

Remarks  
Secretary Federico Peña  
National Governors Association  
February 2, 1993

I. Intro

- Thank you.
- Appropriate that you're my first audience because:
  - 1) I'm a former local official. I feel right at home.
  - 2) I need you as partners to carry out DOT mission.

II.

What is the DOT's mission? *More expensive - team work*

- It's more than bricks and mortar; more than a group of individual travel alternatives (highways, rail, transit, maritime, air, etc.)
- I see a DOT that is greater than the sum of its parts.
- As Secretary, my top goals are:
  - 1) Elevate the public's awareness of the importance of transportation in rebuilding the national economy and improving our quality of life.



Many of you told me privately that DOT procedures are too often cumbersome and counterproductive.

I want to change that, but need you to tell me how we can:

- o cut red tape

- o streamline processes

- o be more responsive to help you quickly, efficiently and strategically spend resources to stimulate state economies

#### IV. Closing

- Thank you again.

- Look forward to working with you in the short term to successfully implement the stimulus package and throughout next four years on longer term economic revitalization.

- Together, we can develop a transportation program that puts people back to work right away and builds foundation for jobs of the future.

1. Gov. Miller

- full funding of ISTEA
- stand ready to assist you in getting econ moving

2. Gov. Fordice

- fuel tax - highway trust funds

3. Gov. Carper → not in view w/ Fordice

4. Gov. Florio

- mass transit

5. Gov. Sununu

- stimulus package
- direction to improvement of inner cities
- water issues → pipes
- F.R. working w/ HCB

✓



2) Will be a strategic, targeted injection of funds into the economy to create jobs right away.

3) President and I agree that infrastructure investment is a key component.

(When I was Mayor of Denver, we saw how infrastructure investment could not only create short-term jobs, but also stimulate private investment and create permanent new high paying jobs.)

- We'll decide quickly on scope of package. We do know:

1) Will look to fund only projects that can be underway, and creating jobs, right away. Thank you Governor Romer and Governor Miller for working with state DOT's to identify projects.

- We need your help to make this investment work. I need you to:

1) Help monitor implementation.

Name someone in your office to make sure the money's being spent not only quickly, but wisely.

This funding's specifically intended to create jobs right away by funding needed projects that make sense.

2) Let me know how DOT can help.

Yesterday, the President and I met with a number of you.



1.55

REMARKS PREPARED FOR DELIVERY BY  
SECRETARY OF TRANSPORTATION FEDERICO PEÑA  
JOINT LEGISLATIVE SESSION  
FEBRUARY 18, 1993  
DENVER, COLORADO

Thank you all for coming today. For me, being here today is coming home. Not just to Denver--although it's great to be back--but also to the beginnings of my career in public service in this legislature.

My first few weeks in Washington have been exciting, but challenging, too. In Washington we are facing the same issues you in this legislature are: how to provide quality education for our children, health care for our families, a job for everyone who wants to work. Whether here in the Old Supreme Court Chambers or in the chambers of the United States Senate, these are the issues that the American people care about.

Here in Colorado, you are trying to forge new partnerships between government, industry and local communities to find solutions to these problems. That's why I'm particularly proud to be here today, as part of an Administration that wants to be a full partner in your task.

Last night you heard the President speak eloquently of his vision for the country. It's a vision of fundamental change and investing in America's future. It's a vision that breathes new life into the American dream.

Our number one priority is a healthy economy that rests on solid footing to carry us for the long haul. An economy that creates



good jobs that American workers can build careers on. An economy that creates higher incomes for all Americans. An economy that's about real progress and better lives for everyone.

Last night, the President outlined a bold, comprehensive plan to reach these goals and change the economic course of this country. The President's plan has three basic components: an immediate economic stimulus program; a bold plan for long-term investment; and an unprecedented commitment to deficit reduction.

The immediate stimulus package proposed by the President is a \$30 billion shot in the arm for the American workforce that will create 500,000 new jobs by the end of 1994. Its goal is to support and strengthen an economic recovery that's shown glimmers of hope, but still isn't putting people back to work. How will we do it? By investing in infrastructure with \$4 billion in new funds; in communities with \$2.5 billion in Community Development Block Grants; and in the creation of 683,000 summer jobs. And beyond this downpayment on long-term investment, the package provides powerful incentives to spur private economic development.

