

RS -- Jack Basso Farewell 1/5/01

Before we hear from Jack, I would like to say a few things. Jack and I have worked together for 8 years.

- I met Jack when I first arrived in DC to be the Administrator for FHWA; Jack was in charge of the budget process.
- Since Jack was a seasoned veteran of FHWA, he was able to show me the ropes.
- We worked together at FHWA on the development of innovative financing of large transportation infrastructure projects.

As many of you know, Jack has held many positions in the federal government.

- Asst. Director for General Management at OMB.
- Deputy Chair for Management at NEA.
- Director of Fiscal Services for the FHWA.

He has been a tremendous asset to the United States Department of Transportation.

- He achieved a record budget of over \$58 billion for FY2001 -- a more than 58% increase since 1993, providing the department the resources it needs to excel.

But we're not here today because of the kinds of jobs Jack has held or because of the record level amount of funding he was able to achieve for DOT -- we're here today because of Jack's outstanding character and his high quality of professional accomplishments.

- Jack has served tirelessly to "keep the trains running on time," being responsive to the needs of the White House, the Hill as well as the many stakeholders throughout our national transportation system.
- He has exercised responsible care and sound judgment as a steward of the funds entrusted to DOT as we have built our safe, efficient, secure, accessible and convenient transportation system.
- Jack has served as a role model for so many of the younger staff at DOT. They respect him as someone who is fair, straightforward, willing to listen and to seek solutions to challenging issues.

During his time here Jack Basso has completely reshaped the budget process, making it more open and inclusive consistent with our ONE DOT philosophy.

- He was instrumental in developing the initial concepts for innovative finance of major transportation infrastructure projects such as Garvee Bonds, state infrastructure banks and the TIFIA program.
- He and his team have won numerous awards for their innovative approach to government management from e-commerce initiatives to performance reporting.

We will surely miss Jack and we can never replace him.

- Now I'd like to present Jack this plaque.
- The plaque reads: *"Certificate of Service presented to Peter J. Basso on the occasion of retirement after 36 years of service to the people of the United States of America"*

Now I'd like to introduce our friend, mentor and colleague, Jack Basso.

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Speech

REMARKS AS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
"TRANSPORTATION AND GLOBALIZATION: CURRENT CHALLENGES
FUTURE DIRECTIONS"
THE SECRETARY OF STATE'S OPEN FORUM
WASHINGTON, D.C.
JANUARY 5, 2001

On behalf of the visionary and vigilant employees of the United States Department of Transportation, 100,000 strong -- and in support of our declared commitment as a department to Lead the Way to Transportation Excellence in the 21st century -- I am delighted and honored to address this distinguished forum.

I want to thank Forum Chair Alan Lang for making sure that diverse points of view are here represented today. In addition to State Department participants, I want to acknowledge the members of The World Affairs Council of Washington, the American Federation of Government Employees Local 1534, and the Foreign Affairs Chapter of Blacks in Government an are here -- who have joined us. I want to especially acknowledge my delight to add my personal greetings to the many high school students who are with us from Prince George's County, Maryland. You bring the fresh perspective of a new generation to this conversation.

Let me also express my appreciation to Secretary Albright for her leadership on behalf of America's interests around the world and to the many diplomats, embassy staff, and employees of the State Department who have supported DOT's expanding involvement in the global arena. Over the past eight years DOT has negotiated more than 150 international agreements and Memorandums of Understanding with 125 different countries -- an achievement that simply would not have been possible without the State Department's assistance.

President Clinton has said with good reason to call globalization "The central reality of our time." The world economy today is fifteen times its size of just 40 years ago. And transportation has played and will continue to play a major role in this trade-driven expansion, because without transportation, there is no trade.

Your logistical support alone has been invaluable. During my tenure as Secretary, I have conducted 9 transportation and trade missions around the world, and held several regional meetings of transport ministers or their representatives from Asia, Africa, Europe and the Western Hemisphere.

I would also cite the progress we made at the December 1999 "Aviation in the 21st Century -- Beyond Open Skies" ministerial in Chicago, which built on the legacy of the first historic Chicago aviation conference some 55 years ago.

In addition, I have hosted 7 major international meetings of transport ministers, transportation experts and representatives of the transportation industry, culminating in last October's International Transportation Symposium here in Washington, attended by more than 1200 delegates representing more than 100 countries to create a global strategic vision for the 21st century system that we must build by exchanging "best practices" on key issues like seamless modal integration, workforce capacity and embracing two new dynamic of e-commerce.

