REMARKS PREPARED FOR DELIVERY BY

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IT IS A DELIGHT TO BE AMONG SO MANY GOOD FRIENDS AND IT IS WONDERFUL TO BE ABLE TO BE HERE IN WASHINGTON WITH YOU. I SAY THAT BECAUSE BOB AND I RECENTLY RETURNED FROM A TRIP TO OREGON, WASHINGTON AND ALASKA WHERE OUR PROFESSIONAL PATHS MIRACULOUSLY CROSSED. I ENJOY MY JOB TREMENDOUSLY, BUT BOB AND I DON'T ALWAYS SEE AS MUCH OF EACH OTHER AS WE WOULD LIKE.

WHEN I WAS NOMINATED BY THE PRESIDENT TO BECOME THE FIRST WOMAN SECRETARY OF TRANSPORTATION SINCE THE DEPARTMENT WAS FOUNDED IN 1967, PEOPLE MAGAZINE DID A SPREAD ON "THE WASHINGTON COUPLE." THE FOCUS OF THE ARTICLE WAS ON HOW WE MANAGE WITH TWO HECTIC CAREERS. TO SHOW THE GIVE AND TAKE WE HAVE ESTABLISHED WITH REGARD TO HOUSEHOLD DUTIES, ONE PHOTOGRAPH SHOWED US MAKING THE BED TOGETHER. AFTER THE ISSUE APPEARED ON THE NEWSTANDS, BOB GOT AN IRATE LETTER FROM A MAN WHO

COMPLAINED HIS WIFE HAD A CHANGED ATTITUDE SINCE SHE HAD SEEN A U.S. SENATOR HELPING WITH HOUSEHOLD CHORES. BOB WROTE THE MAN BACK SAYING, "YOU DON'T KNOW THE HALF OF IT. SHE ONLY HELPED BECAUSE THE PHOTOGRAPHER WAS THERE."

BOB IS STILL ADJUSTING TO ALL THE CHANGES OF MY NEW POSITION. FOR EXAMPLE, IN A RECENT ARTICLE IN THE WASHINGTON POST, A HEADLINE INDICATED "DOLE" AGREED WITH A PARTICULAR POLICY. BOB GLANCED AT THE HEADLINE QUICKLY AND COMPLAINED THAT HE NEVER AGREED TO ANY SUCH THING. SO I SAID, " YES, BUT I DID."

BUT THE DEMANDS OF A CAREER BRING MANY REWARDS. AS WOMEN, YOU ARE USED TO CONTINUOUSLY MESHING THE RESPONSIBILITIES OF YOUR PERSONAL LIVES WITH COMMITMENTS TO CAREERS, COMMUNITY AND CAUSES. YOU KNOW THAT I SHARE THOSE SAME DEEP COMMITMENTS AND THEY ARE COMMITMENTS

WHICH SPAN ANY GENDER GAP, ECONOMIC, SOCIAL OR LEGAL.

MAKE NO MISTAKE, SUCH A GAP DOES EXIST BUT WE ARE SLOWLY BUT SURELY CLOSING IT. I THINK I KNOW A LITTLE ABOUT THE GAP BETWEEN SOCIETY'S PROMISES AND ITS PERFORMANCE. I TRUST YOU'LL FORGIVE ME IF I LOOK BACK OVER MY SHOULDER -- TO A DAY IN SEPTEMBER 1962 WHEN I ENTERED HARVARD LAW SCHOOL, ONE OF 25 WOMEN IN A CLASS OF 550 EAGER STUDENTS. I'LL NEVER FORGET BEING ACCOSTED BY A MALE CLASSMATE ON MY VERY FIRST DAY AT HARVARD, WHO DEMANDED TO KNOW WHAT I WAS DOING THERE.

"DON'T YOU REALIZE," HE SAID IN TONES OF MORAL OUTRAGE, "THAT THERE ARE MEN WHO'D GIVE THEIR RIGHT ARM FOR YOUR PLACE IN LAW SCHOOL? MEN WHO WOULD USE THEIR LEGAL EDUCATION?" THE INFERENCE WAS THAT I WAS TAKING A MAN'S PLACE. AND COME TO THINK OF IT, SOME MAY HAVE FELT THAT WAY WHEN I BECAME SECRETARY OF TRANSPORTATION.

