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REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION  
ELIZABETH HANFORD DOLE  
TO THE AMERICAN NEWSPAPER PUBLISHERS ASSOCIATION  
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I'm delighted to be here this afternoon. I appreciate the opportunity to visit with many good friends and I greatly appreciate this chance to have lunch with my husband. Like ships passing in the night -- never the twain shall meet. Rarely do we get to travel to the same place at the same time. It's also been noted, in the press and elsewhere, that we have not always agreed on all issues. While we do see eye-to-eye on the majority of the issues, we have our differences from time to time, but not like the opposing political candidates who were engaged in a spirited public debate. "There are hundreds of ways of making money," said one of the candidates, "but only one honest way."

"And what's that?" Demanded his opponent.

"Aha!" said the first, "I knew you wouldn't know."

Bob and I are very careful to practice the separation of home and state. He's learned it's okay for him to win in the Senate -- so long as he doesn't come home at night and try to carry the house. And what I've learned is that some of those lines he used to give me when he was courting me a few years ago are not exactly what the Federal Trade Commission (FTC) would call "truth in advertising." This afternoon, hopefully, we are both prepared to demonstrate peaceful co-existence between the Executive and Legislative branches of government.



One subject on which I know we're in agreement goes to the heart of Ronald Reagan's presidency. Springtime may or may not have come to Washington as measured by the thermometer -- but a season of change and innovation has most certainly captured that city where most everyone overuses the word new and undervalues genuine experimentation.

Oliver Wendell Holmes once said: "To reach the port of heaven, we must sail sometimes with the wind and sometimes against it -- but we must sail, and not drift, nor be at anchor."

Well, for more than two years now, the Reagan Administration has been a forceful advocate of change. From the economic policies that Bob deals with on a daily basis, to defense and foreign affairs, enterprise zones, and immigration policy, this is a President and a presidency shaking up the established order and embarking on a series of innovations. Someone once defined the American nation as being in a permanent period of adjustment. If so, then I believe we find ourselves in one of the most fertile eras since Franklin Roosevelt launched his own historic challenge to the status quo, fifty years ago this spring.

Now transportation is only one field where the old ways are yielding to new ideas.

We see it in the workplace, where smokestack America -- while still a potent force in the marketplace -- is giving way to high-tech industries.

We see it occurring in your own field of communications, as satellites and a host of new technologies explore whole new ranges of verbal, visual and computer possibilities.

In the transportation arena, the changes are equally dynamic, if somewhat more evolutionary.

Some of these are the products of technology. We find ourselves on the threshold of a new air traffic control and navigation system which is essentially going to double our present capacity in the skies, reduce operational costs, and improve air safety. This modernization program will do for the airways, I believe, what the interstate system has done for our highways. And like the interstate program, the increased automation of the nation's air traffic control system will take years and cost billions. And again, like our highway network, the new national airspace system will prove to be a very good investment. The plan already has won the praise of the Congressional Budget Office which, of course, keeps an eagle eye on how we spend your money.

As for the pricetag for modernization, it will probably cost upwards of \$10 billion. The money will come from user fees -- not the general taxpayer.

The user fee principle itself is certainly 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. Believing that those who benefit from government-provided services should pay a fair share of their costs, we have moved to the point that fully 69 percent of the Department of Transportation's 1984 budget of \$27 billion will be financed by user fees rather than general revenues. That's approximately \$20 billion out of a \$27 billion budget.

I mentioned that the modernization of our airspace and the new air traffic control system will result in the safest system modern technology can produce. You will find



safety -- the saving of lives and the preventing of many needless injuries -- to be a top priority across all modes of transportation during my "watch."

I'll be spending a great deal of my time on the implementation of the Surface Transportation Assistance Act better known as the "nickle a gallon increase in the gasoline tax." This important law provides \$2.2 billion more in highway funds through October of this year alone -- to rebuild and repair our aging and badly deteriorating roads and bridges. This highway safety initiative is already rolling. We've awarded more money to the states in this first quarter -- January to March -- than ever before in the history of the Highway Trust Fund (\$2.9 billion out of \$12 billion total for FY '83).

Now, another of my top priorities at DOT will be the sale of Conrail -- to return it to the private sector where it belongs -- and if any of you here know of someone who'd like to buy a railroad, I'd be happy to hear about it!

But seriously, I want to mention another aspect of railroad activity -- the initiative of management and labor which has produced a consensus on controlling drinking and drugs among rail employees. This important safety initiative may well be incorporated as a proposed regulation by DOT.

We're also working on the retrofitting of tank cars carrying some of the most dangerous cargo -- flammable gases and the like -- to better insulate them against accidents. We're also making grade crossings safer.

Now looking at our highways again -- there is a killer loose among us -- a killer who ravages our society, striking down some 70 Americans every day. A killer who strikes without warning and without prejudice -- young and old, black and white, rich and poor -- all fall victim to this terrible tragedy.

