

TALKING POINTS PREPARED FOR SECRETARY DOLE
ALEC WASHINGTON BRIEFING
WASHINGTON, D.C.
MARCH 11, 1985

1

-- THANK YOU, LEE VERSTANDIG, FOR THAT VERY KIND INTRODUCTION.

~~BEGINNING TO FEEL LIKE CLOSE FRIEND OF ALEC; I'VE BEEN
SPEAKING TO ALEC AUDIENCES SO OFTEN.~~

-- HOW GRATEFUL FOR ALEC'S EFFORT IN ORGANIZING VERY SUCCESSFUL
CONFERENCE ON SAFETY BELT LAWS JUST NINE DAYS AGO IN DALLAS. MY
PRIVILEGE TO SPEAK TO THAT CONFERENCE, WHOSE ATTENDANCE I
UNDERSTAND INCLUDED SOME OF YOU, VIA VIDEOTAPE.

-- I VERY MUCH TAKE TO HEART THE IMPORTANT WORDS THE PRESIDENT
JUST DELIVERED TO YOU, ABOUT OUR NATIONAL SECURITY AND OUR
ECONOMY.

-- PROUD TO BE A PARTICIPANT IN THE "REAGAN REVOLUTION."
PRESIDENT WANTS FEDERAL GOVERNMENT TO REDISCOVER PROPER ROLE IN
RELATION TO THE PRIVATE ECONOMY AND STATE AND LOCAL GOVERNMENTS.

SINCE AMERICA'S RAILROADS WERE ON THE VERGE OF BECOMING AN ECONOMIC BASKET CASE. HIGH COSTS, DEFERRED MAINTENANCE, LOW RATES OF RETURN AND DWINDLING MARKETS WERE DEVOURING BOTH THEIR RESOURCES AND SPIRIT. STAGGERS RAIL ACT OF 1980, BRINGING REGULATORY REFORM TO THE INDUSTRY, LARGELY RESPONSIBLE FOR TURNAROUND.

-- NOTHING MORE IMPORTANT ON PRESIDENT'S TRANSPORTATION AGENDA THAN PROPOSAL TO SELL GOVERNMENT-OWNED FREIGHT RAILROAD, CONRAIL. MUCH MORE THAN A TRANSPORTATION ISSUE. OUR ECONOMY AND GOVERNMENT WILL FEEL REPERCUSSIONS OF CONRAIL DECISION FOR MANY YEARS TO COME. CRITICAL CONSERVATIVE POLICY IDEA AT STAKE -- IDEA OF PRIVATIZATION.

*Kelley Andrews
suggest we drop this*

2

-- FEDERAL GOVERNMENT HAS GROWN TOO LARGE AND POWERFUL. TO RESTORE PROPER DISTRIBUTION OF POWER TO PEOPLE, WE ARE PURSUING DEREGULATION, , PRIVATIZATION, DEFEDERALIZATION AND THE END OF COSTLY SUBSIDIES. WILL RESULT IN TRANSPORTATION SYSTEM MORE RESPONSIVE TO PEOPLE.

-- DEREGULATION TAKING PLACE IN ALL OUR TRANSPORTATION INDUSTRIES. SOON SENDING LEGISLATION TO CONGRESS TO FURTHER DEREGULATE TRUCKING INDUSTRY. MOTOR CARRIER ACT OF 1980, WHICH BEGAN THE DEREGULATORY PROCESS OF THE TRUCKING INDUSTRY, NOW PRODUCING DIVIDENDS FOR CARRIERS, SHIPPERS AND CONSUMERS. WITH FREE ENTRY PERMITTED UNDER REGULATORY REFORM, NOW MORE TRUCKING FIRMS IN BUSINESS THAN EVER BEFORE.