BY THE WAY, I'VE FOUND MY OWN FOOTNOTE IN HISTORY. I AM THE FIRST WOMAN TO HEAD A BRANCH OF THE ARMED SERVICES --THE COAST GUARD, WHICH IS PART OF THE DEPARTMENT OF TRANSPORTATION.

YES, MUCH HAS CHANGED SINCE THEN.MUCH OF THE CHANGE HAS BEEN DICTATED, NOT BE GOVERNMENT EDICT, BUT BY THE MARKETPLACE. FOR INSTANCE, THE DOUBLE DIGIT INFLATION OF THE 1970'S FORCED MANY WOMEN INTO THE LABOR MARKET FOR THE FIRST TIME. DIVORCED WOMEN JOINED THE ECONOMY AT THE SAME TIME, UNTIL WE REACHED THE POINT WHERE 63 PERCENT OF WOMEN WITH CHILDREN BETWEEN THE AGES OF SIX AND 17 WERE IN AMERICA'S LABOR FORCE IN 1982. DURING THE LAST DECADE ALONE, THE NUMBER OF FEMALES RECEIVING MASTERS IN BUSINESS ADMINISTRATION HAS SOARED BY NEARLY 800 PERCENT.

AND MORE OF THE SAME IS IN STORE. FOR AS OUR ECONOMY EVOLVES FROM

ITS TRADITIONAL RELIANCE ON SMOKESTACK INDUSTRIES, AS WE COME TO PLACE OUR FAITH IN SERVICES AND COMMUNICATIONS AND MANAGERIAL SKILLS, THEN WOMEN WHO WERE PREVIOUSLY BARRED FROM STEEL MILLS AND AUTO FACTORIES WILL FIND THEMSELVES IN EVER GREATER DEMAND. IN THE FORESEEABLE FUTURE, WE WILL HOPEFULLY EVEN GRADUATE FROM THE MISGUIDED PERFECTIONISM BEST DESCRIBED BY AUTHOR AND SOCIAL CRITIC MARYA (PRONOUNCED MARR-YA) MANNES, WHO PUT IT BEST, I THINK, WHEN SHE WROTE THE FOLLOWING: "NOBODY OBJECTS TO A WOMAN BEING A GOOD WRITER OR SCULPTOR OR GENETICIST IF, AT THE SAME TIME, SHE MANAGES TO BE A GOOD WIFE, A GOOD MOTHER, GOOD-LOOKING, GOOD TEMPERED, WELL-DRESSED, WELL-GROOMED AND UNAGGRESSIVE."

WELL, EVEN THIS DOUBLE STANDARD -- THIS INSISTENCE UPON PERFECTION AS THE PRICE OF ENTRY INTO THE WORK PLACE OR BOARDROOM IS

GIVING WAY. WITH THREE WOMEN OF CABINET RANK, DOZENS MORE IN IMPORTANT POLICY MAKING POSITIONS, AND A STRONG RECORD THAT INCLUDES FAR LESS INFLATION, FAR MORE PURCHASING POWER AND A HOST OF TAX AND LEGAL INCENTIVES TO BENEFIT WOMEN WHO WORK, THIS ADMINISTRATION IS WELL-POISED TO REACH OUT AND SPREAD OUR MESSAGE OF POSITIVE CHANGE.

FOR INSTANCE, I ASKED IN THE FIRST WEEKS OF MY TENURE AT THE DEPARTMENT FOR A PROGRAM ADDRESSING THE NEEDS OF WOMEN EMPLOYEES FROM ENTRY LEVEL JOBS THROUGH SENIOR MANAGEMENT POSITIONS -- A PROGRAM WHICH CUTS ACROSS THE DEPARTMENT'S ORGANIZATIONAL LINES.

IN EARLY MAY I ATTENDED A CABINET COUNCIL MEETING CHAIRED BY THE PRESIDENT TO DISCUSS WAYS TO IMPROVE THE STATUS OF WOMEN IN FEDERAL GOVERNMENT MANAGEMENT POSITIONS. NEEDLESS TO SAY, I WAS DELIGHTED TO REPORT THAT WE WERE ALREADY DEVELOPING A PROGRAM AT DOT. I AM VERY ENTHUSIASTIC ABOUT OUR PROGRAM AND ANXIOUS TO PRESENT A MODEL WHICH OTHER DEPARTMENTS CAN FOLLOW.

