

REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION ELIZABETH HANFORD DOLE
WAUKESHA COUNTY REPUBLICAN DINNER
WAUKESHA, WISCONSIN
APRIL 28, 1987

Congratulations to County Chairman Don Taylor, First Vice Chairman Edith Cooper, Second Vice Chairman Bill Kerschner and each and everyone of you -- the people who have made this County a Republican bastion here in Wisconsin and one of the strongest Republican counties in the country. I'm so pleased to be with State Chairman, Steve King and National Committeeman, our good friend Mike Greebee. You are fortunate indeed to have a state chairman and national committeemen with the abilities and commitment of Steve and Mike.

I want to pay tribute to your outstanding Republican Senator, Bob Kasten. I have had the privilege of working closely with Bob on many transportation issues and have witnessed his first-rate work on the Senate Commerce, Science and Transportation Committee. And as all of you know, America's taxpayers have no greater ally than Bob Kasten, who was instrumental in pushing tax reform through Congress last year. It's no wonder that the National Taxpayers Union consistently calls Bob Kasten the "taxpayers best friend."

And I would also like to pay tribute to Congressman Jim Sensenbrenner. He is tough, principled and an outstanding advocate for the people of this county and Wisconsin. And he is doing a tremendous job as one of the senior Republicans on the House Judiciary and Science and Technology Committees.

And Wisconsin Republicans have a great deal to celebrate this year. Not only did you re-elect Bob Kasten, but you elected Tommy Thompson governor, Scott McCallum lieutenant governor, and Don Hanaway Attorney General. And just a few weeks ago, Republican candidates swept all three vacant seats in the state senate, and have an excellent opportunity to capture the three vacant state assembly seats next month.

As you know, 1986 was not a very good year for our party. But one of the real bright spots in the fall was Tommy Thompson here in Wisconsin! Tommy's philosophy is taken to heart by those of us fighting for Republican principles in Washington. Tommy believes "governments take freedom away from people primarily in two ways -- they take away our personal freedom with too many rules and regulations. And they take away our economic freedom with too many taxes. You may know that Bob Dole is from a small town in Kansas (Russell) -- where some of the finest people I've had the pleasure of knowing live. I know that Governor Thompson is from Little Elroy. Certainly these two leaders come from communities that stress hard work, pulling together, family, friends, and rolling up your sleeves to get a job done.

The fact that we now have such fine leaders in government is due in no small part to those who give to the political process their heart, as well as their material resources -- who share their time, their energy, their commitment. And we know that is what it takes to win elections.

I'm looking at just such a gathering tonight, and if I impart nothing else, I want to express the personal gratitude I feel, along with so many others in the Reagan Administration, for all you do to make what we do possible.

Mountaineer story -- "Praise the Lord, He's done it again!" Ladies and gentlemen, you do it again and again, rolling up your sleeves, doing all the tough work for your party and your country. And I'm delighted to be able to thank you personally.

The Republican Party is a growing party throughout America because it favors growth and opportunity for all Americans. And Americans of all walks of life are finding a new home in the Republican Party because we've restored hope to the vocabulary of American life.

It wasn't easy to bring inflation under control in two years instead of ten -- it was the right thing to do... and we Republicans did it!

Wasn't easy to cut taxes across the board so all Americans could keep more of what they earned -- it was the right thing to do -- Republicans did it!

Wasn't easy to cut interest rates in half -- it was the right thing to do -- we Republicans did it!

We charted a course: make taxes simpler so that all Americans know that they are paying their fair share; eliminate the complexities that confuse us; get rid of the preferences that enrage many of us; and most of all, achieve fairer taxes. Once again, we Republicans did it.

We've done a lot, but there is so much left to do. We have the opportunity, the obligation to get the government out of businesses that

should be run by the private sector. The word "privatization", an awkward word at best -- was associated with Margaret Thatcher's splendid program in Great Britain. I had the opportunity on several occasions to discuss it with her in depth. The time has come to use the British model here and DOT has take the lead in the United States.

We've sold the Alaska Railroad to the state. I've signed the lease to turn over the last two federally-owned airports, Washington National and Dulles, to an independent regional commission. There had been eight different attempts to transfer the airports since 1949. We've presided over the flagship of privatization, the sale of Conrail, the former government freight railroad. I had one of the most exciting moments of my life last month standing on the floor of the New York Stock Exchange as eager investors bought every last share of the government's stock in Conrail. That sale brought \$1.88 billion to the federal treasury. It was the largest initial industrial public offering in U.S. history. After seventeen years as a ward of the state, Conrail is now a healthy, publicly traded, privately owned railroad. It's high time the federal government got out of the business of running airports and railroads.

And last month, I created a commission, headed by former Illinois Governor Richard Ogilvie, which will explore ways the federal government can eliminate subsidies to Amtrak while preserving economically feasible rail passenger service. Amtrak provides less than one percent of intercity travel and costs us taxpayers \$27 every time someone steps foot on Amtrak. I want some creative investment bankers, rail experts, and marketing people to look at developing Amtrak's assets -- and restructuring the railroad -- so that we can eliminate these massive deficits.