The President's long-term economic investment plan targets \$160 billion over four years to priority areas that are starved for resources and are critical to sustained economic growth. The plan focuses on five main areas the President spoke of often during his campaign: Rebuilding America; Lifelong Learning; Rewarding



Work; Health Care; and Private Sector Incentives.

Rebuilding America means investing in nuts and bolts support for economic growth. It's new funding for highways, transit, airports, and rail (and I'll talk more about this in a minute). It's investing in a clean environment and our energy self-sufficiency. It's investing in our rural and urban communities with resources for housing and business development.

Lifelong learning is about giving our kids a jump on life and about making sure every American has access to education and training, whatever their age. President Clinton has proposed full funding for Head Start and for the Women, Infants and Children program. He's proposed education reforms and an ambitious program of worker training and retraining with special attention paid to displaced workers from the defense industry.

Rewarding Work initiatives will make sure unemployment insurance is there for people who need it, and the expansion of the Earned Income Tax Credit fulfills President Clinton's basic commitment that no one who works full time should have to see their family live in poverty.

The President's health care initiatives will help make sure that AIDS programs are given the priority that this national health emergency demands; that treatment and prevention services are available to save people from drug abuse; and that the veterans



who've served this country have the medical services they deserve.

Finally, the Private Sector Incentives portion of the President's plan recognizes that government doesn't create economic growth and jobs, the private sector does. This proposal carefully targets \$24 billion over four years to trigger private sector investments that support technology development and improve the productivity of our plants and our workers.

The third and final piece of the President's overall economic recovery plan is the largest deficit reduction package in US history. Deficit reduction isn't a goal in and of itself; the goal is to stop wasting billions on debt interest and free those resources up for things we care about. President Clinton is proposing to cut almost \$500 billion from the deficit in the next four years and another \$200 million more the year after that. He'll do it with the 150 specific budget cuts and streamlining steps that will reduce federal spending by \$253 billion over four years. That means eliminating federal programs that don't work or aren't needed anymore and managing government for cost-effectiveness and results. Two more critical pieces are controlling health care costs, and changes to the tax structure to make it fairer.

Let me talk for a minute about the tax changes you've heard about and the contribution that the President is asking from the



American people. The President's overall plan is rooted in very basic principles: a commitment to change; a commitment to fairness and a commitment to honesty. Unlike the empty promises of recent years that sounded good but were really too good to be true, it's an balanced, realistic approach to national economic redirection.

His strategy requires tough choices and contributions from every American. But it's a strategy that requires government to contribute first. The President has already cut the White House staff 25 percent and has ordered the federal government to trim \$9 billion in administrative costs over the next four years. At the Department of Transportation, that will mean nearly \$150 million in reduced costs.

The President's plan turns next to the corporations and special interests who've profited in recent years while millions of American people looked for work and millions more struggled harder each day to make ends meet. Under the plan, the corporate tax rate would be raised to 36% and unfair loopholes would be eliminated.

The President's plan then turns to those who can afford it most and asks them to pay their fair share. Of the revenues raised in this package, 70% will come from those who make more than \$100,000 a year. The tax rate for the wealthy would rise to 36%, with a 10% surtax on millionaires.



Only then will the President ask average Americans to contribute by introducing a broad-based energy tax. In addition to raising needed revenues, this tax will help us conserve resources, decrease dependence on foreign oil, and reduce pollution.

In developing his economic plan, President Clinton literally went through the budget line by line --- the first time in anyone's memory that a President has been so intimately involved in the budget process. While he had hoped not to have to ask the middle class for an additional contribution, the sheer magnitude of our economic problems made that impossible. What he is promising to all Americans though is a return on their investment, and that return is better jobs, higher incomes, and fundamental economic change.

Let me talk for a minute more specifically about the infrastructure investment portions of the President's plan, because they are key to both our short and long-term economic strategies. As part of the immediate economic stimulus package, \$4 billion will be made available for highway and bridge projects; airport improvements; transit capital projects; and new Amtrak investments.

All told, these transportation investments will support 70,000 jobs in 1993 and 1994 alone, and over 90,000 jobs over four years. These will be good paying jobs in a construction industry that's been particularly hard hit by the recession, an industry



where unemployment stands at a staggering 25 percent in our 50 largest cities.