THE FEDERAL GOVERNMENT SETS THE STANDARDS THAT GOVERN MUCH OF OUR LIVES. IT SHOULD SET AN EXAMPLE OF INCREASED OPPORTUNITIES FOR WORKING WOMEN.

RIGHT NOW, WE THINK WE'RE GAINING GROUND IN WASHINGTON. WE'RE EVEN SO BOLD AS TO BELIEVE THE NOOSE OF NATIONAL DECLINE NO LONGER WEIGHS HEAVY ON OUR NECK. AND TRANSPORTATION IS ONLY ONE FIELD WHERE THE OLD WAYS ARE YIELDING TO NEW IDEAS, AND A STEADY STREAM OF FRESH SOLUTIONS ARE FUELING OUR SYSTEM.

INDEED, CHANGE IS THE ORDER OF THE DAY AT DOT. ONE OF MY PRIORITIES IS THE MODERNIZATION OF OUR AIR TRAFFIC CONTROL SYSTEM, WHICH HAS BEEN DESCRIBED AS THE BIGGEST GOVERNMENT UNDERTAKING SINCE

THE APOLLO MAN-ON-THE-MOON PROGRAM. THE NEW SYSTEM WILL EVENTUALLY DOUBLE OUR CAPACITY IN THE AIR THROUGH THE YEAR 2000. IT WILL COST $9 BILLION BUT SAVE $25 BILLION THROUGH THE END OF THE CENTURY. IT WILL WEATHER-PROOF OUR AIRWAYS AND THROUGH THE MOST PRECISE LANDING SYSTEMS, AND EQUIPMENT TO PREVENT MID-AIR COLLISIONS, PROVIDE US THE SAFEST POSSIBLE AIR SYSTEM.

WHILE THIS MODERNIZATION PROGRAM WILL BE COSTLY, THE MONEY WILL COME FROM USER FEES, NOT THE GENERAL TAXPAYER. THE USER FEE PRINCIPLE IS NOT NEW -- OUR HIGHWAYS ARE LITERALLY BUILT ON IT. BUT THE EXTENSION OF THAT PRINCIPLE TO OTHER MEANS OF TRANSPORTATION DOES REPRESENT A CHANGE IN POLICY, ONE THAT IS FULLY CONSISTENT WITH THE ADMINSTRATION'S POSITION THAT THOSE WHO BENEFIT FROM GOVERNMENT-PROVIDED SERVICES SHOULD PAY A FAIR SHARE OF THEIR COSTS. TO GIVE YOU

AN IDEA OF HOW FAR WE HAVE COME IN OUR USER FEE PHILOSOPHY, FULLY 69 PERCENT OF OUR DEPARTMENT'S 1984 BUDGET WILL BE FINANCED BY USER FEES RATHER THAN GENERAL REVENUES. THAT'S UP FROM 45 PERCENT IN 1981, WHEN THIS ADMINISTRATION TOOK OFFICE.

THERE IS ANOTHER SIGNIFICANT CHANGE AFFECTING TRANSPORTATION IN AMERICA. WE ARE IN THE BEGINNING PHASES OF A NATIONWIDE PROGRAM TO REHABILITATE AND PRESERVE OUR HIGHWAYS, BRIDGES AND PUBLIC TRANSIT SYSTEMS. NO PATCHWORK PROJECT, THIS EXTENSIVE REBUILDING PROGRAM WILL ASSURE THAT THE HIGH QUALITY SURFACE TRANSPORTATION SYSTEM WE ENJOY TODAY WILL ENDURE FOR FUTURE GENERATIONS. THE RESOURCES FOR THIS PROGRAM COME PRIMARILY FROM THE RECENT NICKEL A GALLON INCREASE IN THE FEDERAL GASOLINE TAX, REVENUES THAT ARE ALREADY BEING PUT TO WORK. ALTHOUGH THE ADDITIONAL TAX ONLY WENT INTO EFFECT APRIL 1ST, WE

AWARDED $2.9 BILLION TO THE STATES IN THE FIRST QUARTER OF THIS YEAR AND WILL FUND MORE THAN $12 BILLION FOR BRIDGES AND HIGHWAYS OVER THE FULL YEAR -- THE HIGHEST LEVELS IN THE HISTORY OF OUR HIGHWAY PROGRAM.