-- RAIL DEREGULATION TELLS SIMILAR STORY. DOESN'T SEEM LONG

MY DECISION BASED SOLELY ON WHAT WOULD BEST SERVE THOSE WHO RELY UPON CONRAIL'S SERVICES. MY AIM HAS BEEN TO SELECT BUYER WHICH WILL LEAVE CONRAIL IN STRONGEST FINANCIAL POSITION AFTER SALE, BEST PRESERVE SERVICE TO CONRAIL'S SHIPPERS, AND CONSISTENT WITH THESE CRITERIA, GIVE THE TAXPAYERS THE BEST RATE OF RETURN POSSIBLE. CONRAIL EMPLOYEES, SHIPPERS AND TAXPAYERS NATIONWIDE WILL BENEFIT GREATLY IF CONGRESS AGREES PROMPTLY TO SALE. IN FACT, ALMOST 1,200 SHIPPERS HAVE ENDORSED THE SALE OF CONRAIL TO NORFOLK SOUTHERN.

-- WE ALL WERE GIVEN SOMETHING TO CELEBRATE LAST WEEK WHEN CONGRESS PASSED THE "CLEAN ICE" BILL. THIS EMERGENCY LEGISLATION, AUTHORIZES RELEASE OF \$7 BILLION IN FEDERAL HIGHWAY FUNDS TO THE STATES. IF CONGRESS HAD NOT APPROVED THIS INTERSTATE COST

ESTIMATE LAST WEEK, ENTIRE 1985 HIGHWAY CONSTRUCTION SEASON IN SOME STATES WOULD HAVE BEEN PUT IN JEOPARDY.

-- NOW CONSTRUCTION OF OUR OVERALL INTERSTATE HIGHWAY SYSTEM IS ALMOST COMPLETED. TIME IS RIGHT TO BEGIN TO RETHINK FEDERAL-STATE RELATIONSHIP IN INTERSTATE HIGHWAY PROGRAMS. SHOULD SEEK TO RETURN MORE POWER AND FUNDING TO AUTHORITIES CLOSER TO PEOPLE

-- MANY OF YOU HAVE DEMONSTRATED CREATIVITY AND TALENT MEETING TRANSPORTATION NEEDS IN YOUR OWN STATES. AS GOVERNOR THORNBURGH OF PENNSYLVANIA PUT IT IN A RECENT LETTER TO THE PRESIDENT. "WE CAN DO MORE WITH LESS IF WE ARE RELIEVED OF INHIBITING FEDERAL MANDATES AND RESTRICTIONS..."

-- ANOTHER GOVERNOR RECENTLY SAID: "WE ARE NOT GOING TO PICK UP DOLLAR FOR DOLLAR EVERY FEDERAL PROGRAM THAT IS CUT, BECAUSE

FRANKLY MANY OF THOSE PROGRAMS OUGHT TO BE CUT WHEN RESOURCES ARE SCARCE." THIS GOVERNOR REALIZED WHAT WE IN REAGAN ADMINISTRATION ALSO REALIZE: NOT ONLY THAT FEDERAL GOVERNMENT CAN'T DO EVERYTHING, BUT THAT YOU AT THE STATE AND LOCAL LEVELS OFTEN HAVE FAR SUPERIOR JUDGMENT AS TO WHAT NEEDS TO BE DONE, PARTICULARLY IN MATTERS OF LOCAL SERVICE.

-- GREATLY VALUE YOUR LEADERSHIP IN OUR HIGHWAY SAFETY CAMPAIGN. EMERGING GRASS-ROOTS MOVEMENT IS HAVING TREMENDOUS INFLUENCE ON OUR SAFETY BELT CAMPAIGN, JUST AS A SIMILAR MOVEMENT DID ON ISSUES OF DRUNK DRIVING AND CHILD SAFETY SEATS.

-- ALL ACROSS AMERICA, PEOPLE BEGINNING TO REALIZE SAFETY BELTS ARE PROVEN LIFESAVER. CAN MEAN DIFFERENCE BETWEEN LIFE AND DEATH OR SERIOUS INJURY.