Before I turn to what DOT has been doing beyond our borders, rest assured that we have also been paying attention to our responsibilities here at home. Under President Clinton and Vice President Gore's leadership, improving our transportation system has been a major focus of our domestic as well as international strategy. At the President's direction, and with his support our top transportation responsibility has been safety -- the "North Star" by which we are guided and willing to be judged. This emphasis has produced heartening results. On our watch --

- Highway-related deaths and injuries have fallen to an all-time low; seatbelt use across the country is at an all-time high and the percentage of alcohol-related highway fatalities has been sharply reduced, saving more than 10,000 lives every year.
- When President Clinton signed the 2001 Transportation Appropriations Act on October 23, 2000, DOT's long-sought goal of a new national limit of .08 blood alcohol content as the national standard defining impaired driving was finally realized. When all states adopt this standard, this measure is expected to save an additional five to six hundred lives every year
- And at sea and in our harbors and rivers, the U.S. Coast Guard continues to save lives -- often in quite dramatic fashion; During the last fiscal year more than 3,800 people were rescued

In addition to safety, during the past eight years, this Administration and the Congress have also made a strong and bipartisan commitment to improving our nation's transportation infrastructure. With the selection of Norm Mineta as the next Secretary of Transportation, I am confident that this bipartisan commitment will continue. With the selection of General Colin Powell as the next Secretary of State – the partnership will continue as well.

We have already achieved much. But there is clearly more to be done. As 2001 begins, this country's investment in transportation infrastructure has grown 104 percent over the 1990-93 average, with more to come. In terms of surface transportation, the 1998 Transportation Equity Act for the 21st Century guarantees a record \$200.

And with last year's passage of the Wendall H. Ford Aviation Investment and Reform Act for the 21st Century, we now also have an increased federal commitment to funding aviation safety, the modernization of air traffic services and airport development.

- Growth in mass transit investment has added more than 400 miles of new rail and bus way service, including 330 new stations in cities across the country, benefitting millions of transit riders. As a result, by 1999 (the last year for which final statistics are available), total transit ridership topped nine billion passenger trips, a feat last achieved 40 years ago.
- Amtrak, back on its feet, has seen record level ridership and revenues -- and just recently inaugurated its high-speed rail service -- with a vision for high speed rail to eventually reach 75 percent of the population in 100 metropolitan areas giving us an opportunity market of 150 million people.

Transportation is truly the "tie that binds" domestically, it is also the tie that binds us to our neighbors around the world. That is why this Administration has placed a major emphasis on the international dimension of transportation. Transportation. In President Clinton's 1998 State of the Union Address as one of the keys to revitalizing the American economy -- by strategic investments in education, health care, the environment and technology and at transportation.

And by the year 2010, the Western Hemisphere alone will have emerged as a trade colossus for the U.S. economy larger than Western Europe and the Pacific Rim combined.

Thus, we need a seamless system from the Yukon to Tirra Del Fuego. That is why I hosted a Transportation Ministerial for the 34 nations of the Western Hemisphere in 1998, a follow-up to President Clinton's 1997 Summit of the Americas' Conference. This conference created a 2-year action plan to improve the transportation safety and to continue the integration of transportation policies for the region.

I met with the ministers again, this past October to explore steps we might take to move on to the next stage in this effort. At that meeting I proposed a Partnership for Safer Skies in the Western Hemisphere to promote economic development in this region.

This new relationship will clearly benefit American travelers, because more than 50 percent of international air passenger traffic in Latin America originates in the U.S. Additionally, Canada are of the top international destinations for U.S. travelers.

The mutual benefits of trade is also one of the reasons why we launched the Africa Transportation Initiative as part of the Clinton-Gore Administration's Partnership for Growth and Opportunity in Africa in 1997 -- and why we convened the first-ever Africa-U.S. Transportation Ministerial in Atlanta in 1999. With nearly 700 million people, sub-Saharan Africa represents one of the world's largest potential markets.

I personally strongly believe that in the 21st century, aviation will be the engine of growth for the world that the Interstate Highway system was for America during the latter half of the 20th century. Travel and tourism is the world's largest industry, driving 10 percent of all jobs, worldwide. By 2010, the impact of air transport on the global economy will approach \$2 trillion -- accounting for more than 30 million jobs worldwide.