Some have questioned how we'll make sure this money is spent quickly and spent wisely. The answer is that we're targeting projects that are completely ready to go, that have all their approvals and that are simply waiting for funding. We aren't changing any of the rules or any of the normal requirements. Within these parameters, it will be up to state and local governments to decide which projects best boost their local economies. As extra insurance, we will also stipulate that any additional highway and transit funding must be under contract within 60 days of funding being made available, or it will be redirected to other states and communities.

What will this infrastructure investment package mean for Colorado? Under the stimulus package, Colorado will get over \$45 million in additional formula highway and transit funds alone. In addition, there will be \$826 million available nationally in additional airport, highway, and transit discretionary grants and in additional Amtrak funding. Colorado will be able to fund projects that state and local officials have said are top priorities and will be able to begin put the men and women in our construction industry back to work.

Later this afternoon, I'll be joining metro area representatives for a visit to the 23rd Street Viaduct. This is exactly the kind



of project we hope the stimulus package will fund. Not only is it ready to go and ready to support 1000 jobs this year alone, but it also represents a critical long term investment in the Denver area economy as an important link to the Central Denver Business District and to the new ballpark.

Under the President's stimulus plan, projects like this throughout the nation will be underway fast and creating jobs right away. These projects are a good first step in rebuilding the nation's crumbling infrastructure, but they are only a first step. Under the President's FY94-97 budget plan, he will seek an additional \$14.3 billion in investment in highways, transit, high speed rail and mag lev technology, and airport improvements. This investment will not only provide a strong foundation for sustained economic growth, it will support 187,000 jobs over the next four years.

The President understands that an excellent transportation system is critical to this country's economic health and ability to compete globally. He understands that transportation facilities aren't just bricks and mortar, they're the way that American people get to work and school and the way American businesses get their goods to market. When our transportation facilities don't work, it's more than an inconvenience, it's millions of hours and billions of dollars in lost productivity each year.

We are also committed to improving the health of the nation's



transportation industries, recognizing that these businesses are essential economic contributors that represent millions of jobs for American workers. On Tuesday, I joined members of Congress to announce proposed legislation to form a 15 member national commission to create an action strategy to strengthen the aviation industry. Once formed, the Commission will have 90 days to report back with its recommendations. With US airlines having lost a staggering \$8 billion in the past three years and tens of thousands of US aviation workers out of work, we must get the aviation industry back on track.

Overall, these steps are part of a comprehensive, ongoing plan to invest strategically in the nation's transportation system and in our economy. Here in Colorado, we understand the wisdom of that kind of approach. Working together over the past decade, you and I have made that kind of investment in our transportation system, and it's worked. From the new airport to investing millions in our roads, bridges and viaducts, we showed that we are serious about our future. The business community saw that we were willing to do what was necessary to support private economic investment. As a result, Denver fared much better than many other cities during the recession.

That's the kind of long-term, strategic approach that President Clinton and I believe is critical for this country to regain its economic strength and competitiveness. The ideas the President talked about last night are as big as they are simple. Getting



there won't be easy, and Washington doesn't have all the answers. In fact, there's a lot about Washington that makes the job even harder.

As legislators and as leaders, you will be a crucial part of ending the status quo and helping us take advantage of this once in a generation opportunity for real economic change and progress. We will all have to work and work hard, and we will all have to make tough choices. We in the West have always understood self-sufficiency. We have always understood pitching in for the common good. This legislature has made tough choices and budget cuts before. It was never the easy way out, but it was always the right way to go.

President Clinton's economic plan does not take the easy way out either. It is the right, responsible and fair way to go. Already, the special interests and their lobbyists are lining up to fight this bold plan for fundamental economic change and progress. I ask your support in joining with President Clinton and our Administration in holding the line against the naysayers and those who would preserve the status quo.

On behalf of the President, I'd like to thank Mayor Webb and Governor Romer and the members of this legislature for helping us put this economic plan together. I'd like to thank you for giving me the opportunity to speak to you today, and I look forward to working with you to bring about the change this country needs.