~~-- BEAUTIFUL CONSTANCY ABOUT AMERICA IS ABILITY OF ELECTED OFFICIALS TO RISE TO LEADERSHIP ON TOUGH ISSUES. THAT'S EXACTLY WHAT MANY OF YOU ARE DOING IN YOUR SUPPORT OF SAFETY BELT USE LAWS IN YOUR OWN STATES. NEW YORK, NEW JERSEY, ILLINOIS AND MICHIGAN AND MISSOURI HAVE ALREADY ENACTED SUCH LAWS. IN ADDITION, MORE THAN 30 STATE LEGISLATURES AND THE DISTRICT OF COLUMBIA HAVE SAFETY BELT USE LAWS PENDING FOR CONSIDERATION.~~

~~-- IT'S NOT AN EASY ISSUE. FEELINGS RUN STRONG ON BOTH SIDES. SOME MAY PREFER TO SEE AUTOMATIC OCCUPANT PROTECTION IN EVERY CAR. WILL BE IN ALL CARS MANUFACTURED ON OR AFTER SEPTEMBER 1, 1989, IF TWO-THIRDS OF OUR PEOPLE ARE NOT BY THAT TIME COVERED BY STATE SAFETY BELT USE LAWS. SOME MAY PREFER BELT USAGE LAWS AND LEAVE THE CHOICE OF AUTOMATIC PROTECTION TO INDIVIDUALS. IT IS~~

~~YOUR CHOICE, YOUR DECISION.~~

-- FIRMLY BELIEVE EFFECTIVELY ENFORCED STATE LAWS REQUIRING SAFETY BELT USAGE OFFER BEST OPPORTUNITY TO SAVE LIVES TODAY AT VIRTUALLY NO COST TO CONSUMERS. HOPE YOU WILL SUPPORT AND WORK FOR HIGHWAY SAFETY WHEN BILLS ARE IN YOUR LEGISLATURES. GRATEFUL THAT MANY ALEC LEADERS AND MEMBERS ARE JOINING SOS -- STATE OFFICEHOLDERS FOR SAFETY -- WHO ARE WORKING SO CLOSELY WITH US TO PROMOTE THE PRESIDENT'S SAFETY AGENDA IN THE STATES.

-- CHALLENGES OF CHANGE UPON US AGAIN IN 1985 -- CHANGES CREATED BY RISING ECONOMY IN NEED OF MORE TRANSPORTATION SERVICES; BY NEED TO CONTROL FEDERAL SPENDING AND FURTHER DEFINE PRIORITIES OF FEDERAL AND STATE GOVERNMENTS; AND BY A PEOPLE FULL OF HOPE FOR THE FUTURE.

GOVERNMENTS WORKING TOGETHER, CAN MAKE NEEDED CHANGES TO ASSURE AMERICA'S MOBILITY AND ECONOMIC STRENGTH AND PLACE TRANSPORTATION DECISIONS WHERE THEY BELONG -- WITH THE PEOPLE.

-- Beautiful constancy about America is ability of elected officials to rise to leadership on tough issues. That's exactly what many of you are doing in your support of safety belt use laws in your own states. New York, New Jersey, Michigan, Illinois and Missouri have already enacted such laws. More than 30 states and the District of Columbia have seat belt laws pending for consideration.

-- I would appreciate your help in laying to rest two myths which cloud the discussion about safety belt use laws. The first myth is that seat belt laws are being federally mandated. My occupant protection decision, gave the American people the choice between automatic crash protection systems and safety belt use laws. That decision, which was required by federal law as interpreted by the Supreme Court says that one or the other must go into effect. It is your choice, your decision.

The second myth is that passage of seat belt use laws is tied to state allocations from the highway trust fund. That is not true. Regardless of whether or not you enact seat belt use laws, there will be no impact on your allocation from the highway trust fund.