THAT SAME LEGISLATION -- THE SURFACE TRANSPORTATION ASSISTANCE ACT -- INCREASED USER FEES ON THE HEAVIEST TRUCKS USING OUR NATION'S HIGHWAYS. THE EXTENSIVE COST ALLOCATION STUDY COMPLETED LAST YEAR SHOWED THAT HEAVY TRUCKS HAVE NOT BEEN PAYING ANYWHERE NEAR THEIR FAIR SHARE OF HIGHWAY COSTS. THE HIGHER FEE SCHEDULE SET BY THE NEW LAW IS BEING PHASED-IN OVER A FIVE-YEAR PERIOD SO THAT TRUCKERS AND THE SMALL INDEPENDENT OPERATOR IN PARTICULAR ARE NOT HIT WITH A SUDDEN INCREASE. EVEN WITH THE NEW FEES, HOWEVER, THEY WILL STILL PAY LESS THAN THEIR FAIR SHARE -- AN ESTIMATED 69 PERCENT BY 1985 AND ONLY 73 PERCENT WHEN THE TAX IS FULLY IMPLEMENTED IN 1989.

THE LAW ALSO PERMITS THE USE OF TANDEM TRAILERS IN ALL STATES, ON THE INTERSTATE SYSTEM AND ON PRIMARY ROADS DESIGNATED BY THE STATES.

WE HAD HOPED THAT THE STATES WOULD BE RESPONSIVE TO THE USE OF DOUBLE TRAILERS ON QUALIFYING ROUTES. A NUMBER OF STATES, HOWEVER, REGISTERED OBJECTIONS TO THE SECTIONS OF NON-INTERSTATE ROADS ADDED BY THE FEDERAL HIGHWAY ADMINISTRATION TO PROVIDE A SYSTEM OF CONNECTED ROUTES. THE PROBLEM WAS THAT, WHILE SOME STATES CAME IN WITH A GOOD SYSTEM, CAREFULLY THOUGHT-OUT AND DESIGNED TO ASSURE ROUTE CONTINUITY, OTHERS SENT IN MAPS WITH BITS AND PIECES OF ROUTES THAT LEFT GAPS YOU COULD DRIVE A TRUCK THROUGH BUT, UNFORTUNATELY, NOT OVER. THE FEDERAL HIGHWAY ADMINISTRATION TRIED TO AMEND THOSE PROPOSALS TO PRODUCE A WORKABLE ROUTE SYSTEM BUT SEVERAL STATES CHALLENGED THOSE ADDITIONS, SO WE TEMPORARILY WITHDREW PERMISSION FOR DOUBLE TRUCKS TO OPERATE ON

THE FEDERALLY-DESIGNATED ROADS IN THOSE STATES. WE WILL CONTINUE TO WORK WITH THE STATES TO REACH AGREEMENT ON A ROUTE STRUCTURE THAT IS MUTALLY ACCEPTABLE AND PROVIDES ADEQUATE ACCESS TO FREIGHT CENTERS.

IT IS OUR FEELING THAT NEW TRUCK TAXES ARE OFFSET BY THE INCREASES IN PRODUCTIVITY THE NEW LAW PERMITS. OUR BEST RULE-OF-THUMB CALCULATIONS SHOW AN ANNUAL NET GAIN -- BY 1985 -- OF $3.2 BILLION OF BENEFITS OVER COSTS FOR THE INDUSTRY AS A WHOLE.

THESE ARE JUST SOME OF THE WINDS OF CHANGE BLOWING ACROSS THE LANDSCAPE OF AMERICAN TRANSPORTATION. ANOTHER IS DEREGULATION. I RECALL THAT IN THE EARLY 1970'S, WHEN I WAS SERVING ON THE FEDERAL TRADE COMMISSION, WE WERE AMONG THE FIRST IN WASHINGTON TO QUESTION THE MERIT OF CONTINUED GOVERNMENT ECONOMIC REGULATION OVER INDUSTRIES THAT HAD LONG CEASED TO BE MONOPOLISTIC AND WERE, IN FACT, NATURALLY

