

OFFICE OF SPEECHWRITING

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Date: August 25, 1997

From: Ilene Zeldin

To: Public Affairs, General Counsel, Policy, Budget, Governmental Affairs
Michael Huerta, Suzanne Sullivan, Kate Hallahan

Attached is the full prepared text/talking points of a speech to:

LBJ School

Austin, Texas

Wednesday, August 27, 1997

Please review for factual and policy accuracy.

Return the text by: Monday, August 25, 1997 - 2:00 p.m.

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RS -- LBJ School -- August 27, 1997

draft 1 -- 10 minutes -- by Ilene

Thank you, Governor Richards, for the wonderful history. She visited me recently. Unfortunately, I was running late, so when she came in, she said "I know you're busy, so give me \$15 million for Austin, and I'll be out of your way." She is one lady, you don't keep waiting!

Thank you Senator Robb for the inspiration to honor President Johnson and to imagine the future. I spent the morning with Mrs. Johnson and the family, and what a delight it was.

Let me say thanks -- especially -- to this great institution of higher learning, the University of Texas. As an Arkansan, I clearly remember the year after President Johnson left office. Richard Nixon came to Fayetteville, watched Texas beat Arkansas, declared Texas number one in the nation, and got himself into a lot of hot water everywhere, but here. The best thing to happen in 30 years is that Texas and Arkansas are now in different leagues, because President Clinton would not do that!

I recently held a meeting of transportation professionals -- from all sectors -- aviation, automotive, highways, transit, rail, and maritime. I was told we had never brought them all together -- in one room. And the most significant, poignant remark was when someone asked: why did it take 30 years?

As you saw from the video, I believe President Johnson would be proud of how far we have come. We have created the best transportation system in the world. But is it the greatest system it can be?

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I say no.

For it is not a system fully international in reach, intermodal in form, and intelligent in character. Of all the challenges to prepare for, that is the greatest.

Transportation must have an international reach, to focus more on the ports and airports and aviation agreements that will give us the opportunity to access markets all around the globe.

It must be intermodal in its form, which will come only when railroads, and airports, and highways, and ports all effectively connect to one another.

President Johnson brought us together from several departments and agencies to better coordinate policies, yet I believe internally we have operated too much like a holding company, where individual modes have been independent, clearly in isolation. If we're to realize the dream President Johnson envisioned we have to do better.

And our system has to be intelligent in its character. Cars that talk to roadways, electronics that have the car, not the driver in charge, so driving becomes safer. If President Johnson were here, he would say we need to further reduce highway deaths. And we can, if we bring the science together with the concrete, asphalt, and steel as one.

And we have other challenges. We have to prepare our youth to enter our chosen field. Because since President Clinton has been in office, our transportation service sector has added almost 700,000 jobs.

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So, with the help our private partners, we are reaching out to a million youth, going into our schools, having a conversation with our children, recruiting them to pursue transportation jobs.

Let me mention one other, most immediate challenge. When Congress reconvenes in September, on the table is legislation to determine how much we will invest in highways, transit, and safety in the 21st century. There is legislation on what to do with Amtrak. And they will look at how to fund aviation in the future. It is unprecedented in transportation history as to the magnitude of decisions, and the kind of money that Congress must vote, up or down.

As President Johnson pleaded our case three decades ago, I will do the same. For without the investments in infrastructure, we cannot be the greatest.

So, that is how I see us preparing for the next century, and new millennium. For we can, and I want to end with a prediction, accomplish as much in the next 10 years, as what occurred in the last 30, if -- if -- this Department of Transportation becomes more visionary and vigilant. And it will.

Thank you.