And we're working on the privatization of space. For three years I've argued within the government that the federal monopoly in space must be ended. In 1986, the private sector was given the green light. The President announced that routine commercial satellites would no longer be launched by the space shuttle. Now if there ever was a case for privatization, this is it. Companies for twenty years have been manufacturing rockets for Uncle Sam and at a highly reliable rate. Those same companies can launch satellites on a more competitive basis, at lower cost and more efficiently than the government could ever hope to. But there was no way they'd compete with Uncle Sam, who was offering a 40 percent subsidy. And what does it mean for the shuttle? The shuttle is now freed to perform more important, exotic missions -- manned space, the space station, SDI, research and development, and planetary exploration. It is exciting to watch this fledgling industry move out now to compete against the French, the Chinese and the Russians. We at Transportation will be setting the safety regulations for the launch sites and clearing away excessive federal regulations.

Now let me come down to earth for a minute.

My 1988 budget reflects a commitment to both a safe, efficient transportation system and a commitment to fiscal responsibility. I've reassessed the federal role in transportation policy. We simply can't continue to do all we've been doing and get these deficits under control. We have sought to concentrate resources on transportation needs that are truly national in character, like facilitating interstate commerce and defense needs. One area that should be more the responsibility of the states and localities is mass transit.

States and cities spend less than 1 percent of their combined budgets on transits, and many states have annual budget surpluses. The city of Los Angeles for their metro -- their subway -- gets 14 percent of that mass transit funding off the top. Nobody else gets mass transit money until Los Angeles gets their 14 percent. We have already put \$23 billion into the Los Angeles subway through this tax money and now they want \$870 million more -- 14 percent of the funds and they have not decided yet the route it is going to run. Nor have they done an environmental impact study. But they want to earmark all of that money. Now we went out and looked at their books and their cash flow numbers show that Los Angeles can pay for their metro extension with money right there locally. Let the states set their priorities, and let's make it fair and equitable where mass transit authority gives everybody some of the money. And take out a project like Los Angeles, where they can afford to pay for it locally.

We continue to leave no stone unturned in our efforts to make the world's safest transportation system ever safer.

Last year we implemented a tough new alcohol and drug rule for the nation's railroads -- the first such rule in rail history.

I'm sure you are all painfully aware of the tragedy involving the collision of an Amtrak train with a Conrail engine near Baltimore in January, and the subsequent finding that the Conrail engineer and brakeman both tested positively for marijuana. Because of the new rule, we were able to test those employees. Even with the rule in place, we've found that almost 4 percent of employees tested after accidents this past year had drugs in their system.

I believe that still stronger measures are necessary. So I announced recently a sweeping program of random drug testing and counseling and rehabilitation for DOT employees who hold safety and security-related positions and who may be suffering from a drug problem. Also, we'll address such problems among airline and railroad personnel.

Rail labor and airline unions will fight to stop me. They're already suing me. But we're fighting for the safety of the union's own members as well as the public at large.

Over the years, rail labor has demanded and received countless special privileges and protective rules -- many in the name of safety. I'm calling

on rail labor now, to work with us in sincere efforts to eradicate drug and alcohol abuse, once and for all.

We will continue to fight for deregulation -- it will be a real battle this year -- and to sunset ICC as we did the CAB.

We've got some big challenges ahead of us, some tough choices. With them comes the opportunity to put our stamp on history. Within our grasp are permanent solutions to problems that have plagued us for decades.

It is in our power to regain a Republican majority in the Senate in 1988. We must work very hard to see that it happens. I heard one Senator say recently on the Senate floor, "Gentlemen, let me tax your memories." Ted Kennedy leapt to his feet and said, "Why haven't I thought of that before?" Ted Kennedy is now Chairman of the Labor and Human Resources Committee. I rest my case!

It is also in our power, I believe, to gain a Republican majority in the House of Representatives in the not-too-distant future. In fact, in the 1990 census, officials predict as many as 19 House seats will be added in the South and West, which will increase our opportunities to become the majority party in the House of Representatives. We must seize this chance to increase our ranks.

In addition to regaining control of the Senate and electing more Republicans to the House, we're embarked on a long-range effort to increase our strength in state legislatures and governors' mansions in 1988, 1990 and beyond. All across the country, party activists like yourselves have begun to persuade their friends and neighbors that Republican ideas should not be restricted to the White House. Indeed, there isn't a single state in the Union that we can't win -- nor a single state the Democrats can take for granted.

During the past six years, our party has established a benchmark of leadership that will require those who follow not merely to piece together a mosaic of political and special interests, but to assemble a constellation of ideas that weave together the aspirations of the people themselves. And to get the job done, we must renew our moral commitment to that spirit of service and selflessness that "flows like a deep and mighty river through the history of our nation."

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." The little girl in the family asked her father what it meant. Before he could reply, the cabbie said, "Honey, that means you ain't seen nothing yet!"

Ladies and gentlemen, I suggest that folks ain't seen nothing yet! Now, we're going through some tough times, but if we stick together and work hard to institutionalize the successes we've achieved these tough times will

pass and we'll move into 1988 with strength and solidarity. Together, we can secure the promise we made back in 1980, 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.

Sometimes it seems as if the challenges are insurmountable -- it's at times like this I think of President Reagan's comment about his early days as governor of California. "Each morning began," he said, "with someone standing before my desk describing yet another disaster. The feeling of stress became unbearable. I had the urge to look over my shoulder for someone I could pass the problem to. One day it came to me that I was looking in the wrong direction I looked up instead of back. I'm still looking up. I couldn't face one day in this office if I didn't know I could ask God's help and it will be given. Let us never forget the source of our strength and our courage.

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 and complete the task. Our party deserves it, history demands it and our children will reward it.

Thank you very much.

#####