REMARKS PREPARED FOR DELIVERY BY  
SECRETARY OF TRANSPORTATION FEDERICO PEÑA  
ECONOMIC PACKAGE  
FEBRUARY 19, 1993  
LOUISVILLE, KENTUCKY

Economic Package Talking Points

I. Intro

A. Local communities are facing same issues as D.C.

- 1) education for kids
- 2) health care for families
- 3) job for anyone who wants one

B. As Mayor, faced same issues

C. Clinton Administration wants to be your partner

II. Goal of Economic Plan: Sustained economic growth

A. Create jobs

B. Increase incomes

C. Better standard of living: now and for next generation

D. Fundamental economic change



### III. Components of Plan

- A. Immediate economic stimulus
- B. Long-term investment strategy
- C. Deficit reduction

### IV. Stimulus Package

- A. Immediate booster shot for American workforce
  - 1) some signs of recovery; still no new jobs
- B. \$30 billion package creates 500,000 jobs by end of 94
- C. Combination of Investments/Incentives = a downpayment on long-term investment
  - 1) Infrastructure (\$4b)
  - 2) Communities (\$2.5b for CDBG)
  - 3) 683,000 summer jobs
  - 4) private investment incentives (tax credits, etc.)



V. Long Term Investment Plan

A. Target resources to areas starved for resources & critical to economy:

- 1) Rebuilding America
- 2) Lifelong Learning
- 3) Rewarding Work
- 4) Health Care
- 5) Private Sector Incentives

B. Rebuilding America:  
nuts and bolts economic supports

- 1) highways, transit, airports, rail
- 2) clean environment
- 3) energy self-sufficiency
- 4) rural & urban communities:  
housing, business development

C. Lifelong Learning:  
education and training for all ages

- 1) Head Start (full funding)
- 2) Women Infants and Children (full funding)
- 3) ambitious program of worker training  
(including defense workers)



D. Rewarding Work:

people who work hard and play by the rules

- 1) increased unemployment benefits
- 2) Earned Income Tax Credit Expansion: families of full-time workers shouldn't live in poverty

E. Health Care

- 1) AIDS funding
- 2) drug treatment/prevention
- 3) veterans' medical services

F. Private Sector Initiatives:

government doesn't create jobs, private sector does

- 1) targets \$24b over 4 yrs. to private sector investment:
  - technology development
  - plant/worker productivity

VI. Deficit Reduction

A. Means to an end: free up resources

B. Largest deficit reduction plan in history:

- \$500b in 4 yrs.
- \$200b more in 5th year



C. Through:

- 150 specific cuts
- \$253b spending reduction over 4 yrs.
- eliminating unneeded programs
- management efficiencies
- health care cost control
- tax fairness

VII. Putting Revenue Increases in Context

A. Overall Plan is rooted in:

- fairness, honesty, balance
- unlike empty promises of recent years

B. Contributions asked first from:

1) government

- 25% White House staff cut
- \$9b federal government cut over 4 yrs.
- almost \$150m cut at DOT

2) corporations

- corporate tax rate raised to 36%
- loopholes closed

3) wealthy

- 70% of taxes on those making over 100k
- tax rate on wealthy to 36%
- 10% millionaires surtax



C. Average Americans asked last to contribute

- President went through budget line by line
- magnitude of problem mandated tax increase
- energy tax: conserves energy, reduces pollution
- return on investment=more and better jobs

VIII. Transportation Investment

- A. Infrastructure investment is key to long and short term economic growth.

LOUISVILLE

1) Cong. Mazzoli has worked hard on:

- highway \$ for revitalization of downtown Louisville waterfront

2) Mayor Abramson has worked hard on:

- airport expansion; regional transit centers; downtown investments

LEXINGTON

1) Senator Ford has worked hard on:

- \$ for Staniford Field (Louisville), Lexington Blue Grass Airport; Georgetown/Scott City Airport
- better airline service schedules
- getting Kentucky fair share of ISTEA \$



B. Stimulus Package

A. \$4 billion for:

- highways, bridges
- transit
- airports
- Amtrak

B. 70,000 jobs in 93/94  
90,000 over 4 years

C. Kentucky gets:

1) \$45.7m in addt'l formula highway & transit \$

2) Including:

a) \$42.2m for highways

b) \$3.5m for transit:

LOUISVILLE: \$1.68m for transit

LEXINGTON: \$357,000 for transit

D. Will it work?

1) targeting only ready to go projects

-Mayors, Governors say there are plenty

2) all normal requirements apply

-ensures only worthwhile projects go forward

3) money not spent w/in 60 days of passage is  
redistributed



## E. Long Term Investment

- 1) \$14.3b more requested for FY94-97
- 2) creates 187,000 jobs over 4 yrs.

