transportation relationships with other regions of the world. We launched the Africa Transportation Initiative as part of the Clinton-Gore administration's Partnership for Growth and Opportunity in Africa in 1997 and convened the first-ever Africa-U.S. Transportation Ministerial, which was held in Atlanta in 1999.

This past October we hosted the first International Transportation Symposium for world transportation ministers, industry leaders, academia and the public. Our purpose was to develop a bolder vision for a truly global transportation system and to create a framework addressing the emerging transportation challenges of the 21st century.

Intermodal in Form

The transportation system of the 21st century will also become increasingly *intermodal in form*, as travelers and shippers seek the seamless synergy of multiple modes of transportation operating as one. In some areas of Europe it is already possible to purchase a unitary ticket allowing travel on a combination of air, rail, and ferry. Many of our largest surface transportation projects today reflect that intermodal focus, including –

- The \$2.4 billion rail-highway-port Alameda Corridor opening in 2002, which will connect America's busiest container ports (Los Angeles and Long Beach) to the transcontinental rail network, while at the same time significantly improving highway transportation for nearby communities
- The \$2.35 billion Miami Intermodal Center at the Miami International Airport, which will add a people-mover, new roadway connections and a regional transit center when it opens in 2005; this facility and these enhanced services will significantly benefit travelers using America's premier gateway to Latin America as well as the economy of the region
- And the \$1.6 billion I-25 Light Rail Southeast Corridor Project near Denver, which includes 20 miles of freeway improvements, plus 19 miles of new light rail transit to alleviate congestion in southeast Denver

Intelligent in Character

The transportation system of 2025 will also be more intelligent, embracing a host of applications involving the use of computers, GPS satellites, sensing devices, retinal, voice and fingerprint scanners for transportation security – as well as smart vehicles and building materials. I am also excited by nanotechnology – the emerging science of building useful machines out of individual molecules -- that holds forth the possibility of breakthrough applications in a number of areas.

As we work to create a transportation system equal to the challenges ahead, the President and Vice President have set an ambitious goal of deploying a basic, fully integrated Intelligent Transportation System (ITS) infrastructure within a decade. Today 36 of our 75 largest cities have some kind of ITS system on line and other 10 cities will get on board soon. By the year 2010 this new infrastructure will cut travel time by 15 percent in all 75 of our largest cities. By reducing crashes by up to 50 percent through collision avoidance technologies, the Intelligent Vehicle Initiative will also make travel safer.

Inclusive in Service

21st century transportation will also be more *inclusive in service* than it is today. During my transportation policy mission to the Far East earlier this year, I was impressed with the vigor and imagination of Japan's efforts on behalf of the disabled. Our domestic transportation agenda in the United States also reflects this priority, with programs ranging from assuring access for the disabled, to efforts designed to help former welfare recipients get to and from work.

Inclusivity is a central theme of President Clinton and Vice President Gore's efforts to extend America's record-level prosperity to communities that have been left behind by forging transportation links between these communities and a wider world. These efforts include the Mississippi Delta Initiative, modeled on the Appalachian Regional Commission and the New Markets Initiative, which focuses on depressed urban and rural areas all across the country, including Native American communities.

Transportation policy affects more than the velocity of economic growth. It also impacts what makes life worth living. In his annual transportation message earlier this year, President Clinton urged transportation decision-makers to develop plans that "*Make our communities more livable, give our citizens greater choice and mobility, protect our environment and help create a truly global community.*"

Innovation

In order to realize the full potential of all four of these trends, we must nurture and sustain a climate of *innovation* -- a climate that is flexible and responsive to change, one that is nimble, and one that responds promptly to new challenges. Innovation cannot always be produced on demand. But it can be encouraged. And that is what the transformation underway at US DOT is all about. Encouraging innovation, not only in technology, but also with respect to policy.

We seek to realize the possibility the President shared with us earlier this year, when he said "*The 20th century was indeed a golden age for transportation; the 21st century can be an even brighter one.*"

I am deeply honored and blessed to join you here today; AASHTO has been a vital part of my life for many years. You are my friends. Thank you very much.