COMPETITIVE. SINCE THEN, WE HAVE COME A LONG WAY IN PUTTING THIS DEREGULATION PHILOSOPHY TO WORK. AND, WHILE SOME DISSENTING COMMENTS CAN STILL BE HEARD FROM TIME TO TIME, I THINK THERE IS A BROAD CONSENSUS THAT DEREGULATION HAS BEEN GOOD FOR THE INDUSTRY AND THE PUBLIC ALIKE. IT IS CLEARLY TRANSFORMING THE WAY AIRLINES, RAILROADS, INTERCITY BUS OPERATORS AND TRUCKING COMPANIES DO BUSINESS. AND IT SUGGESTS JUST HOW CENTRAL A ROLE COMPETITION PLAYS IN THE REAGAN INNOVATIONS. UNDER THE RESTRAINTS OF FEDERAL REGULATION, NONE OF THESE FREIGHT OR PASSENGER CARRIERS COULD COMPETE ON PRICE. NONE COULD SET ITS OWN ROUTES. NONE COULD ENTER OR LEAVE A MARKET WITHOUT GOVERNMENT APPROVAL.

ALL OF THAT MAY HAVE MADE SENSE AT ONE TIME, BUT IT IS CLEAR TODAY THAT TRANSPORTATION IS NO LONGER A NATURAL MONOPOLY -- IT IS, IN FACT,

A NATURALLY AND INCREASINGLY, COMPETITIVE GROUP OF INDUSTRIES.

OBVIOUSLY, IN ANY PARTICULAR MODE DEREGULATION MIGHT CAUSE TEMPORARY DISLOCATIONS DURING THE TRANSITION TO A MORE COMPETITIVE WORLD AND WE WILL BE SENSITIVE TO THOSE DISLOCATIONS.

OVERALL, WE FIRMLY BELIEVE THAT DEREGULATION HAS SERVED THE BEST INTERESTS OF THE PUBLIC. IN THE LONG RUN, WE ARE CONVINCED IT WILL PROVE EQUALLY BENEFICIAL TO THE INDUSTRIES INVOLVED. IN AVIATION, FOR EXAMPLE, THE MAJOR AIRLINES HAVE BEEN ABLE TO RESTRUCTURE THEIR ROUTES TO MAKE MORE EFFICIENT AND PRODUCTIVE USE OF THEIR EQUIPMENT. THEY HAVE VACATED MARKETS BETTER SUITED TO THE REGIONAL AND COMMUTER CARRIERS. CONTRARY TO THE FEARS EXPRESSED BEFORE DEREGULATION, THIS HAS NOT GENERALLY CAUSED SMALL COMMUNITIES TO LOSE SERVICE. IN 74 COMMUNITIES WHERE THE MAJOR CARRIERS ELIMINATED SERVICE BETWEEN

NOVEMBER 1978 AND MAY 1981, TOTAL DEPARTURES ACTUALLY INCREASED BY 26 PERCENT, AS SMALLER, MORE COMPETITIVE OPERATORS MOVED IN OR EXPANDED EXISTING SERVICE. ACCORDING TO A CAB STUDY, CONVENIENCE OF SERVICE -- TIMES OF DEPARTURE, NUMBER OF FLIGHTS AND AVAILABILITY OF CONNECTING FLIGHTS AT HUB AIRPORTS -- GENERALLY IMPROVED IN THOSE COMMUNITIES.

IN INTERCITY BUS TRANSPORTATION MUCH HAS BEEN SAID ABOUT THE POSSIBILITY OF ABANDONMENT OF SERVICE SINCE PRESIDENT REAGAN SIGNED THE BUS REGULATORY REFORM ACT. WHAT HAS NOT BEEN GENERALLY NOTICED IS THE OTHER SIDE OF THE COIN. IN THE FIRST FOUR MONTHS AFTER PASSAGE OF THE ACT, THE ICC RECEIVED 85 APPLICATIONS FOR NEW OR EXPANDED SERVICE. WE THOUGHT THAT WAS ENCOURAGING. WE FIND NOW THAT EIGHT MONTHS AFTER THE ACT WAS PASSED, SOME 137 APPLICATIONS FOR NEW OR EXPANDED SERVICE HAVE BEEN MADE. THIS COMPARES TO AN AVERAGE OF 40 APPLICATIONS PER

YEAR DURING THE FIVE YEARS BEFORE REGULATORY REFORM. GREYHOUND ALONE IS PREPARING TO SERVE 138 NEW COMMUNITIES, INCLUDING SOME NOT PREVIOUSLY SERVED BY ANY CARRIER.