## IX. Close

- We have window of opportunity for once in a generation economic change.
- This is a bold, comprehensive action plan.
- It is balanced, fair, honest and effective.
- Narrow special interests can't be allowed to derail it.
- Join us in fight for change and against the status quo.



TALKING POINTS PREPARED FOR  
SECRETARY OF TRANSPORTATION FEDERICO PEÑA  
AMERICAN TRUCKING ASSOCIATIONS EXECUTIVE BOARD  
TELECAST TO SAN DIEGO, CALIFORNIA  
FEBRUARY 23, 1993

- Thank you, Tom Donohue, and thanks for the outstanding job you do in educating everyone in Washington on the interests of the U.S. trucking industry.
- Regret that I couldn't be with you in San Diego today, but delighted that telecommunications can bring us together in this way.
- Aware that DOT has enjoyed a long and productive relationship with the American Trucking Associations.
  - Appreciate your truck safety program, your part in the success of the single commercial drivers license, your support in getting drunk and drugged drivers off the highways, and many, many other programs that benefit motorists in general.
- Share your commitment to the National Highway System.
  - 155,000 miles that will comprise only four percent of our total public road mileage, but will carry 75 percent of our inter-city truck traffic and 40 percent of all highway travel.



-- Strength of our national economy, the continued success of just-in-time delivery depend upon the NHS.

- Share your commitment to full funding of ISTEA.

-- Very optimistic that the President's stimulus package will be passed in short order, providing an extra \$3 billion shot in the arm for our highway program.

-- Targeting only ready to go projects.

-- No pork barrel projects, only projects that are a long-term investment in our economy.

-- Every penny will be spent on projects that will increase your productivity and therefore strengthen our nation's competitiveness in world markets.

-- \$3 billion for highways is more than stimulus, it's a long term strategic investment in America's economic strength.

- You in the trucking industry have always been leaders in support of our highway system.

-- You have an important role to play in the future. Tom Donohue can't do it alone.



-- Need everyone of you to support the stimulus package. Support full funding of ISTEA. And continue to work with Congress and the DOT for the best interest of America's highways and those who travel on them.

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OPENING STATEMENT OF THE HONORABLE FEDERICO PEÑA  
SECRETARY OF TRANSPORTATION  
BEFORE THE SENATE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION  
FEBRUARY 23, 1993

It is an honor to appear before this Committee to support the President's proposals for economic stimulus to strengthen our economy.

Last week the President spoke eloquently of his vision for the country, a vision of fundamental change geared to investing in the future and restoring the American dream. The foundation of this vision is a strong economy that creates and supports jobs. The President's plan to achieve this goal is a three-part plan: an immediate economic stimulus program; long-term investment; and unprecedented commitment to deficit reduction.

I would like to focus my remarks on the stimulus piece to explain the Administration's philosophy that shapes the proposal, and in specific to address the transportation component.

The stimulus package proposed by the President is a \$30 billion shot in the arm for the American workforce that will support 500,000 new jobs by the end of FY 1994. Its goal is to support and strengthen an economic recovery that, unfortunately, is putting to few people back to work. While the focus is job creation now, the spending included in the stimulus package also responds to the many needs this country faces -- in infrastructure, housing, education, job training and the environment. In addition, the package provides tax incentives to spur private economic development.

Increased Spending for Transportation

The stimulus package includes about \$16 billion in new appropriations and obligations for FY 1993. Of this amount, transportation accounts for \$4.16 billion, more than 25 percent of the total new spending. This includes:

- o +\$2.976 billion for Federal-aid highways to fund the ISTEA-authorized obligation limitation of \$18.303 billion, for a total program of \$20.645 billion.
- o +\$752 million for transit capital grants, including \$482 million for the Formula Grant program and \$270 million for the Discretionary Grant program, dedicated to buses.
- o +\$250 million for discretionary grants under the Airport Improvement Program, to fund a total FY 1993 program of \$2.05 billion.
- o +\$188 million for Amtrak capital grants, to fund a total FY 1993 capital program of \$353 million.