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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION
OFFICIALS /TRANSPORTATION RESEARCH BOARD LUNCH
DECEMBER 11, 2000
INDIANAPOLIS, INDIANA

I am delighted to join you for today's TRB luncheon and look forward to seeing you again in just a few weeks for TRB's Annual Meeting. I also want to take this opportunity to thank both TRB and AASHTO for joining with DOT as co-sponsors of the National Partnership Initiative to identify research needs and priorities in transportation.

Our collaborative working partnership is the key to America's transportation future. In my comments this morning I described the remarkable contribution that this generation's transportation leaders have made to American society and to the quality of life of all Americans by working together over the past 25 years. I also briefly shared my vision of where we are headed over the next 25 years.

At TRB's Annual Meeting in January, I will expand on this point by officially releasing two reports that can serve as important resources for creating this future. These two reports -- *The Changing Face of Transportation* and *Policy Architecture: A Framework for Transportation Decision Making in the 21st Century* -- offer a new framework that can move our public and private partnership forward toward a more comprehensive approach to transportation policy.

We've come a long way in the past 25 years. And our progress toward a transportation system that is more inclusive, efficient and accessible has accelerated over the past eight years.

Most important of all, by working together, TRB, AASHTO and DOT -- along with other members of the transportation community -- have made enormous progress in the area of safety. Safety remains President Bill Clinton and Vice President Al Gore's number one transportation priority. Highway fatality and injury rates are at an all time low, seat belt use is at an all time high and railroad grade crossing deaths are steadily declining. Our skies remain the safest in the world. And just a month or so ago, President Clinton signed the historic .08 legislation that will make our roads and highways even safer.

The bipartisan public-private partnership that led to the passage of The Transportation Equity Act for the 21st century -- a record \$200 billion investment over six years -- is another major accomplishment of this generation of leaders. TEA-21 will help us continue to build the safest, world-class transportation system for the American people in the new century and the new millennium.

In the area of technology, the transportation research community is working closely with DOT as we move forward on the Intelligent Vehicle Initiative, making travel safer by using collision avoidance technologies and other innovations. Through ITS, we are developing new kinds of emergency notification and weather information systems to aid travelers in rural areas.

Through the Partnership for a New Generation of Vehicles, DOT is coordinating joint public-private research efforts to develop an environmentally friendly, affordable and safe family sedan. And through the Garrett A. Morgan Technology and Transportation Futures Program, DOT and its transportation partners have already reached two million young people, some of whom will become the future workers who develop even better intelligent transportation systems.

To assure America's future prosperity, the transportation community must continue to build on these accomplishments. Creating an efficient 21st century transportation system that continues to support economic growth while still being safe, secure and environmentally friendly is a challenge to our vigilant pursuit of that vision. I look forward to continuing our conversation again on January 8th.

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FOR IMMEDIATE RELEASE
Friday, December 8, 2000

Contact: Averyl Bailey
Telephone: 202-366-5580

Media Advisory

**U.S. Transportation Secretary to Address
AASHTO Annual Meeting in Indianapolis**

U.S. Transportation Secretary Rodney E. Slater on Monday, Dec. 11, 2000, will address conferees at the annual meeting of the American Association of State Highway and Transportation Officials (AASHTO) in Indianapolis and participate in meetings promoting highway safety and celebrating progress on important highway projects.

Secretary's Slater's official schedule in Indianapolis on Monday, Dec. 11 is as follows:

- 8:30 a.m. AASHTO Annual Meeting Opening Session
 Indianapolis Convention Center
 Indianapolis
- 9:45 (Est.) Secretary Slater will address the opening session
- 10:15 a.m. Media availability immediately following address to opening session.
 Indianapolis Convention Center, Room to be determined.
- 11 a.m. Photo Opportunity. Secretary Slater will meet with the Indiana Leadership
 Team for Surface Transportation Safety and sign safety charter.
 Indiana Convention Center, Room 204.
- 11:45-1:15 Secretary Slater will address the Transportation Research Board luncheon.
 Indiana Convention Center, Rooms 138 and 139
- 1:30 p.m. Photo opportunity. Secretary Slater will meet with the I-69 Steering
 Committee.
 Indiana Convention Center, Room 204.