REGULATORY REFORMS ALSO HAVE ENABLED OUR NATION'S RAILROADS TO COMPETE MORE EFFECTIVELY, OPERATE MORE EFFICIENTLY -- AND GENERATE THE BEST PROFITS THE INDUSTRY HAS SEEN IN YEARS, EVEN IN THE FACE OF A POOR ECONOMY. IN TRUCKING AS WELL, RATE REDUCTIONS TODAY ARE WIDELY AVAILABLE ALONG WITH A VARIETY OF NEW TYPES OF PRICE AND SERVICE OPTIONS. AS A MATTER FACT, WE ARE PREPARING TO PROCEED WITH "PHASE TWO" OF THE SURFACE TRANSPORTATION DEREGULATION PROGRAM WHICH WOULD, IN EFFECT, ELIMINATE MOST OF THE REMAINING INTERSTATE COMMERCE COMMISSION REGULATORY AUTHORITY OVER THE MOTOR CARRIER INDUSTRY AND THE DOMESTIC WATER CARRIERS AND FREIGHT FORWARDERS.

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WE ARE ALSO ENCOURAGED BY THE PROSPECTS FOR MARITIME REFORM. I HAVE TESTIFIED BEFORE THE CONGRESS IN SUPPORT OF DEREGULATORY LEGISLATION WHICH WILL MINIMIZE THE GOVERNMENT'S INTERVENTION IN MARITIME AFFAIRS, STRENGTHEN OUR MERCHANT MARINE AND HELP TO PUT U.S. CARRIERS ON AN EQUAL FOOTING WITH FOREIGN CARRIERS. THE SENATE HAS APPROVED A BILL SIMILAR TO OUR PROPOSAL, AND WE ARE HOPEFUL FOR EARLY ACTION IN THE HOUSE. IF WE GET THE MARITIME LEGISLATION WE WANT, AND BELIEVE THE NATION NEEDS, IT WILL MARK THE FIRST REGULATORY REFORM OF THE INDUSTRY IN 67 YEARS.

ANOTHER AREA GETTING A GREAT DEAL OF OUR ATTENTION IS CONRAIL. THE GOVERNMENT HAS INVESTED SUBSTANTIALLY IN CONRAIL AND IT IS TODAY A MUCH-IMPROVED, WELL-PERFORMING RAILROAD, AND HAS BEGUN TO SHOW SOME OPERATING PROFITS. WE WILL CONTINUE OUR EFFORTS TO RETURN IT TO THE

PRIVATE SECTOR WHERE IT PROPERLY BELONGS. I HAVE MET WITH GOLDMAN, SACHS AND COMPANY, THE INVESTMENT BROKER ADVISING US ON THE SALE, AND THEIR REPRESENTATIVES ARE NOW CALLING ON PROSPECTIVE PURCHASERS. IF ANY OF YOU KNOW OF SOMEONE WHO MIGHT LIKE TO BUY A RAILROAD, PLEASE LET ME KNOW.

IN MY BOOK, THERE IS NO MORE IMPORTANT RESPONSIBILITY FOR THE SECRETARY OF TRANSPORTATION THAN SAFETY. I REFERRED TO IT BRIEFLY A FEW MINUTES AGO, BUT, ITS IMPORTANCE BEARS ELABORATION.

HIGHWAY TRAFFIC DEATHS LAST YEAR NUMBERED 44,000. TRAGIC AS THAT TOLL WAS, IT WAS STILL 5,000 FEWER THAN IN 1981. THERE WERE MORE CARS AND TRUCKS ON OUR ROADS. TOTAL DRIVING WAS UP, NOT DOWN. BUT LIVES WERE SPARED, AS FATALITIES DECLINED BY MORE THAN 10 PERCENT.