### Rationale for Increased Transportation Funds

The additional spending proposed for transportation contributes to the goal of economic stimulus as well as to investment for the future. As an economic stimulus, increased funding for transportation creates jobs both directly at the construction site or vehicle manufacturer and indirectly through increased orders for materials and equipment to support transportation improvements. We estimate that the transportation component will generate about 70,000 jobs in the FY 1993-94 period.

Transportation spending is a key investment for the future. Transportation improvements contribute in the long term to the increased productivity of our economy by reducing delays and facilitating the movement of goods to market and people to jobs. Increasing the efficiency of our transportation system helps control the cost of transporting goods which contributes to the competitiveness of our industries.

### How Will the Transportation Funds be Spent?

Our proposal will increase the funding or obligation authority in current programs. No new programs are proposed. No changes will be made to Federal regulations and requirements. We will not sacrifice environmental standards or sound planning requirements in order to speed spending. We will work with the existing Federal procedures for project approval and eligibility criteria. These are known procedures with which State and local governments are accustomed.

Our focus will be on work that can be started this fiscal year, before September 30, 1993. That means bids accepted or contracts awarded before the end of this fiscal year.

Based on our surveys of State and local transportation officials, we expect the funds to be spent on such projects as resurfacing, restoring and rehabilitating highways, bus and van purchases and rail modernization, runway and other airport improvements and Amtrak track and station improvements.

### How Can We Be Sure the Extra Funding Will Truly Be a Stimulus?

We are confident that the increased funding will support additional work above and beyond that which could be supported with funds available to date. This view is based on countless conversations and surveys with state and local transportation officials and our own DOT regional staff to identify or verify additional projects that could begin this fiscal year if additional funds were made available. I have also spoken to various representatives of State and local governments--the Governors, the Conference of Mayors, the American Association of State Highway and Transportation Officials--inviting their input and urging their action and assistance to ensure that our States and cities are ready and able to put these additional funds to work.



The additional funding may result in advancing projects that might otherwise not be funded until FY 1994 or later, but that is consistent with the intent of the stimulus package.

The stimulus funds will only be available until September 30, 1993. That creates an added incentive for full use of these funds. As a further step to ensure full use of the funds, we are proposing to redistribute highway obligation authority and transit formula funds that are not used within 60 days of enactment. In the case of highways, we would require that obligation authority for which States have not received bids within 60 days of enactment be redistributed to other States which could put the funds to work. For transit formula grants, we would redistribute to other areas funds that are not obligated within 60 days of enactment.

We will also work with State and local governments toward quick contract award once bids are received.

#### How Quickly Will the Program Be Implemented?

We ask your support for quick enactment of the stimulus legislation. If supplemental appropriations can be enacted by the end of March, then the entire Spring and Summer construction season is available to put additional funds to work.

Mr. Chairman, our goal is a stronger economy that will benefit us all. And in my view, transportation plays an important role in the economic strength of our country. I look forward to working with you and the committee as we work together to achieve a transportation system that serves our country efficiently and effectively.



TALKING POINTS FOR HISPANIC LEAGUE RECEPTION  
SECRETARY OF TRANSPORTATION FEDERICO PEÑA  
FEBRUARY 26, 1993  
DENVER, COLORADO

Talking Points For Thank You

- Thanks for this high honor
  - Governor Romer
  - Mayor Webb
  - Butch Montoya
  - Rosemary Rodriguez
  - Michael Galvez
  - Everyone in this room
- Actually I should be honoring you.
- My roots in Denver and Colorado.
- Honored to serve as President Clinton's Secretary of Transportation -- participate in Economic Plan.

