

TALKING POINTS FOR  
SECRETARY ELIZABETH HANFORD DOLE  
MEETING WITH FIELD COORDINATION GROUP  
REGIONS I, II and II  
JUNE 14, 1983

\* THANK YOU, MIKE KITSOCK (REGIONAL REPRESENTATIVE, REGIONS I, II, III) FOR THAT KIND INTRODUCTION.

\* IT IS A PLEASURE TO BE HERE WITH YOU TODAY. THIS GROUP IS UNIQUE IN THAT YOU COVER THREE REGIONS AS WELL AS THE MODAL FUNCTIONS OF THE FAA, THE FHWA, FRA, NHTSA, MARAD, THE COAST GUARD AND THE MINORITY PROGRAM MANAGEMENT CENTERS.

\* OF COURSE, YOU IN THE FIELD ARE THE MOST IMPORTANT PLAYERS ON THE DOT TEAM BECAUSE YOU ARE THE ONES WHO DEAL WITH PEOPLE -- WHO ARE AT THE POINT WHERE THE SERVICES ARE DELIVERED TO THE PEOPLE, WHO HEAR ALL THE COMPLAINTS AND HOPEFULLY HAVE THE SATISFACTION OF SEEING THE RESULTS OF OUR PROGRAMS FULLY IMPLEMENTED.

\* I WANT TO WORK VERY CLOSELY WITH YOU AND RELY ON YOU TO BE MY EYES AND EARS IN THE FIELD. I VALUE YOUR INPUT, AND OF COURSE I APPRECIATE

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VERY MUCH YOUR WORK.

\* I AM DELIGHTED TO BE ABLE TO TALK WITH YOU TODAY ABOUT MY POLICY PRIORITIES FOR THE UPCOMING MONTHS. SOMETIMES IF WE KNOW WHAT'S ON EACH OTHER'S MIND, WE HAVE A BETTER CHANCE OF PULLING TOGETHER AS A TEAM AND, OF COURSE, ACCOMPLISHING OUR OBJECTIVES.

\* ONE OF THE TOP PRIORITIES IS THE MODERNIZATION OF OUR AIR TRAFFIC CONTROL SYSTEM.

\* ONE THING I LIKE TO POINT OUT TO PEOPLE IS THAT WHILE THIS MODERNIZATION PROGRAM WILL BE COSTLY, THE MONEY WILL COME FROM USER FEES, NOT THE GENERAL TAXPAYERS. THE USER FEE PRINCIPLE IS NOT NEW, AS YOU KNOW. 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

ADMINISTRATION'S POSITION THAT THOSE WHO BENEFIT FROM GOVERNMENT-PROVIDED SERVICES SHOULD PAY A FAIR SHARE OF THEIR COSTS -- AND A PRINCIPLE YOU WILL BE DEALING WITH MORE AND MORE IN TRANSPORTATION.

\* ANOTHER SIGNIFICANT CHANGE AFFECTING TRANSPORTATION IN AMERICA IS THE NATIONWIDE PROGRAM TO REHABILITATE AND PRESERVE OUR HIGHWAYS, BRIDGES AND PUBLIC TRANSIT SYSTEMS. THE RESOURCES FOR THIS PROGRAM COME PRIMARILY FROM THE RECENT NICKEL A GALLON INCREASE IN THE FEDERAL GASOLINE TAX -- AND I'M SURE THOSE OF YOU IN THE FHWA ARE ALREADY ACUTELY AWARE OF THE GREAT THINGS THIS NICKEL CAN DO FOR OUR HIGHWAY PROGRAM.

\* WE HAVE AWARDED OVER \$7 BILLION TO THE STATES IN THIS FISCAL 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.

\* ONE THING YOU MAY HAVE HAD TO DEAL WITH AT THE LOCAL LEVEL IS ANOTHER PROVISION OF THAT SAME LEGISLATION -- THE SURFACE TRANSPORTATION ASSISTANCE ACT -- WHICH INCREASED USER FEES ON THE HEAVIEST TRUCKS USING OUR NATION'S HIGHWAYS. AS YOU KNOW WE MADE AN EXTENSIVE COST ALLOCATION STUDY LAST YEAR. IT 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 OPERATORS IN PARTICULAR ARE NOT HIT WITH A SUDDEN INCREASE.

\* SOMETHING YOU SHOULD KEEP IN MIND AS YOU DEAL WITH QUESTIONS ABOUT THIS PROVISION IS THAT 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 PERMITS THE USE OF TANDEM TRAILERS IN ALL STATES, ON THE INTERSTATE SYSTEM AND ON PRIMARY ROADS DESIGNATED BY THE STATES.

HERE IN THE EAST PARTICULARLY, STATES HAVE 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. FHWA TRIED TO AMEND THOSE PROPOSAL TO RPRODUCE A WORKABLE ROUTE SYSTEM BUT SEVERAL STATES CHALLENGED THOSE ADDITIONS.

WE ARE WORKING WITH THE STATES TO REACH AGREEMENT ON A ROUTE STRUCTURE THAT IS MUTUALLY ACCEPTABLE AND PROVIDES ADEQUATE ACCESS TO

FREIGHT CENTERS. WHEREVER NECESSARY, WE ARE OPTING IN FAVOR OF SAFETY, OF COURSE, BUT I CAN TELL YOU THAT THE NEGOTIATIONS ARE MOVING RIGHT ALONG AND WE EXPECT A SENSIBLE, CONTIGUOUS SYSTEM THAT WILL BE SAFE AND SERVICEABLE.