That is why, over the past eight years, the United States has negotiated 52 Open Skies aviation agreements with countries around the world -- the most recent, with Senegal, was signed just three weeks ago. Yet this does not represent the fullest extent of our efforts -- aviation alliances like the "ONE WORLD" and Star Alliance expand this reach even further around the world. We have also negotiated 41 liberalized agreements with countries like China, France, Canada, Russia and Mexico, further expanding our reach around the globe.

Open Skies agreements not only promote competition and generate increased traffic; for example in the U.S.-Europe market by the end of the first year, Open Skies agreements reduce fares, on average, by more than 20 percent. But more importantly, they help connect people to greater opportunities -- like the recently expanded service from Detroit and Minneapolis in the Midwest to Italy, Switzerland and even Shanghai.

We are also making progress on the aviation front with China, forging expanded aviation ties, with additional developments in the works. Strengthening aviation connections with China is in the best interests of the United States. In this new century and new millennium, the \$7 trillion-dollar economy of Asia will significantly impact America's destiny.

Ultimately, our hope is to move beyond bilateral arrangements like those represented by open skies agreements, to regional and global multilateral agreements.

I have discussed the need to move toward regional transportation integration with members of the Asia-Pacific Economic Cooperation (APEC) forum, with whom I met in Singapore last year. On November 15, President Clinton and the governments of Brunei, Chile, New Zealand, Singapore and the United States, meeting with other APEC members, announced the first multilateral open-skies aviation agreement. This breakthrough agreement permits unrestricted international air service among all parties to the agreement, as well as other benefits, for the first time ever.

As I reflect on what I have learned from transportation leaders here in America and around the world, I have concluded that the transportation system of the future not only be safe and sustainable only be International in Reach, connecting markets and destinations around the world; it must also be Intermodal in form, achieving a balance among the various modes of transportation; Intelligent in Character, allowing us to harness the awesome power of technology to enhance the safety, capability, capacity and efficiency of our transportation system; and Inclusive in Service, ensuring that we leave no one behind.

Let me illustrate each category with some examples: First, to be equal to the challenges ahead, the world's transportation systems must be international in reach. This is the basic idea behind our continuing efforts to develop joint safety standards with the European Union as well as our ongoing dialogue on key environmental standards.

Second, as we seek to enable travelers and shippers to enjoy the seamless synergy of multiple modes of transportation the transportation system of the 21st century will become increasingly intermodal in form. In Africa, Turkey and in the APEC, it is already possible to purchase a single ticket allowing travel on a combination of air, rail bus and ferry. With the introduction of Acela High Speed Rail service in the Northeast Corridor, I am sure we will soon see similar aviation/rail packages in the U.S.

Third, transportation will become more intelligent in character. The great technological breakthroughs in transportation of the last century brought us new means of transport, such as the airplane, high speed rail and ultimately, Maglev trains. But the

great breakthroughs of this century, at least for the next 25 years, are likely to come from the application of information and computer technology. The concept of intelligent transportation embraces a host of applications involving the use of computers and Global Positioning System satellites as well as smart vehicles and building materials.

Fourth, 21st century transportation must be inclusive in service, leaving no one behind. During my transportation policy mission to the Far East last spring, I was impressed by the vigor and imagination of Japan's efforts on behalf of the disability community. Our domestic transportation agenda here in the U.S. also reflects this priority, with programs ranging from assuring access to the disabled, to efforts designed to help former welfare recipients get to and from work.

As Vice President Gore has so aptly pointed out, "If you can't go to work, you can't get to work."

And to support all four of these goals for 21st century transportation, we must nurture a climate of innovation that spurs us on to higher heights than any of us thought possible. And that requires the transportation community from around the world to forge new, more effective means of working together.

We need a broader framework to define transportation decision-making for the 21st century, one that takes into account an extraordinarily wide range of economic, social, political and environmental factors.

The conclusion is inescapable; the process of global integration requires an equally integrated approach to transportation policy. I call this more comprehensive, integrated approach "a new transportation policy architecture for a new century."

On Monday, at the Transportation Research Board's Annual Meeting here in Washington, I will officially release the results of these efforts in the form of two reports, *The Changing Face of Transportation*, and *Transportation Decision Making: A Policy Architecture for the 21st Century*.