I'm talking about the drunk driver who -- unfortunately -- is found in every state and every community in America. Drunk drivers are responsible for some 26,000 deaths a year on our streets and highways. With that kind of record, it's easy to see why I want to get every last drunk driver off the highways of this country -- and as highly respected leaders in your cities and towns, I need your help! And I'm here today to appeal to you in this important endeavor.

This senseless tragedy must be stopped. Take the following cases:

- The California motorist who drove onto a sidewalk and killed a four-year-old boy waiting for the ice cream truck was a repeat offender -- with six convictions on his record.
- The Tennessee driver who killed one young boy and seriously injured his twin had been arrested seven times in four years for drunk driving -- but had never spent a day in jail.
- The Maryland 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.

Three young lives snuffed out due to individual carelessness and public acceptance of ineffectual laws, lax enforcement, and lenient judges.



Yes, the tragedy that drunk drivers inflict on our society strikes at individuals in a very real and personal way. And I daresay there are many in this audience who have had it affect their lives. I know. My uncle was killed, many years ago, by a drunk driver. I remember my grandmother speaking tenderly of the son she lost. As a very religious woman, I remember the forgiveness she displayed toward the offender. And I also remember that even her faith could not remove entirely the grief and suffering that lingered the rest of her life.

We must let it be known that the era of permissiveness toward the drunk driver has come to an end. Drunk driving is no longer an acceptable form of manslaughter. I am urging the states to adopt the tough recommendations of the President's Commission on Drunk Driving. That Commission is headed by John Volpe, a former Secretary of Transportation. One of its very active and effective members is Candy Lightner, who formed the organization "Mothers Against Drunk Drivers" and I just had a chance to be with them out in Denver.

From Maine to California, states are taking dramatic steps to tighten drunk driving laws. These new laws are serious business. Eight states now require mandatory jail sentences for repeat drunk driving offenders. Six states require automatic suspension of a drivers license upon arrest for drunk driving. Other states have raised the minimum drinking age to 21. In fact there were 500 pieces of legislation introduced last year and 38 new laws were passed.

Last year, traffic fatalities across America dropped by more than 10 percent. Part of this, no doubt, can be attributed to depressed economic conditions. But part is unquestionably due to efforts to eliminate drunk driving and increase safety belt usage as well as the use of child safety seats. After all, the best defense against a drunk driver is at our fingertips -- the simple use of a car safety belt. For every one percent we can raise belt usage above the current 13 percent, we save 200 lives and prevent 3,000 serious injuries -- no small accomplishment. I recently launched an incentive program for the Department of Transportation so that we could get our employees really moving on this initiative, and in one month we have raised our numbers from 23 to 50 percent usage. And some morning I'm going to stand out there and inspect the cars coming into the garage so we can raise that rate higher.

We not only want to set a good example, we want to start a safety epidemic. We can do it, as employers, by showing we're really concerned about those we work with. We can do it as private organizations and as individual citizens by casting our votes for safety and lending our voices to the support of highway and other safety initiatives.

Now, we also administer incentive grants to the states, which have very tough standards. And I will not take time to describe that now, but I think this is an important part of the work that DOT is doing -- to encourage the states to pass the proper laws to qualify for the incentive grants from the Federal government.

We plan to put special emphasis on youth programs which will have as their theme "Kids helping kids help themselves." Just recently we sponsored a workshop for high school students to get their ideas on new approaches to these problems. We plan to expand these workshops across the country so that the word will spread among young people nationwide. I think they will do more among themselves than having Uncle Sam preaching to them. Just two weeks ago, I had the opportunity to address high school students who had come to Washington to a jointly sponsored conference on the teenage drunk driving problem. Their unbounded energy and enthusiasm gave me great faith.



The Advertising Council has agreed to sponsor a major public service ad campaign aimed at reducing drunk driving. This was one of the many fine recommendations of the Presidential Commission on Drunk Driving.

These are not partisan issues. I want to enlist your support -- due to your influence and the respect you engender in your communities. I'll go anywhere anytime to speak on this subject -- and I hope you'll join with me.

I am also encouraged about a place for air bags in our safety program. We are arranging to equip 5,000 cars in the General Services Administration's 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. I am encouraging 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'll be talking with insurance companies about the possibility of substantial discounts for owners of cars with air bags. There is real potential in this area for voluntary actions.

Finally, let me point out that I have found my own footnote in history. I am the first woman to head a branch of our armed forces -- the United States Coast Guard. Should a war occur, however -- and heaven forbid that one should -- I would not be leading our forces into battle. In times of emergency, authority over the Coast Guard transfers to the Navy.

So, I can't help but be excited by the changes that are occurring in our country, in our economy and in our transportation systems and policies. In talking about the inevitable evolution a nation and its people go through, Alfred North Whitehead said: "The art of progress is to preserve order amid change, and to preserve change amid order."

We are, I hope, doing that. There is always a tendency to resist change, but we should not fear it. On the contrary, a willingness to challenge the status quo has always been a measure of progress in America. Or, to put it another way, we have a tradition of breaking with tradition. It keeps our nation forever young and our society alert to the opportunities for growth and development.