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FOR IMMEDIATE RELEASE
Tuesday, December 12, 2000

Contact: Faithia Robertson
Tel. No.: (202) 366-9550

Media Advisory

**Blue Ribbon Panel to Submit Report
Concerning Seat Belt Use Among African Americans**

U. S. Transportation Secretary Rodney E. Slater, on Wednesday, Dec. 13, 2000, on behalf of the nation will accept a report concerning seat belt use among African Americans. The report is entitled *Blue Ribbon Panel To Increase Seat Belt Use Among African Americans: A Report to the Nation*.

Motor vehicle crashes are the leading cause of death for African American children from birth to age 14 and the second leading killer of young black adults ages 15-24, surpassed only by homicides. Vehicle crashes are also the leading cause of death for African Americans ages 25-44.

WHO: U.S. Transportation Secretary Rodney E. Slater
U.S. Surgeon General David Satcher, M.D., Ph.D.
Dorothy I. Height, Chair and President Emerita,
National Council of Negro Women, Inc.
John Maupin Jr., D.D.S., President, Meharry Medical College

WHAT: News Conference on report by Blue Ribbon Panel To Increase Seat Belt Use Among African Americans

WHEN: 10 a.m. Wednesday, Dec. 13, 2000

WHERE: National Council of Negro Women Headquarters Lobby
633 Pennsylvania Avenue N.W.
Washington, DC 20004

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9.7

TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
JOLENE MOLITORIS FAREWELL
DECEMBER 15, 2000
WASHINGTON, D.C.

As they say in Arkansas, Jolene is "walking" in tall cotton."

- I first told her this when she was awarded the Ellis Island Medal of Honor, alongside The First lady, Senator Barbara Mikulski and Marlo Thomas.
- *Railway Age Magazine* has named Jolene as one of the 16 most respected and admired "Great Railroaders of the 20th Century."
- She will continue to "walk in tall cotton" in her new position as CEO and President of GeoFocus and its sister company, Success Advocates.

Jolene's accomplishments during her seven-and-a-half years at FRA are impressive.

- She presided over the safest period in railroad history. There has been a 35 percent decrease in highway crossing fatalities and the lowest-ever employee fatality and injury rate. These record lows were achieved while rail freight and passenger traffic were at all time highs.
- Jolene's hard work on behalf of high-speed rail has paid off. I was delighted last month to inaugurate the Acela Express at this station.
- Jolene showed DOT how to put together innovative public-private partnerships to successfully meet the challenges of the future.

Jolene can work magic with FRA stakeholders. I have seen her abilities first-hand.

- I accompanied Jolene to the AAR Board of Directors meeting to discuss positive train control. She walked out of that meeting with a \$20 million dollar commitment.
- I saw Jolene lead visioning sessions with rail leaders. Everyone walked away knowing that they had contributed to the transportation system of the 21st Century.

- Jolene brought together stakeholders at the Railroad Safety Advisory Council -- all 49 members of the advisory board, along with more than 500 working group members. With so many diverse voices, it is impressive that Jolene ended up with the most productive rulemaking period in FRA history.

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TALKING POINTS PREPARED FOR
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
TALKING POINTS/ UNITED WAY VICTORY LUNCHEON
DECEMBER 14, 2000
WASHINGTON, D.C.

- The federal employees in the National Capital Area are some of the most generous in the country. Our giving helps thousands of people in this community, across the nation and around the world to live happier and healthier lives.
- When President Clinton asked me to serve as Chair for the 2000 Campaign, I could not say no. I believe, very strongly, in CFC and the benefits it provides for so many of our neighbors in need.
- During my previous terms as CFC chair, it was my privilege to visit a number of these organizations. I and my young daughter, together, with Norm Taylor and his lovely daughter, saw firsthand how our CFC gifts bring smiles to the faces of senior citizens, and light up the eyes of children in area hospitals. These moving experiences I will never forget.
- It is that spirit of giving which is so important to our community. I appreciate the opportunity to once again serve in such a wonderful undertaking. The National Capital Area Combined Federal Campaign, is a true mainstay and significant partner in our community.
- It has been my great joy and honor to serve. I thank each and every one of you for your wonderful work to make 2000 another successful campaign.
- I wish you and your families a joyous holiday season and a prosperous New Year.

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THIS IS TO BE ANNOUNCED AT THE END OF THE EVENT

- The 2000 Campaign raised \$45.4 million. That's a two percent increase over the 1999 CFC donations. This is indeed cause for celebration as it is the most that we have ever raised!