The world as a whole also needs a new, more integrated approach to transportation policy. As President Clinton has said,

"As we stand at the dawn of the 21st century, we recognize that the world is growing increasingly interconnected, and the futures of nations are inextricably linked. This is nowhere more evident than in our transportation systems, which every day move millions of people, products and resources within and across borders and around the globe.

However, with this growth comes the need for international cooperation to ensure that our transportation systems are safe and efficient and that all nations have access to advances in transportation technology and practices."

The Symposium with a "Declaration of Common Principles" that governments and other planning organizations, both public and private, can use the common principles to guide future transportation development.

As we look ahead, there will come a time in the not-to-distant future, when a seamless, integrated transportation system moves people and goods safely and efficiently to their destinations anywhere in the world. Before that happens, we should be aware that such a system will almost certainly succeed on a regional basis before it takes hold on a global basis.

Transportation is about more than 'concrete, asphalt and steel.' Transportation is the tie that binds communities as well as nations, linking us to home, daycare, school, the workplace, medical care, retail stores and entertainment.

As we look to the future I am confident that we are truly on the ground floor of a new age of prosperity for everyone. And the role of transportation in this new age is to forge the links that make it happen.

As former South African President Nelson Mandela has said, "Though the challenges of the present time...are greater than those we have already overcome, we face the future with confidence. We do so, despite the difficulties and the tensions that confront us, because there is, in all of us, the capacity to touch one another's hearts across oceans and continents."

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TALKING POINTS PREPARED FOR DELIVERY
U. S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
COMMANDANT RECOGNITION CEREMONY
JANUARY 9, 2001
WASHINGTON, D.C.

Acknowledgements:

- *(Master of Ceremonies: CDR Michael Lapinski)*
- *Admiral James M. Loy and Mrs. Kay Loy*
- *Thurgood Marshall, Jr., Secretary to the Cabinet*
- *Hans Binnendijk, Special Assistant to the President*
- *Members of DOT Senior Leadership Team*
- *Members of the Coast Guard Family*

(Mention Armed Forces Salute to President and Mrs. Clinton on Saturday)

Two Purposes of Today's Ceremony:

1. *To acknowledge the outstanding performance of the U.S. Coast Guard over the past four years*
2. *To acknowledge the distinguished service of Admiral James M. Loy, whose leadership made these contributions possible*

U.S. Coast Guard Performance

- *Since becoming Service Secretary of the Coast Guard on 14 February 1997, I have proudly witnessed the professionalism and accomplishments of this service*

Treasure of Vivid Memories

- *I will always revere the dedication and sacrifice of countless Coast Guard heroes, most recently the skilled pilots and aircrews from Air Station Elizabeth City performing harrowing rescue of 34 crewman of the Seabreeze One*
- *I was proud to join President and Mrs. Clinton, Secretary Cohen and others on the deck of the aircraft carrier JFK as we watched America's tall ship, The Barque Eagle, lead the parade of sail during Opsail 2000 on the first Independence Day of the new millennium*
- *I stood as your service secretary at many other events, including the Shuttle launch with Commander Dan Burbank as mission specialist*
- *At each of these events we honored the U.S. Coast Guard for its professionalism and for its unique military, maritime, and multi mission service to America*
- *But my most treasured opportunities of the Coast Guard came from the opportunities I had to interact personally with members of the **Coast Guard** and **Coast Guard Auxiliary** -- and with their families*
- *...I have also had the chance to watch the talented members of the **Coast Guard Honor Guard** as they represented the service at many events*

- ...And to work closely with **Command Center Personnel** who made all of those necessary late night calls
- ...And I very much appreciate the always capable and professional **pilots and aircrews**, particularly from **Air Stations Washington and Miami**, who got me where I needed to go, when I needed to go
- ...And thanks to all the **Enlisted** and **Officer** escorts and **Drivers** from around the nation, who served me so graciously and efficiently during my travels as Secretary
- ...And the **Auxiliary Boat Crew** who skillfully provided a tour of New York Harbor during events leading up to **Opsail 2000**
- ...Let me add my personal appreciation to the **Senior Executives** who led DOT **Flagship Initiatives**
- ...And to the exquisitely skilled staff at the Commandant's and other **Headquarters Flag Messes** and to the always popular **Volunteer CGHQ Band -- The Cutters --** who graciously supported events at DOT
- Finally, let me thank all those not mentioned, but always appreciated for their leadership, dedication, hard work and support

