

TALKING POINTS FOR
SECRETARY ELIZABETH HANFORD DOLE
DEDICATION OF TURNER-FAIRBANK HIGHWAY RESEARCH CENTER
MCLEAN, VIRGINIA
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You will be introduced by Ray Barnhart

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* I know things sometimes move slowly in Washington but I hadn't realized -- until I looked into the history of the facility we dedicate here today -- that it was originally authorized by Congress 45 years ago.

* Or that before 1938, the Bureau of Public Roads used to do research and testing at two other sites -- Arlington Farms and Gravelly Point -- locations now better known as the Pentagon and National Airport.

* The first construction work began here before World War II, was interrupted by the war and not completed after the war because of a shortage of funds.

* So we have waited a long time for completion of this excellent and very well-equipped facility.

-- It couldn't come at a better time.

-- The Surface Transportation Assistance Act provides the means to undertake a "second generation" of highway work in America, to restore, rehabilitate and protect our system of roads and bridges.

-- This Research Center will enable us to learn more about highways -- how to build them to greater life expectancies and to make them more resistant to heavy loads.

-- The laboratories here have tremendous potential for the evolution of a national highway system that will be safer and more durable and more cost efficient to build and maintain.

* I know that all of us here today share a strong commitment to greater transportation safety.

-- We are making encouraging progress.

(A)

-- The Surface Transportation Assistance Act provides new funds for highway safety programs, including a requirement that states spend at least two percent of their safety funds to encourage the use of seat belts. Incentive grants also are available to the states ~~that meet~~ ~~the tougher drunk driving~~ enacting laws that ~~that~~ meet the tougher criteria set by Congress for anti-drunk driving programs.

- Highway fatalities declined by 10 percent last year, due at least in part to the tougher attitude by states and localities against drunk driving.
- Our national safety belt campaign, while still in the early stages, has already produced a gain of more than two percentage points in the compliance rate -- according to our latest survey.
- (A) → -- I also believe that, with the right incentives, there are market opportunities for the use of air bags. (GSA fleet; retrofit for police cars; Mercedes and BMW ~~operational~~ ^{optional} equipment.)
- Our safety efforts would not be complete unless we continued to explore ways to make our roads and bridges safer. This facility will play an important role in this respect.

* I want to compliment the Federal Highway Administration: Ray Barnhart and Les Lamm and Dick Morgan -- and all who have been involved in the development and construction of this center.

- I echo Ray's enthusiasm for the benefits this facility will provide, and I share the sentiments of the many here -- and throughout our country -- who have known Frank Turner as a great transportation leader and one of this century's most dedicated public servants.
- I am also greatly pleased to have Senator Randolph with us today. I don't imagine that the Senate has ever had -- or will ever have again -- a greater innovator and supporter of Federal highway legislation. In a very real way, the excellent road system we enjoy today is a tribute to his long-standing dedication to safe and efficient highway transportation.
- But our dedication ceremonies would not be complete without representatives from the states and from the private sector. Over the

years, the members of AASHTO and the "Road Gang" have provided the direction and the expertise for the construction of the Federal-aid system.

* I know that, in addition to those I have mentioned and all who share this moment with us today, there are many, many others who have participated in making this Research Center a reality. Those whose name it bears -- Herbert S. Fairbank and Frank C. Turner -- deserve the honor that shall always be theirs. But I am sure Frank would be the first to say -- and that the late Mr. Fairbank would agree -- that in the larger sense, this Center is a tribute to all who have contributed their skills and their talents, given of themselves and their energies, and served to the fullest of their abilities to make America's highways the finest in the world.

* I was not Secretary of Transportation when this facility was begun. But I am grateful indeed to have the privilege of being here for its completion. It provides a valuable and very welcome addition to our highway safety resources.