REMARKS AS PREPARED FOR DELIVERY
US SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BLUE RIBBON PANEL TO INCREASE SEAT BELT USE AMONG
AFRICAN AMERICANS PRESS CONFERENCE
WASHINGTON, D.C.
DECEMBER 13, 2000

On behalf of President Clinton and Vice President Gore, I am pleased to accept the recommendations of the Blue Ribbon Panel to Increase Seat Belt Use Among African Americans.

I applaud the Blue Ribbon Panel's efforts. It is truly inspiring to see the leaders of our communities give their time, energy and talent to develop a national agenda to address the leading cause of death for our children.

I thank our honorary chairs, Dr. David Satcher, U.S. Surgeon General, who has taken a leading role in making the case for seat belt use as a public health issue, Dr. Dorothy Height, President Emerita of the National Council of Negro Women and Dr. John Maupin, President, Meharry Medical College for their incredible leadership in this national safety effort. And I particularly thank our panel co-chairs Derrick Humphries, JoAnn Watson and Dr. Herman Ellis, the trailblazers behind the Blue Ribbon Panel. Your dedication to take on this challenge, in addition to your many other commitments, helped make this landmark report a reality.

The top transportation priority of the President and Vice President has been, and remains, safety. At the U.S. Department of Transportation it is our North Star, guiding all that we do. Seat belt and child safety seat use are at all-time highs, highway fatality and injury rates are at an all time low, and railroad grade crossing deaths are steadily declining.

While that's progress, we can, and we must, do more. If all African Americans were to use their seat belts, we would save an estimated 1,200 lives and prevent 26,000 injuries every year. And today's *Report To the Nation* helps us to continue to raise that bar on safety.

We know that motor vehicle crashes are the leading cause of death for African Americans through age 14 and the second leading cause of death between ages 15 and 24. We also know that African Americans, ages 5-12, are three times more likely than other children to die in vehicle crashes.

These deaths are all the more tragic because most are preventable. Only 66 percent of African Americans buckle up when riding in a motor vehicle.

Many of you in this room have been with the U.S. DOT from the beginning of our efforts to find solutions to this public health "epidemic," and I thank you for walking with us in this journey.

Dr. Maupin, Dr. Ellis and their esteemed colleagues led the effort with their groundbreaking study, "*Achieving a Credible Health and Safety Approach to Increasing Seat Belt Use Among African Americans*." I applaud their incredible work at Meharry Medical College to bring this health problem to the attention of the African American community, as well as to the nation.

When we convened the Blue Ribbon Panel in June we talked about how this silent epidemic was not a governmental "problem." It was a shared concern that involved everyone -- families, businesses, health care providers, law enforcement -- and that everyone would benefit from a shared solution.

The Blue Ribbon Panel's *Report To the Nation* clearly mandates what *must* be done to save our own lives as well as the lives of our loved ones. These ten recommendations confirm that partnership, education and communication are key to increasing seat belt use in the African American community.

We at the U.S. DOT have listened and we've learned that our materials do not resonate with the African American community. Dr. Bailey and the National Highway Traffic Safety Administration recently contracted with Gilbreath Communications, Inc., charter member of the African American PR Alliance, to help us develop culturally-appropriate materials to be delivered by credible messengers. NHTSA is, in fact, planning a meeting early next year with leading African American organizations to discuss outreach in our Buckle Up America Campaign.

Clearly, it will take each and every one of us working together -- *from can't see in the morning to can't see at night* -- until everyone hears, *and heeds*, this simple life-saving message -- "buckle up."

We are well on our way to reaching our goal. Yesterday we signed our first memorandum of understanding with the faith-based community. Executive Director Sullivan Robinson and the Congress of National Black Churches will work with us to promote passenger safety. With this MOU we pledge to increase the number of African American safety technicians to install and inspect child safety seats.

The Conference of Black Mayors has already begun its "Buckle Up Challenge" to increase seat belt use in urban communities. Last summer, the Detroit Branch of the NAACP published a very timely report, *The Child Safety Seat Program*, to educate parents about child passenger safety. Next month the National Organization of Black Law Enforcement Executives, (NOBLE) will call its members together to identify ways to build more trust between police officers and their communities. These are just a few of the many ongoing partnerships working to eliminate this silent epidemic in the African American community.