Admiral Loy's Vision and Vigilance

- No organization can make this kind of contribution without outstanding leadership -- and in Admiral James M. Loy, the United States Coast Guard has clearly had an outstanding leader
- On behalf of President Clinton, Vice President Gore and the American people, I want to thank Admiral Loy for his meritorious service to the Coast Guard, USDOT and the nation

Strategic Plan

- I particularly want to thank him for the vision he has displayed in helping craft DOT's award-winning Strategic and Performance Plans, acknowledged as the "best in government"
- Because of his persistence and professionalism, our strategic planning process has created a powerful new tool to improve the quality of transportation decision-making here in the Department and around the nation
- His talent for visionary, strategic thinking was also evident in his support for the Interagency Task Force on Coast Guard Roles and Mission's work on national maritime policy

Semper Paratus

- *I also want to commend him for his vigilance in keeping the U.S. Coast Guard "Always Ready" to serve as an effective and professional instrument for national security and maritime safety*
- *Under Admiral Loy's able command, the Coast Guard played a leading role in our nation's efforts keep our borders secure, provide disaster relief, and prepare for the "Y2K" challenge*

Presentation of Award

- *...It is now my great pleasure and high honor to ask Deputy Secretary Mort Downey to take the podium for the next portion of today's ceremony (Downey comes up)*
- *...And now, if Admiral and Mrs. Loy would please join us...*

[Secretary Downey reads award citation]

[Secretary Slater presents citation and pins medal on Admiral Loy]

[PAUSE FOR PHOTOS]

[All return to their seats]

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TALKING POINTS FOR SECRETARY RODNEY E. SLATER
NOBLE SYMPOSIUM,
JANUARY 9, 2001
ACHIEVING INCREASED SEAT BELT USE IN DIVERSE COMMUNITIES:
LAW ENFORCEMENT'S ROLE

Purpose:

- The Purpose of these talking points is to recognize the members of the Blue Ribbon Panel and to provide a clear focus for the NOBLE symposium.

Blue Ribbon Panel:

- Thank you Dr. Bailey.
- Before we get to the important business at hand, I want to recognize some important individuals.
- The *Blue Ribbon Panel to Increase Seat Belt Use Among African Americans* was convened seven months ago, with the charge of developing recommendations on achieving higher belt use rates in the African American community.
- Last month the Department released the findings of the Panel's very important report -*Blue Ribbon Panel to Increase Seat Belt Use Among African Americans* -
- This report was thoughtful and significant. Many of the recommendations were directed to the law enforcement community.
- A conflict in my schedule, kept me from joining you to honor your work.
- Today, I have that opportunity.
- Would the members of the *Blue Ribbon Panel to Increase Seat Belt Use Among African Americans* please stand up.
- On behalf of the Department of Transportation and all Americans, let me thank you for your service. Your work will most assuredly help in saving countless lives across this country.

NOBLE Symposium:

- The findings and recommendations from this Symposium will be used to set an agenda for increasing seat belt and child safety seat usage within the African American community. .
- I'm honored to be here with so many distinguished members of this nation's law enforcement community.
- Daily, we rely on your profession -- your commitment and your leadership -- in our efforts to save lives.
- To you, and to the thousands of officers on the front lines every day, we thank you.
- I met with key NOBLE representatives just before Thanksgiving. This was a most productive gathering.
- We reflected on what could be done to achieve greater awareness about traffic safety issues in diverse communities and what NOBLE could do to make this happen.
- It's time to act. This symposium provides the opportunity to move from wise recommendations to immediate and long term actions.
- It is so important for law enforcement, in particular, to take this challenge because it is you who are the closest to the community.
 - **You** best understand community problems and concerns.
 - **You** can effect change on the streets and in your neighborhoods.
- So as you proceed over the next day and a half, the central question for this group is:
 - What can the law enforcement community do - collectively and individually - to reach our national goals?