(Economic Package Talking Points if you need them)

- I. Goal of Economic Plan: Sustained economic growth
  - A. Create jobs: 8 million in next four years
  - B. Increase incomes
  - C. Better standard of living now and for next generation



- D. Fundamental economic change
- E. Partnership with private sector
- II. Components of Plan
  - A. Immediate economic stimulus
  - B. Long-term investment strategy
  - C. Deficit reduction
- III. Stimulus Package
  - A. Immediate booster shot for American workforce
    - 1) Some signs of recovery; still no new jobs
  - B. \$30B package creates 500,000 jobs by end of '94
  - C. Combination of Investments/Incentives = a downpayment on long-term investment
    - 1) Infrastructure (\$4B)
    - 2) Communities (\$2.5B for CDBG)
    - 3) 683,000 summer jobs
    - 4) Private investment incentives (tax credits, etc.)
- IV. Long Term Investment Plan
  - A. Target resources to areas starved for resources & critical to economy:
    - 1) Rebuilding America
    - 2) Lifelong Learning



3) Rewarding Work

4) Health Care

5) Private Sector Incentives

B. Rebuilding America: nuts and bolts economic support

1) Highways, transit, airports, rail

2) Clean environment

3) Energy self-sufficiency

4) Rural & urban communities: housing, business development

C. Lifelong Learning: education & training for all ages

1) Head Start (full funding)

2) Women Infants and Children (full funding)

3) Ambitious program of worker training (including defense workers)

D. Rewarding Work: people who work hard and play by the rules

1) Increased unemployment benefits

2) Earned Income Tax Credit Expansion: families of full time workers shouldn't live in poverty



E. Health Care

- 1) AIDS funding
- 2) drug treatment/prevention
- 3) veterans' medical services

F. Private Sector Initiatives: government doesn't create jobs, private sector does

- 1) Targets \$24B over 4 yrs. to private sector investment:
  - technology development
  - plant/worker productivity
- 2) Incentives for investment in small business
  - permanent small business tax credit
- 3) Favorable capital gains provisions will encourage growth of all business.

V. Deficit Reduction

A. Means to an end: free up resources

- heart of benefit is additional private sector investment

B. Largest deficit reduction plan in history:

- \$325B in 4 years
- \$148B more in 5th year



C. Through:

- 150 specific cuts
- \$253B spending reduction over 4 yrs.
- eliminating unneeded programs
- management efficiencies
- health care costs
- tax fairness

VI. Putting Revenue Increases in Context

A. Overall plan is rooted in:

- fairness, honesty, balance
- unlike empty promises of recent years

B. Contributions asked first from government.

- 25% White House staff cut
- \$9B federal government cuts over 4 yrs.
- almost \$150M cut at DOT

VII. Transportation Investment

A. Infrastructure investment is key to long and short term economic growth.

-- Public investment will draw private investment, help small businesses such as many of you own.



B. Stimulus Package

- \$4 billion for:
  - highways, bridges (\$3B)
  - transit (\$752M)
  - airports (\$250M)
  - Amtrak (\$188M)
- 70,000 jobs in 93/94  
90,000 over 4 years

C. Colorado gets:

- 1) \$45.4M in addt'l formula highway & transit
- 2) Including:
  - a) \$40.2M for hwys
  - b) \$5.2M for transit including \$3.3M for Denver

D. Will it work?

- 1) targeting only ready to go projects
- 2) all normal requirements apply -- ensures only worthwhile projects go forward
- 3) will redistribute money not spent within 60 days

E. Long Term Investment

- 1) \$14.3B more requested for FY 94-97
- 2) create 187,000 jobs over 4 yrs.



## VII. Close

- We have window of opportunity for once in a generation economic change.
- This is a bold, comprehensive action plan.
- It is balanced, fair, honest and effective.
- Narrow special interests can't be allowed to derail it.
- Join us in fight for change and against status quo.

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DRAFT REWORKED 2-23-93 AT 5 P.M.  
TALKING POINTS PREPARED FOR  
SECRETARY OF TRANSPORTATION FEDERICO PEÑA  
LATINO CHAMBER OF COMMERCE OF PUEBLO  
PUEBLO, COLORADO  
FEBRUARY 27, 1993

I. Introduction

A. Congratulate award winners

- Al Gurule - board member of year
- Dr. Richard Rivera - professional of year
- Ken's Landscaping & Irrigation - business of year

II. Your Annual Theme "Economic Empowerment '93" expresses President Clinton's Goals for all Americans.

A. Begins with commitment to equality -- President demonstrated commitment when he named his cabinet.

B. Up to each Cabinet member to reinforce commitment.

1) At DOT- emphasize workforce diversity.

2) Department supports minority education: Need more minority college grads in transportation-related careers; valuable resource.

- Historically Black Colleges and Universities program is well established.

- Also working with the Hispanic Association of Colleges and Universities to assist 75 Hispanic-serving institutions.