Two years ago, when many of us met in Florida for the National Diversity Conference we pledged to make "safety a promise we make, and keep, together." Today, I am proud to say that we have fully embraced that pledge. This report, and the efforts leading up to its publication, has involved the work of many organizations committed to saving lives, from our national sororities to our faith-based organizations, from health and medical groups to civil rights organizations.

My hope is that the *Blue Ribbon Panel To Increase Seat Belt Use Among African Americans: A Report To the Nation* will galvanize our efforts to "work better together" to improve safety in our communities.

Our Honorary Chair, Dr. Dorothy Height said it best, "...here we have a task that we, nobody else but we, can do for us. We need to do it for ourselves."

Indeed, we *must* do it for ourselves. The violence of crashes is color blind and the best defense against injury in a car crash is to buckle up. The Virginia legislature is now considering a primary seat belt law, do in large measure to that state's African American community.

We are looking forward to further collaborations with all of our safety partners to adopt these recommendations to increase seat belt use throughout the African American community.

Working together, moving from strength to strength, we can move the seat belt issue from a public health epidemic to a public health policy in the African American community. Working together, we can build safer communities for all of our people in this new century and new millennium.

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TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
BLUE RIBBON PANEL AWARDS PRESENTATION
DECEMBER 13, 2000
WASHINGTON, D.C.

- I want to thank each of you for your contributions and your commitment to making this Blue Ribbon Panel such a success
- The recommendations of this Blue Ribbon Panel are truly an important milestone in our efforts to reduce traffic fatalities within the African American community. They represent the hard word work and vision of many dedicated people who came together to accomplish a clear and important goal: saving lives
- Each of you on this Blue Ribbon panel have played an invaluable role in achieving this goal. This panel is an extraordinary example of a public-private partnership working together to help reduce preventable fatalities.
- The recommendations you've put forth provides a blueprint for change. You can be proud to know that your efforts will truly be in the forefront of our national African American outreach program.
- This panel represents the beginning, not the end of our task. To achieve real change we must continue to work together to implement the recommendations at the national, state and local levels.
- On behalf of the American people, I thank you for your contributions toward building safer communities for all of our people in this new century and new millennium.

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REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
CONGRESS OF NATIONAL BLACK CHURCHES MOU SIGNING
DOT HEADQUARTERS
WASHINGTON, D.C.
DECEMBER 12, 2000

Thanks to the Congress of National Black Churches (CNBC) for taking a leadership role in educating African Americans about passenger safety as the United States Department of Transportation and the CNBC sign this Memorandum of Understanding. Before we continue, I'd also like to congratulate the CNBC for their extremely successful leadership conference in Kansas City a few days ago. Every year, every meeting, you continue to make progress in serving, supporting, sustaining and empowering the lives of African Americans across the country.

Under President Clinton and Vice President Gore's leadership, America's record in passenger safety has improved greatly. The use of seat belts and child safety seats is at an all-time high, highway fatality and injury rates are at an all time low, and railroad grade crossing deaths are steadily declining. Traffic accidents took the lives of 16 percent fewer children under age 5 in 1999 compared with three years earlier. While that's progress, we can and we must do more.

We must especially do more in the African American community, where traffic accidents remain a silent epidemic. African Americans are often unaware of the devastating impact of motor vehicle crashes, mistakenly believing that cancer, diabetes, HIV, heart disease and homicide cause more deaths. Yet motor vehicle crashes are the leading cause of death for African Americans through age 14 and the second leading cause of death for young black males ages 15 – 24.

These deaths are all the more tragic because most are preventable. Only 66 percent of African Americans buckle up when riding in a motor vehicle. If all African Americans were to use their seat belts, we would save an estimated 1,200 lives and prevent 26,000 injuries every year.

In signing today's Memorandum of Understanding with the CNBC, the United States Department of Transportation will be able to reach even more African Americans about the importance of using seat belts and child safety seats. Our partnership will be part of CNBC's National Health Program (NHP), which already teaches people about

the need for immunizations and disease prevention. And I can already predict this partnership will be another success as we work together to promote passenger safety and to increase seat belt use to 90 percent by the year 2005.