The Challenges:

- Statistics
 - Motor vehicle crashes are the leading cause of death among children, taking more than 2,474 children aged 0-14 and seriously injuring 318,000 more each year
 - During 1999, 8,258 passenger vehicle occupants under 15 years old were involved in fatal crashes. For those children, where restraint use is known, 39 percent were unrestrained; among those who were fatally injured, 61 percent were unrestrained.
 - Research indicates that when a driver is unbuckled in a crash, 70 percent of the time the children riding in the vehicle are unbuckled as well.
 - In the African American community, motor vehicle crashes are the leading cause of death of children through the age of 14. And, they are the second leading cause of death for African Americans between the ages of 15-24, surpassed only by homicides. Only 66 percent of African Americans buckle up regularly.
 - Unfortunately, we also know that motor vehicle crashes are the leading cause of death for Hispanics through the age of 24, and the second leading cause of death for Hispanics aged 25-44.
- Fear of racial profiling
 - Perhaps the single greatest challenge expressed by legislators, civil rights advocates, and many citizens is that traffic laws may not be enforced fairly.
 - Lack of trust leads to an erosion of public confidence in law enforcement, which ultimately ends up hurting those who need your service the most.
 - Steps must be taken -- both within law enforcement agencies and within communities -- to restore the public's confidence that laws:
 - will be enforced fairly
 - are necessary to improve the quality of life, especially for those who are most at risk.

The Charge:

It is your job to determine how you are going to meet these challenges. Together, we know that consistent enforcement and public education are keys to changing the culture on our roadways.

Things we can do to create a change:

- Supporting enforcement -
 - Need a firm commitment from the law enforcement leadership that traffic safety laws are important and that they will be enforced.
 - Research shows that seat belt usage rates increase with vigorous enforcement of safety belt laws by state and local law enforcement officers.
 - Communities need to understand the purpose of enforcement efforts before you energize your enforcement campaigns.
- Working with legislators -
 - Law enforcement executives and officers can:
 - encourage strong laws
 - educate policy makers that laws are necessary and will be fairly applied.
- Overcoming fear in the community -
 - True leadership means understanding and listening to the concerns of the community and searching for positive solutions
 - Plans of action can't be formulated without knowing what the problems and perceptions are of the public.
 - The public's fear of crime is easy to understand.
 - Understanding traffic safety challenges may be more complex,
 - Impact of traffic crashes is greater on the community than other more recognized problems.
 - Some of you have already taken the lead in hearing what your community has to say and helping your community understand the risks they face from traffic crashes.

- For others it's time to start.
- Hopefully, this symposium will provide you with some strategies to use at the local level.
- **Building officer integrity and establishing trust -**
 - Much is being done to re-build the public's confidence in your efforts.
 - Locally, some of you are establishing clear policies, identifying problem officers, improving training for officers and supervisors, establishing management controls in the complaint review process, collecting data to show patterns of enforcement.
- **Working together with the Department of Justice -**
 - We are fortunate to have established a close partnership with the Department of Justice over the past few years as we work toward mutual public safety goals.
 - Working with both the Civil Rights Division and the Office of Community Oriented Policing, we have learned how to improve service to the community and insure fairness in enforcement.
 - At the Federal level, Assistant Attorney General Holder will explain the Department of Justice's activities that can help you insure fairness.
- **Improving Communication between law enforcement and citizens -**
 - We know that establishing trust means treating every citizen with dignity and respect. This starts with every traffic stop.
 - As law enforcement leaders, you must ensure that officers are treating each contact in a fair and respectful manner.
 - Conversely, citizens must know what to expect when they are pulled over for a traffic infraction and what their responsibilities are when dealing with a law enforcement officer.
 - Proud to release a new manual from NHTSA which you can ensure that professionalism is reinforced by your officers - *Strengthening the Citizen and Law Enforcement Partnership at the Traffic Stop: Professionalism is a Two-Way Street.*
 - By improving communication between officers and citizens, we can begin to "Build Bridges to the Community... One Traffic Stop at a Time."

- **Establishing Partnerships -**
 - Every day, more organizations representing people of color join in our efforts to promote a safer society.
 - The key to effective and lasting change is insuring that the entire community supports and encourages your efforts.
 - This symposium will help forge some of those ties.
- **Resources at the State Level -**
 - Each state has a state highway safety office who can serve your needs with valuable resources such as materials, data and even money.
 - Check your information folder for the contact information in your state.

Conclusions:

- What you can expect from this Symposium -
 - After this conference ends, the National Organization of Black Law Enforcement Executives will prepare a report on the proceedings from this meeting.
 - Many partners will have committed their support to working together.
- The findings and recommendations from this Symposium will be used to set an agenda for increasing seat belt and child safety seat usage within the African American community.
- Obviously, some things can be accomplished quickly, but others will take patience and time.
- NOBLE members will be asked to conduct occupant protection outreach in their communities. These members will also be serving as role models in the community.
- The Department of Transportation will continue to gather data on seat belt use that can be used to conclusively demonstrate the importance and life-saving benefit of occupant protection devices.
- The Department will also continue to develop materials that can be used to educate the community.