\* NOW, I KNOW YOU ARE CONCERNED ABOUT HOW WE WILL DEAL WITH THE PORTION OF THE STAA THAT DIRECTS THAT 10 PERCENT OF THE FUNDS FOR CONTRACTING BE AWARDED TO MINORITY-OWNED BUSINESSES UNLESS THE SECRETARY OF TRANSPORTATION DETERMINES OTHERWISE.

\* THE STATUS OF THAT ISSUE IS THAT A NOTICE OF PROPOSED RULEMAKING WAS PUBLISHED IN THE FEDERAL REGISTER RECENTLY. THE PERIOD OF COMMENT CLOSED APRIL 6. WE ARE NOW IN THE PROCESS OF REVIEWING THOSE COMMENTS WITH AN EYE TOWARD ISSUING A FINAL REGULATION, WHICH WOULD DEFINE GUIDELINES AND PROCEDURES FOR ADMINISTERING THE MBE PROVISIONS OF THE

ACT.

\* ANOTHER WIND OF CHANGE BLOWING ACROSS THE LANDSCAPE OF AMERICAN TRANSPORTATION IS DEREGULATION. 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.

\* YOU CAN LOOK FOR US TO PROPOSE FURTHER DEREGULATION AT THIS CONGRESSIONAL SESSION. OVERALL, I FIRMLY BELIEVE THAT DEREGULATION HAS SERVED THE BEST INTERESTS OF THE PUBLIC AND THAT -- IN THE FINAL ANALYSIS -- IS OUR JOB.

\* HERE IN THE NORTHEAST, I HAVE TO TELL YOU THAT CONRAIL IS ONE OF OUR MOST REMARKABLE SUCCESS STORIES AND WE ARE MOVING RIGHT ALONG TO

ITS SALE TO THE PRIVATE SECTOR. AS YOU KNOW 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.

\* AND I HAVE SAVED THE HIGHEST PRIORITY TO THE LAST. IN MY BOOK, THERE IS NO MORE IMPORTANT RESPONSIBILITY FOR THE SECRETARY OF TRANSPORTATION THAN SAFETY.

\* HIGHWAY TRAFFIC DEATHS LAST YEAR NUMBERED 44,000. TRAGIC AS THAT

TOOL WAS, IT WAS STILL 5,000 FEWER THAN IN 1981. THERE WERE MORE CARS AND TRUCKS ON OUR ROAD. 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.

\* THE PRESIDENTIAL COMMISSION ON DRUNK DRIVING, APPOINTED EARLY LAST YEAR, FOCUSED PUBLIC AWARENESS ON THE EXTENT OF THE PROBLEM AND MADE A NUMBER OF VERY SOLID RECOMMENDATIONS.

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\* IRRESPECTIVE OF YOUR AREA OF SPECIALTY WITHIN THE DEPARTMENT, LET ME URGE YOU ON MY BEHALF TO DO ANYTHING YOU CAN TO PARTICIPATE IN COMMUNITY DRUNK DRIVING AND SAFETY BELT ACTIVITIES. I WOULD PERSONALLY APPRECIATE YOUR HELP ON THIS ISSUE.

\* FINALLY, LET ME JUST SAY A FEW WORDS ABOUT THE EMPHASIS WITHIN THE DEPARTMENT ON BOLSTERING WOMEN'S RANKS IN THE TRANSPORTATION WORKFORCE AND ESPECIALLY AT THE MANAGEMENT LEVEL. WHEN THE DEPARTMENT WAS ESTABLISHED IN 1967, 18.5 PERCENT OF ITS TOTAL WORKFORCE WAS FEMALE. TODAY, 16 YEARS LATER, WOMEN STILL REPRESENT LESS THAN 20 PERCENT OF OUR PERSONNEL STRENGTH. SOME GAINS AT MANAGEMENT LEVELS HAVE OCCURRED, BUT WOMEN IN GRADES GS-13 AND ABOVE STILL MAKE UP ONLY ONE PERCENT OF THE TOTAL. I CANNOT BELIEVE THAT QUALIFIED CANDIDATES, FEMALE CANDIDATES TO FILL PROFESSIONAL POSITIONS ARE LACKING.

\* WE ARE NOW DEVELOPING SPECIFIC RECOMMENDATIONS TO IMPROVE THE STATUS OF WOMEN IN THE DEPARTMENT. AND I URGE YOUR SUPPORT IN THIS VERY IMPORTANT PROGRAM.

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

\* THANK YOU VERY, VERY MUCH FOR TAKING THE TIME TO MEET WITH ME TODAY.

\* I KNOW THE SUCCESS OF OUR POLICY INITIATIVES RESTS IN LARGE PART WITH THOSE OF YOU IN THE FIELD WHO ARE THE BACKBONE OF THE DEPARTMENT.

\* I HOPE THAT YOU WILL SUPPORT ME IN THESE PROGRAMS AND I LOOK FORWARD TO WORKING WITH YOU IN THE DAYS AHEAD.

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