THERE ARE PROBABLY A VARIETY OF CONTRIBUTING CAUSES TO THIS

TREND, BUT WE CERTAINLY CAN'T OVERLOOK THE CORRELATION BETWEEN FEWER FATALITIES AND THE GROWING CRACKDOWN ON DRUNK DRIVING. IT ALL BEGAN, AS I'M SURE YOU KNOW, WITH A GROUNDSWELL OF PUBLIC OPINION DEPLORING INEFFECTUAL LAWS, LAX ENFORCEMENT AND LENIENT JUDGES WHICH TOGETHER HAD LED US TO BELIEVE THAT DEATH WAS SOMETHING WE HAD TO LEARN TO LIVE WITH, ALMOST AS A PRICE OF OUR MOBILITY.

RECENTLY, A YOUNG BOY, WAITING FOR THE ICE CREAM TRUCK, WAS KILLED BY A DRUNK DRIVER WITH SIX PRIOR CONVICTIONS FOR DRIVING WHILE INTOXICATED.

ONE YOUNG BOY WAS KILLED AND HIS TWIN SERIOUSLY INJURED BY A MOTORIST WHO HAD BEEN ARRESTED SEVEN TIMES IN FOUR YEARS FOR DRUNK DRIVING -- BUT HAD NEVER SPENT A DAY IN JAIL.

AND A MAN WHO KILLED A 23 YEAR-OLD COLLEGE STUDENT, RIDING HER

BICYCLE IN A BIKE LANE, WAS ON PROBATION FROM A PRIOR DRUNK DRIVING CONVICTION.

WITH THOSE AND MANY OTHER TRAGEDIES IN MIND, AROUSED CITIZENS GROUPS, LED INITIALLY BY CANDY LIGHTNER AND WOMEN AND MEN UNITED UNDER THE "MOTHERS AGAINST DRUNK DRIVERS" ORGANIZATION, HAVE LOBBIED FORCEFULLY AND TURNED A HOST OF STATE LEGISLATURES AROUND. LAST YEAR ALONE, DRUNK DRIVING LAWS WERE TIGHTENED IN 20 STATES. THIRTY-EIGHT NEW LAWS WERE ENACTED. FORTY STATES THIS YEAR EITHER HAVE ALREADY ENACTED TOUGHER DRUNK DRIVING LAWS OR HAVE SUCH LAWS UP FOR CONSIDERATION. THE PRESIDENTIAL COMMISSION ON DRUNK DRIVING, APPOINTED EARLY LAST YEAR TO FOCUS PUBLIC AWARENESS ON THE EXTENT OF THE PROBLEM, HAS MADE A NUMBER OF VERY SOLID RECOMMENDATIONS AND THE COMMISSION'S TERM HAS BEEN EXTENDED. WOMEN CONCERNED ABOUT

TRANSPORTATION-RELATED DEATHS AND INJURIES HAVE MADE -- AND ARE MAKING -- TREMENDOUS CONTRIBUTIONS IN THE AREAS OF SAFETY AND DRIVING RESPONSIBILITY

WE KNOW NOW THAT WE CAN MAKE A SIZEABLE DENT IN THE NEEDLESS DEATHS AND IN THE NUMBER OF SERIOUS INJURIES. ALONG WITH AN AGGRESSIVE DRUNK DRIVING PROGRAM, WE ARE ENGAGED IN A NATIONWIDE EFFORT, WITH PRIVATE SECTOR SUPPORT, TO ENCOURAGE GREATER USE OF SAFETY BELTS. AND WE'RE SEEING SOME ENCOURAGING RESULTS. ACCORDING TO OUR LATEST SURVEY WE HAVE GAINED MORE THAN TWO PERCENTAGE POINTS IN COMPLIANCE -- NO SMALL ACHIEVEMENT WHEN YOU CONSIDER THAT EVERY ONE PERCENT INCREASE MEANS ABOUT 200 LIVES SAVED AND 3,000 INJURIES PREVENTED.

I AM ALSO ENCOURAGED ABOUT A PLACE FOR AIR BAGS IN OUR SAFETY

PROGRAM.

