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REMARKS PREPARED FOR DELIVERY BY  
SECRETARY OF TRANSPORTATION ELIZABETH HANFORD DOLE  
TO THE CARY CHAMBER OF COMMERCE  
RALEIGH, NORTH CAROLINA  
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It is a joy to be here tonight and share in your annual banquet. I must confess that when I was growing up in Salisbury, Cary was just one of those small towns near Raleigh. That really hasn't been so long ago, but small towns in North Carolina have a way of growing up very fast. Your community, in the heart of our world-famous "research triangle," has had a population increase of more than 500 percent in less than 20 years -- and your 30,000 today are expected to become 60,000 in less than a decade. Your challenge here, as in communities all across America, is not just to keep pace with the growth and prosperity that are again occurring throughout our land, but to plan for a future that can be as unlimited as our imaginations and fully as rewarding as our past. America is on the move again, riding a new wave of hope and the current of a strong economy.

The success of President Reagan's economic leadership can be measured in an inflation rate that has averaged just four percent over the last 2½ years, in a GNP annual growth rate of nearly seven percent, in six million new jobs, and personal income that has increased by nearly \$200 billion since last December. The rate of growth in government spending has been cut from 17 percent to 6½ percent. Business productivity has increased in every quarter for the past two years, and the President's commitment to less government interference has given private enterprise greater freedom, fresh incentives and a new zeal for competition.

Transportation is sharing in this new economic prosperity and is in fact, responsible for some of it. Transportation is an \$818 billion industry that accounts for almost 25 percent of our Gross National Product. We are investing more heavily in the infrastructure so essential to our transportation industries and our personal mobility.

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Just a few years ago there was near-universal anxiety over the deteriorating state of that infrastructure. Clearly something had to be done and this Administration took decisive action, persuading Congress to pass the Surface Transportation Assistance Act of 1982. As a result of the nickel-a-gallon increase in the Federal gasoline tax -- the first in nearly 25 years -- Federal highway assistance to the states increased more than 50 percent in just two years. And gasoline still costs less at the pump than it did three years ago!

To translate the benefit to our highways into dollars and cents, North Carolina's share of federal highway funds jumped from \$148 million in 1982 to \$236 million in FY 83 and \$228 million in 1984. In just two years, your state has received nearly half a billion dollars in Federal highway funds. I should note that North Carolina's very able Senators, Jesse Helms and John East, are both extremely effective in bringing North Carolina's highway and bridge needs to our attention.

This increase in Federal dollars combined with higher levels of state highway investment assures completion of the Interstate system and its preservation. It lets us renew our roads instead of just patching them. We are also repairing and replacing bridges at an unprecedented rate. By doing rehabilitation work today, we avoid more costly reconstruction work in the future.

North Carolina's 847 miles of Interstate are ninety-two percent complete, and excellent progress is being made on the remaining mileage. Earlier this year 33 miles of I-85 from Lexington to southern Greensboro were opened; and in Asheville, the new \$3.3 million interchange of I-40 with U.S. 25A is in the developmental stages. As you know, a provision in the Surface Transportation Assistance Act permitted the relocation of 18.2 miles of I-40 in Winston-Salem. Design work is now under way and right-of-way acquisition will begin this fall.

Our commitment extends to urban public transportation systems as well. In fact, one cent of the five-cent Federal tax increase is dedicated to transit. With capital funding from the Urban Mass Transportation Administration, communities are putting new buses on their streets, improving rail systems and providing more efficient facilities -- from maintenance shops to bus shelters -- to ensure better urban transit service. North Carolina received over \$22 million in Federal transit funds last year.

President Reagan's policies are helping transportation in yet another way -- by encouraging airlines, railroads and trucking companies to compete more freely in an open market. We call it deregulation, and it has created a whole new economic climate for those transportation industries. In aviation, for example, deregulation has transformed an industry long shielded from real price competition and new competitors. Today, passengers looking for air transportation, shorn of its frills but safe and reliable, can readily find that kind of service. Since some carriers, including those born of deregulation, have lower operating costs, they can offer low fares and still turn a profit. According to one detailed study, deregulation has saved air travelers an estimated \$10 billion since 1978 through lower fares. Deregulation has served North Carolina very well. Many of your larger cities -- including Charlotte, Greensboro and Raleigh -- have experienced major improvements in air service.

For example, since deregulation service to and from Charlotte has increased 130 percent. Piedmont alone increased its flight operations there substantially. Three other major airlines -- Pan Am, Ozark, and USAir -- along with five new regional

airlines have introduced service into Charlotte. That airport has received an international designation and now serves west coast cities with direct flights. Such growth induces yet more growth in other sectors of North Carolina's economy. When the Royal Insurance Company relocated in Charlotte, bringing with it fifteen hundred new jobs, one reason for the move -- according to the company -- was the excellent air service now available.

Raleigh-Durham is a similar success story, where flights have increased 94 percent since 1978. Six years ago, there were 45 daily flights by four major carriers at the airport. Today, nine major carriers provide 85 flights a day. Greensboro has had a 60 percent increase in flights since deregulation. Overall, air service statewide has increased 63 percent.