Today's Memorandum of Understanding is yet another collaboration that the United States Department of Transportation has undertaken as part of our "Buckle Up America" program. And it is our first-ever national partnership with a church organization to promote child passenger safety. Indeed, "*Safety is a promise we must make and keep together,*" -- which is something we always say at the United States Department of Transportation. And today's Memorandum of Understanding with the CNBC builds on our record and on our many successful partnerships to educate even more Americans about passenger safety.

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TALKING POINTS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NEW YORK AVENUE METRO STATION GROUNDBREAKING
DECEMBER 16, 2000
WASHINGTON, D.C.

Acknowledgments

Mayor Anthony Williams

Eleanor Holmes Norton

Michael Barr, Special Assistant

- Today's ceremony is about improving mobility and access. Today is also about revitalizing this Northwest neighborhood. But more importantly, it is about the people of the District of Columbia.
- President Clinton and Vice President Gore are committed to renewing our Capital City, to make it the finest place to live, to learn, to work, and that includes the New York Avenue corridor.
- Today's groundbreaking ceremony for the New York Avenue Metro Station. reflects the strength of their commitment and ensures that our nation's Capital has the needed tools to reach even higher heights and greater opportunities in this new century and new millennium.
- The Clinton-Gore Administration has worked diligently to be good neighbors to the District of Columbia. President Clinton's National Capital Revitalization Act has been a resounding success: restoring fiscal health; boosting economic growth; enhancing educational opportunities; building strong support for the District's activities.
- This Administration has been the District's strong Federal partner. Under Jack Lew's leadership, we have worked with the District to improve transportation, infrastructure and economic development; public safety; health care; housing; education and jobs, as well as the environment.
- I believe that by working together -- moving from strength to strength -- we can design strategies that will result in healthy communities and healthy economies. Our work is about closing the circle and ensuring that no one is left behind.

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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
DRUNK AND DRUGGED DRIVING MOBILIZATION PRESS CONFERENCE
WASHINGTON, DC
DECEMBER 14, 2000

I am pleased to announce that tomorrow the United States Department of Transportation and its partners will begin the largest-ever mobilization to get impaired drivers off the road during *Drunk and Drugged Driving (3D) Month*. In the next three days, as part of our "*You Drink and Drive. You Lose*" campaign, thousands of law enforcement officers across the nation will operate sobriety checkpoints and saturation patrols.

And in announcing our latest mobilization, I would like to thank the thousands of law enforcement agencies -- and the officers here today -- who have made our past actions such a success. It is because of your hard work that alcohol-related deaths and injuries continue to decline. A year ago we began these mobilizations with 48 agencies. This weekend we will see checkpoints in all 50 states and the District of Columbia and in such far away places as American Samoa and Puerto Rico. And as more and more agencies join this partnership, we are confident of meeting our long-term goal of reducing alcohol-related traffic fatalities to less than 11,000 by the year 2005.

I would also like to congratulate MADD on their 20th year of advocacy.

Indeed, many lives have already been saved because of vigilant enforcement and public education programs. Alcohol-related deaths last year reached an all time low of 15,786 deaths. And we set another historic low last year with alcohol being a factor in 38 percent of traffic fatalities, down from 43.5 percent in 1993. These figures are more than mere numbers -- they are the saved lives of our mothers and fathers, our sons and daughters, our brothers and sisters.

Clearly, we are moving in the right direction. But we have more work to do. Every 33 minutes someone in America dies as a result of impaired driving.

Our nationwide program of sobriety checkpoints and saturation patrols is just the latest of President Clinton and Vice President Gore's successful efforts to keep impaired drivers off the streets. Two months ago we witnessed the President sign the historic .08 blood alcohol content (BAC) legislation. Before that, President Clinton fought for and signed into law "zero tolerance" for underage drinking and driving.

These successes have already made our highways safer. However, abstaining from drinking and driving, stopping a friend or loved one from doing so, and wearing a seat belt remain everyone's best defenses against impaired drivers.

At the United States Department of Transportation, we believe that "*Safety is a promise we make and keep together.*" Our "*You Drink and Drive. You Lose,*" mobilization builds on our record and on our successful partnerships to make America's roads safer. We have shown already that we can move from strength to strength and make a difference in the lives of our loved ones and in the lives of all Americans.

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