WE ARE ARRANGING TO EQUIP 5,000 CARS IN THE FEDERAL GOVERNMENT'S AUTO FLEET WITH AIR BAGS. WE ARE ALSO NEGOTIATING WITH THREE OR FOUR STATE POLICE DEPARTMENTS TO RETROFIT 500 MORE CARS WITH DRIVER-SIDE AIR BAGS. A CONTRACT WAS SIGNED JUST A FEW TWO WEEKS AGO WITH A FIRM IN ARIZONA THAT WILL DESIGN AND PRODUCE THE AIR BAG RETROFIT KITS. THE STATE OF ARIZONA HAS AGREED TO EQUIP 130 OF ITS CARS WITH THE AIR BAGS. WE WILL ENCOURAGE THE PRIVATE SECTOR TO MAKE AIR BAG CARS AVAILABLE TO THE PUBLIC. MERCEDES BENZ AND NOW BMW, FOR EXAMPLE, ALREADY HAVE INDICATED THEY WILL MAKE AIR BAGS OPTIONAL ON SOME MODELS OF THEIR CARS EXPORTED TO THE UNITED STATES. I ALSO EXPECT TO BE TALKING TO MAJOR FLEET OPERATORS IN THE BUSINESS COMMUNITY TO URGE THEM TO EXPERIMENT WITH AIR BAGS, AND I AM HOPEFUL THAT THE INSURANCE INDUSTRY

WILL WORK WITH ME TO TAKE A MORE ACTIVE ROLE IN SAFETY MATTERS.

IN NEW YORK, THEY ARE CELEBRATING THE 100TH ANNIVERSARY OF THE BROOKLYN BRIDGE, WHICH WAS BUILT WITH THE HELP OF EMILY ROEBLING, WHO ACTED AS CHIEF ENGINEER WHEN HER HUSBAND BECAME ILL. AND TODAY THERE'S BROOKE KNAPP WHO FLEW A LEAR JET AROUND THE WORLD IN 50 HOURS, BREAKING THE RECORD FOR LIGHT BUSINESS CLASS JETS BY MORE THAN HALF A DAY. SHE NOW RUNS HER OWN CHARTER AIRLINE COMPANY IN LOS ANGELES.

ONE OF THE COUNTRY'S GREATEST POETS WAS A WOMAN WHO NEVER LEFT HER HOME IN AMHERST, MASSACHUSETTS. SHE NEVER WORKED IN AN OFFICE, NEVER RAISED A FAMILY, NEVER WON A HEADLINE. THE ONLY POWER SHE WIELDED LAY IN HER POETRY. BUT HER ARTISTRY AND HER VISION HAVE INSPIRED MILLIONS.

"WE DWELL IN POSSIBILITY," EMILY DICKINSON WROTE NEARLY 150 YEARS

AGO.

FOR MOST WOMEN, SUCCESS TODAY STILL IS ACHIEVED BY DWELLING IN THE IMPROBABLE, BY CHALLENGING THE ODDS AND OVERCOMING THE CONVENTIONAL WISDOM.

SURELY IT WAS A COMBINATION OF POSSIBILITY -- AND REACHING FOR THE IMPROBABLE -- THAT LED ROSA PARKS TO CLAIM A SEAT AT THE FRONT OF A MONTGOMERY BUS, AND THUS LAUNCH A PEACEFUL REVOLUTION A HUNDRED YEARS OVERDUE. SURELY IT WAS A BRUSH WITH THE IMPROBABLE THAT RAISED GOLDA MEIR TO THE PREMIERSHIP OF ISRAEL -- OR SUGGESTED THAT MOTHER TERESA'S RESPONSIBILITY TO A HUNGRY WORLD INVOLVED FAR MORE THAN MERE OBEDIENCE TO THE RULES OF HER ORDER.

SO TODAY LET US CONTINUE TO STRIVE FOR THE DAY WHEN THE IMPROBABLE BECOMES THE PROBABLE. BACK IN JUNE 1965, I WAS GRADUATED

FROM HARVARD, I WELCOMED SOMEWHAT UNEASILY INTO A CIRCLE STILL KNOWN AS "THE FELLOWSHIP OF EDUCATED MEN." I'VE SEEN ENORMOUS PROGRESS SINCE THEN. I'VE SEEN THE CIRCLE EXPAND, AND OPPORTUNITIES OPEN UP.

AND I AM CONVINCED THAT TODAY'S WOMEN STAND IN THE REFLECTED LIGHT OF A RISING, NOT A SETTING SUN. OUR DAY HAS BARELY DAWNED. OUR DREAMS ARE JUST BEGINNING TO BE REALIZED. WE DWELL IN POSSIBILITY -- BUT WE CHALLENGE THE IMPROBABLE.

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