3) Contracting -- DOT's Office of Small and Disadvantaged Business Utilization to assist minority contractors will be reaching out with comprehensive marketing information package.

- DBE in Colorado in FY 1992 -- over 14 % of total Colorado Federal-aid highway dollars, including \$8.5M to Hispanic-owned firms; 18 % of total Pueblo Transit Department awards.

C. All Americans share the same aspirations -- regardless of race, sex or ethnic background.

- 1) Education for kids
- 2) Health care for families
- 3) Job for anyone who wants one

III. Goal of Economic Plan: Sustained economic growth

A. Create jobs

B. Increase incomes

C. Better standard of living now and for next generation

D. Fundamental economic change



#### IV. Components of Plan

- A. Immediate economic stimulus
- B. Long-term investment strategy
- C. Deficit reduction

#### V. Stimulus Package

- A. Immediate booster shot for American workforce
  - 1) Some signs of recovery; still no new jobs
- B. \$30b package creates 500,000 jobs by end of '94
- C. Combination of Investments/Incentives = a downpayment on long-term investment
  - 1) Infrastructure (\$4b)
  - 2) Communities (\$2.5b for CDBG)
  - 3) 683,000 summer jobs
  - 4) private investment incentives (tax credits, etc.)



## VI. Long Term Investment Plan

- A. Target resources to areas starved for resources & critical to economy:
  - 1) Rebuilding America
  - 2) Lifelong Learning
  - 3) Rewarding Work
  - 4) Health Care
  - 5) Private Sector Incentives
- B. Rebuilding America: nuts and bolts economic support
  - 1) Highways, transit, airports, rail
  - 2) Clean environment
  - 3) Energy self-sufficiency
  - 4) Rural & urban communities: housing, business development
- C. Lifelong Learning: education and training for all ages
  - 1) Head Start (full funding)
  - 2) Women Infants and Children (full funding)
  - 3) Ambitious program of worker training (including defense workers)
- D. Rewarding Work: people who work hard and play by the rules
  - 1) Increased unemployment benefits
  - 2) Earned Income Tax Credit Expansion: families of full time workers shouldn't live in poverty



E. Health Care

- 1) AIDS funding
- 2) drug treatment/prevention
- 3) veterans' medical services

F. Private Sector Initiatives:

government doesn't create jobs, private sector does

1) Targets \$24 b over 4 yrs. to private sector investment:

- technology development
- plant/worker productivity

VII. Deficit Reduction

A. Means to an end: free up resources

B. Largest deficit reduction plan in history:

- \$500 B in 4 years
- \$200 b more in 5th year

C. Through:

- 150 specific cuts
- \$253 b spending reduction over 4 yrs.
- eliminating unneeded programs
- management efficiencies
- health care costs
- tax fairness



## VIII. Putting Revenue Increases in Context

### A. Overall plan is rooted in:

- fairness, honesty, balance
- unlike empty promises of recent years

### B. Average Americans asked last to contribute

## IX. Transportation Investment

### A. Infrastructure investment is key to long and short term economic growth.

### B. Stimulus Package

- \$4 billion for:
  - highways, bridges (\$3B)
  - transit (\$752M for capital grants including \$482M for Formula Grant program and \$270M for Discretionary Grant program dedicated to buses.)
  - airports (\$250M for AIP Program to fund total FY '93 program of \$2.05B)
  - Amtrak (\$188M Amtrak capital grants)
- 70,000 jobs in 93/94  
90,000 over 4 years



C. Colorado gets:

- 1) \$45.4M in addt'l formula highway & transit
- 2) Including:
  - a) \$40.2M for hwys
  - b) \$5.2M for transit including \$3.3M for Denver(Pueblo?)

D. Will it work?

- 1) targeting only ready to go projects
- 2) all normal requirements apply
  - ensures only worthwhile projects go forward
- 3) money not spent within 60 days of passage is redistributed

E. Long Term Investment

- 1) \$14.3 b more requested for FY 94-97
- 2) create 187,000 jobs over 4 yrs.

X. Close

- We have window of opportunity for once in a generation economic change.
- This is a bold, comprehensive action plan.
- It is balanced, fair, honest and effective.
- Narrow special interests can't be allowed to derail it.
- Join us in fight for change and against status quo.

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