

TALKING POINTS PREPARED FOR  
SECRETARY OF TRANSPORTATION ELIZABETH HANFORD DOLE  
CONGRESSIONAL CONFERENCE  
SPONSORED BY REPRESENTATIVE TOM LEWIS  
WASHINGTON, D. C.  
APRIL 25, 1986

\* THANK YOU, TOM. IT'S A PRIVILEGE TO WORK WITH YOU.

\* PEOPLE MAGAZINE

\* TESTIFY BEFORE MY HUSBAND'S COMMITTEE --ALL THREE HOUSES.

\* LET ME ASSURE YOU THERE IS ONE ISSUE THAT BOB DOLE AND I ALWAYS AGREE ON AND THAT IS THE OUTSTANDING JOB THAT OUR FRIEND TOM LEWIS IS DOING IN CONGRESS.

-- REMARKABLY EFFECTIVE; THE EXPERIENCE HE HAS FROM HIS SERVICE IN WASHINGTON SINCE 1982 AS WELL AS HIS YEARS IN THE GENERAL ASSEMBLY IN FLORIDA MAKE HIM ONE OF THE GREAT LAWMAKERS IN OUR COUNTRY TODAY.

-- MEMBER OF THE SCIENCE AND TECHNOLOGY COMMITTEE; RANKING REPUBLICAN MEMBER OF SUBCOMMITTEE ON TRANSPORTATION, AVIATION AND MATERIALS.

-- HE HAS WORKED VERY HARD ON DRUG INTERDICTION WHICH IS AN IMPORTANT PART OF THE COAST GUARD'S ACTIVITIES AND IS A STALWART CHAMPION OF THE COAST GUARD. HE WORKED AS A MEMBER OF THE SELECT COMMITTEE



ON NARCOTICS ABUSE AND CONTROL UNTIL HE WAS NAMED TO THE AGRICULTURE COMMITTEE, AND EVEN THOUGH HE'S NO LONGER ON THE SELECT COMMITTEE, HE CONTINUES HIS INTEREST IN DRUG INTERDICTION.

\* WHEN HE THINKS THE DEPARTMENT OF TRANSPORTATION ISN'T DOING RIGHT BY HIS DISTRICT, I HEAR ABOUT IT. AND FURTHERMORE, HE WON'T GO AWAY UNTIL HE GETS SATISFACTION.

-- WAS VERY INTERESTED IN COMPLETION OF I-95.

\* BUT THEN THAT'S BECAUSE TOM LEWIS ACQUIRED HIS POLITICAL SKILL THE OLD FASHIONED WAY -- HE EARNED IT. HE'S BEEN LISTENING TO CONSTITUENTS AND WORKING FOR THEM SINCE HE FIRST BECAME MAYOR OF NORTH PALM BEACH IN 1964. AND HE HAS NEVER LOST AN ELECTION.

\* TOM WOULD BE THE FIRST TO AGREE THAT 1986 IS A CHALLENGING YEAR IN WASHINGTON. WE FACE SOME VERY TOUGH ISSUES, DIFFICULT CHOICES.

\* GRAMM-RUDMAN-HOLLINGS LEGISLATION MOST DEFINITELY IMPOSES SOME TOUGH DISCIPLINE. IT

MANDATES THAT CONGRESS REDUCE THE FEDERAL DEFICIT TO ZERO BY 1991. THAT'S A TALL ORDER. AND IT CLOSES THE ESCAPE HATCH, BY THREATENING ACROSS-THE-BOARD CUTS IF WE DON'T REACH THOSE DEFICIT GOALS.

\* I BELIEVE THE DEPARTMENT OF TRANSPORTION BUDGET IS A MODEL OF HOW FEDERAL RESPONSIBILITIES CAN BE MAINTAINED WHILE THE DEFICIT IS REDUCED. WE SIMPLY CAN'T CONTINUE TO DO ALL WE'VE BEEN DOING. WE'VE HAD TO RETHINK THE FEDERAL ROLE IN TRANSPORTATION POLICY. E.G.

MASS TRANSIT:

A) OPERATING SUBSIDIES

B) OVER CAPITALIZATION

\* THE DEPARTMENT WILL BE ABLE TO FUNCTION IN FISCAL YEAR 1987 WITH A BUDGET REQUEST OF \$21.7 BILLION. THAT'S \$5 BILLION LESS THAN LAST YEAR --AN ALMOST 20 PERCENT REDUCTION.

\* I'VE OFTEN SAID SAFETY IS MY TOP PRIORITY.

-- 92 PERCENT OF FATALITIES ON HIGHWAYS.



-- THERE ARE APPROXIMATELY 44,000 DEATHS PER YEAR ON ON OUR HIGHWAYS.

\* HIGHWAY SAFETY CAMPAIGN DIRECTED AT THREE INTEGRAL ELEMENTS: THE

HIGHWAY, THE DESIGN OF THE VEHICLE AND THE BEHAVIOR OF THE DRIVER.

-- LAST YEAR HIGHWAY IMPROVEMENTS WERE AT RECORD LEVELS -- ABOUT \$14.5 BILLION. (FLORIDA HAS RECEIVED \$2.52 BILLION AS A RESULT OF STAA.)