We are also working to meet the needs of this aviation expansion. In 1984 we awarded \$13½ million in Federal funding for airport improvement projects at 18 different airports in North Carolina. Those grants ranged from more than \$5 million to Raleigh to the \$54,000 we provided to Oxford.

But while deregulation is changing the economic structure of transportation industries like air travel, we are in no way diminishing our safety responsibilities. Quite the contrary; I have made safety my highest priority.

Earlier this year we completed a thorough "white glove" inspection of our airlines, examining the operational and maintenance procedures of 350 air carriers. I also increased our regular inspector force by 25 percent, to assure adequate resources for the FAA's ongoing safety regulation and enforcement program. We are now giving similar attention to general aviation, through a safety audit that will encompass 210,000 aircraft, as well as flying schools, maintenance facilities and training courses; and every kind of flying activity from crop dusters to corporate jets.

Looking further ahead, we're engaged in an \$11.7 billion program to modernize our airways. This long-range program, being paid for by those who use the air traffic control system, will double the capacity of our airspace, virtually weatherproof flight operations, and provide more precise landing systems. We estimate this improved system will actually save the government \$20 billion by the year 2000, through reduced operating and maintenance costs, and save users \$10 billion as a result of lower costs and fewer delays. And it will make an already safe air system even safer.

Let me conclude my time with you this evening by talking about another safety issue that is tremendously important. I refer to highway safety.

Ours is a three-pronged approach: safer roads, safer cars, safer drivers. We're helping states rebuild and improve their roads and bridges. The auto industry is giving safety new engineering and marketing emphasis -- while cost-effective new Federal regulations are helping, such as the third, high-mounted stop lamp you'll start seeing this fall. And widespread public support, on the part of concerned citizens and aroused state legislators, has generated a groundswell of protest against unsafe drivers.

A prime target is the drunk driver. Thanks to grassroots efforts, there's been a real consciousness raising in this country -- a growing awareness that alcohol is the crucial factor in half of our fatal highway accidents. In recent years virtually every state has passed or proposed new anti-drunk driving laws. Enforcement agencies are

cracking down. Communities are showing concern through comprehensive programs. Americans today are no longer willing to tolerate lax laws and lenient judges. And, believe me, I won't and cannot rest until every last drunk driver is off the roads of this country.

In 1982, President Reagan signed into law a bill providing Federal incentive funds for states dealing sternly with those convicted of drunk driving. To date, 16 states have qualified for those funds. We are hoping that more will continue to qualify, including North Carolina. Three months ago the President signed another bill, encouraging states to set 21 as their legal minimum drinking age for all alcoholic beverages. About half the states already had such a law. In raising your minimum age to 21 for liquor, you have moved closer to the goal we seek. I would hope to see your law extended to include all alcoholic beverages.

The President is a strong believer in state's rights. But one question simply couldn't be answered without Federal leadership: "blood borders" -- where teenagers have the incentive to drink and drive, crossing state lines to take advantage of lower drinking age laws. We strongly support states' rights and normally defer to state governments on traffic law issues, but this was one instance where we believe Federal leadership was justified.

But getting drunk drivers off the road is only one approach to the serious problem of highway safety. The cost of highway accidents -- in lives, injuries and property losses -- demands greater efforts toward occupant protection. One proven life-saver is the safety belt. It's in our cars. We only have to use it. Studies prove conclusively that safety belts save many lives and can cut moderate to serious injuries in half. Barbara Mandrell suffered a broken leg but escaped more serious injury in a head-on collision last month because she was wearing her safety belt. The driver of the other car, not protected by a safety belt, was killed.

The magnitude of the highway safety problem itself, the 470,000 who have died on American highways in the last decade, the 22,000 who die in the front seats of passenger cars each year and the 300,000 who are injured seriously enough to require hospital treatment, are compelling reasons for the positive action I took in my automatic crash protection decision last July. In that decision I addressed both the immediate and long-range occupant protection needs of the motoring public -- seeking to save lives immediately by encouraging all Americans to wear their existing lap and shoulder belts; and to save lives in the future through improved technologies, including the air bag.

My decision also specifies that if states with two-thirds of the U.S. population enact seat belt use laws by April 1989, effective no later than September 1989, the requirements for automatic restraints will no longer apply. One state -- New York -- already has passed such a law. Four other states plan to consider a mandatory seat belt use law yet this year. I hope your legislature will follow suit. I am confident that, working together, we can do as much, and more -- here and throughout our country -- to protect all our people who travel by car.

In meeting with you tonight, in sharing your pride in your community and our country, I think of how far we have come in this great land of ours -- and of how much the future still holds. I think, too, of the difference one organization can make in our society, what one chamber of commerce can do for a community, or one person endowed with determination and committed to a challenging goal can achieve.

I think of a woman who knew adversity, one whose spirit and example inspired millions. Her name was Helen Keller -- and she summed up her philosophy in a single sentence. "One can never consent to creep," she wrote, "when one feels an impulse to soar."

We have an impulse in America to soar -- to achieve new heights of safety, to loosen the shackles of economic regulation, to go as far and rise as high as our national will and competitive skills will take us. Make no mistake about it; that summit still beckons. Like President Reagan, I have no doubt of our will or capacity to hasten the "best days" for America he sees ahead. The frontier is still open. We are in the morning of our destiny -- and transportation will contribute much to a long and glorious day.

Thank you.

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