- NOBLE and the Department are counting on each and every one of you here today, to make a difference.
- It is imperative in this nation that no one needlessly lose their life in a preventable traffic crash.

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REMARKS PREPARED FOR DELIVERY
U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER
NATIONAL ORGANIZATION OF BLACK LAW ENFORCEMENT EXECUTIVES
JANUARY 9, 2001
WASHINGTON, D. C.

[ROSALYN MILLMAN WILL INTRODUCE YOU]

Acknowledgments

Ida Gillis, President of NOBLE

Lt Col Charles Andrews, AL Dept of Public Safety

Maurice Foster, Ex Director and former Ex Director Bob Stewart

Sgt. Cynthia Smalls, on detail to NHTSA & NOBLE through Charleston, SC Police Dept.

On behalf of President Clinton, Vice President Gore and the visionary and vigilant employees of the United States Department of Transportation, I am delighted and honored to once again address the National Organization of Black Law Enforcement Executives (NOBLE). I congratulate you for taking the lead and being the first organization to act formally on the Blue Ribbon Panel's recommendations about the ways we can increase seat belt usage among African Americans -- thank you for holding this Symposium. And I was not surprised, given your successful record in supporting President Clinton's impaired driving prevention initiatives and the "Buckle Up, America" campaign.

Indeed, before we get to the important business at hand, I want to acknowledge the Blue Ribbon Panel that convened seven months ago. Derrick Humphries, who is here with us today, chaired the panel. As you know, Bob Stewart from your organization was a member on that panel; last month the Department released the Panel's insightful and significant findings in its *Report to the Nation* that raised the bar on safety. On behalf of the Department of Transportation and all Americans, let me thank you, the members of the Blue Ribbon Panel, for your service. Your work will most assuredly help in saving even more lives across this country.

When I became Secretary in 1997, 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. With your continued support over the years, 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.

Safety has been President Clinton and Vice President Gore's top transportation priority -- the "North Star" by which we are guided and willing to be judged. This emphasis has produced heartening results. On our watch—

- Highway-related deaths and injuries have fallen to an all-time low; seatbelt use across the country is at an all-time high of 70 percent, and the percentage of alcohol-related highway fatalities has been sharply reduced, saving more than 10,000 lives every year.
- When President Clinton signed the 2001 Transportation Appropriations Act on October 23, 2000, DOT's long-sought goal of a new national limit of .08 blood alcohol content as the national standard defining impaired driving was finally realized. When all states adopt this standard, this measure is expected to save an additional five to six hundred lives every year.

But we must and we can do more. As you know, in the African American community, motor vehicle crashes are the leading cause of death of children through the age of 14. They are the second leading cause of death for African Americans between the ages of 15-24, surpassed only by homicides. And only 66 percent of African Americans buckle up regularly.

This is why the United States Department of Transportation is counting on you, the distinguished members of NOBLE, to help us achieve the paramount goal of increasing the use of seat belts among African Americans.

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

And NOBLE took these recommendations to heart. Your Symposium will discuss and debate the many steps the Panel decided we needed to take to increase seat belt usage. First, the Panel recommended that we work with law enforcement leadership to make sure that they understand the significance of implementing safety laws. Second, we need to build public confidence in the efforts of law enforcement officials, as Hilary Shelton, Director of the NAACP's Washington Bureau, will discuss in a few minutes. Clearly, NOBLE has taken the lead in establishing clear policies, identifying problem officers and improving officer training. Third, we need to work with legislators to encourage the passage of effective safety laws. Fourth, we must work together with the Department of Justice to ensure fairness, as Bill Lan Lee will explain. We are fortunate to have established a close partnership with the DOJ -- especially its Civil Rights Division and the Office of Community Oriented Policy -- in working towards public safety goals. Fifth, we must establish partnerships among the various organizations that represent people of color.

We look forward to the findings you will release after this Symposium. The Department of Transportation is also looking forward to further collaborations with NOBLE and with all of our safety partners to increase seat belt use throughout the African American community. Clearly, it will take each and every one of us here 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."

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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(9 minutes)