-- SINCE 1983, SPENDING HAS INCREASED BY ABOUT 50 PERCENT FOR REPAIR AND REHABILITATION OF OUR INFRASTRUCTURE. HIGHWAY REAUTHROIZATION BILL WILL CONTINUE FUNDING FOR REPAIRS AT THIS LEVEL OVER THE NEXT FOUR YEARS.

\* DESIGN OF THE VEHICLE: HIGH MOUNTED STOP LAMP

-- SAVE \$434 MILLION IN PROPERTY DAMAGE AND PREVENT 900,000 ACCIDENTS.

\* BEHAVIOR OF THE DRIVER

--SUPPORTED LEGISLATION ENCOURAGING STATES TO SET 21 AS THEIR LEGAL MINIMUM DRINKING AGE. (FLORIDA'S "AGE 21" LAW TOOK EFFECT JULY 1, 1985.)

-- BEST DEFENSE AGAINST THE DRUNK DRIVER IS THE SAFETY BELT. (HEARINGS WERE HELD ON FLORIDA'S SAFETY BELT LEGISLATION ON APRIL 17 IN SENATE COMMERCE COMMITTEE, AND IT PASSED. OTHER COMMITTEE HEARINGS ARE IN PROGRESS THIS WEEK. WE ARE HOPEFUL.)

\* AIR SAFETY -- EACH DAY 15,000 SCHEDULED FLIGHTS, ONE MILLION PASSENGERS, 99.999 PERCENT REACH DESTINATION WITHOUT ACCIDENT.

\* ALCOHOL-DRUG RULE ENDED 12 YEARS OF DEBATE. REQUIRES RAILROAD WORKERS TO REFRAIN FROM DRINKING AND DRIVING A LOCOMOTIVE.

AND THAT'S JUST THE BEGINNING. WE HAVE THE OPPORTUNITY, IN FACT THE OBLIGATION, TO GET THE GOVERNMENT OUT OF BUSINESSES THAT SHOULD BE RUN BY THE PRIVATE SECTOR. I AM PRESIDING OVER THE SALE OF CONRAIL, OUR GOVERNMENT-OWNED FREIGHT RAILROAD WHICH IS THE FLAGSHIP



FOR "PRIVATIZATION." NORFOLK SOUTHERN WILL GIVE US THE EQUIVALENT OF TEN PERCENT OF WHAT GRAMM-RUDMAN-HOLLINGS REQUIRES FOR FY 1986 AND BRINGS GREAT STRENGTH TO CONRAIL --A FRAGILE ENTITY WITH MARGINAL PROFITABILITY. WE'VE ALREADY TRANSFERRED THE ALASKA RAILROAD TO THE STATE. WE'RE ASKING CONGRESS TO APPROVE THE TRANSFER OF THE LAST TWO FEDERALLY OWNED AIRPORTS, WASHINGTON NATIONAL AND DULLES, TO AN INDEPENDENT REGIONAL COMMISSION. WE'LL SUNSET THE INTERSTATE COMMERCE COMMISSION, LIKE WE DID THE CIVIL AERONAUTICS BOARD AND COMPLETE DEREGULATION OF THE TRUCKING INDUSTRY.

AS I SAID AT THE OUTSET, WE HAVE SOME BIG CHALLENGES AHEAD OF US, SOME TOUGH CHOICES. AND TO GET THE JOB DONE, WE MUST RENEW OUR MORAL COMMITMENT TO THAT SPIRIT OF SERVICE AND SELFLESSNESS.

RECENTLY, A WASHINGTON CAB DRIVER WAS TAKING SOME TOURISTS PAST THE NATIONAL ARCHIVES BUILDING, WHERE WORDS CARVED OVER

THE DOOR READ, "WHAT IS PAST IS PROLOGUE." A LITTLE GIRL ASKED HER FATHER WHAT IT MEANT. BEFORE HE COULD REPLY, THE CABBIE SAID, "HONEY, THAT MEANS YOU AIN'T SEEN NOTHING YET."

I SUGGEST THAT WE AIN'T SEEN NOTHING YET! TOGETHER WE CAN SECURE THE PROMISE TO GIVE AMERICA BACK TO THE AMERICAN PEOPLE, TO RESTORE HER WILL, TO RAISE HER SPIRITS, RENEW HER SENSE OF DESTINY AND REACH OUT TO ALL THOSE WHO HAVE YET TO SHARE IN HER ABUNDANCE.

LADIES AND GENTLEMEN, FLORIDA ONCE WAS AMERICA'S PHYSICAL FRONTIER. TODAY I SEE FLORIDA ON THE EDGE OF AMERICA'S POLITICAL FRONTIER. NOW, AS IN THE DAYS OF OLD, FRONTIERS ARE MADE FOR THE CHALLENGE THEY AFFORD. OURS IS NEITHER THE TIME NOR IS THIS THE PLACE FOR MEN OR WOMEN WITH FAINT HEARTS, FEEBLE COURAGE, WEAK COMMITMENT OR SELFISH MOTIVES. WE WILL PURSUE OUR VISION, COMPLETE THE TASK. OUR NATION DESERVES IT, HISTORY DEMANDS IT AND OUR CHILDREN WILL REWARD IT.

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