

TALKING POINTS FOR SECRETARY DOLE
WESTERN ATTORNEYS GENERAL MEETING
WASHINGTON, D.C.
MARCH 11, 1987

- DELIGHTED TO BE HERE THIS MORNING.
- SO IMPORTANT TO HAVE A MEANINGFUL -- AND CONSTANT DIALOG WITH OUR PARTNERS IN THE STATES. OFTEN, GOOD COMMUNICATION BETWEEN AND AMONG VARIOUS LEVELS OF GOVERNMENT CAN MEAN THE DIFFERENCE BETWEEN AN EFFECTIVE PROGRAM, WHICH DELIVERS THE SERVICES OR DISPERSES THE FUNDS, AND ONE WHICH DOES NOT EFFECTIVELY MEET THE NEEDS OF THE STATES AND LOCALITIES IT WAS DESIGNED TO SERVE.
- WE ARE COMMITTED TO THAT DIALOG -- I HAVE BROUGHT SOME OF MY SENIOR OFFICIALS TO CONTINUE THOSE DISCUSSIONS THIS MORNING. BUT WE ARE ALSO COMMITTED AT THE DEPARTMENT OF TRANSPORTATION TO SOME FUNDAMENTAL CHANGES IN OUR IMPORTANT PARTNERSHIP WITH YOU IN THE STATES.
- DURING MY TENURE HERE -- HONOR OF SERVING THE LONGEST AS DOT SECRETARY
-- I HAVE TRIED VERY HARD TO RETURN TO THE STATES AND THE PRIVATE SECTOR, THOSE FUNCTIONS WHICH CAN BE PERFORMED MOST EFFECTIVELY OUTSIDE THE FEDERAL GOVERNMENT, AND THOSE DECISIONS WHICH CAN BE MADE MOST EFFECTIVELY AT STATE AND LOCAL LEVELS.
- WE'VE HAD A GREAT DEAL OF SUCCESS:
 - RETURN OF ALASKA RAILROAD TO THE STATE
 - TRANSFER OF NATIONAL AND DULLES AIRPORTS TO REGIONAL AUTHORITY.

- SOME OTHER VERY IMPORTANT AREAS, WHERE WE ARE PROPOSING TO ALTER THE BALANCE OF THAT STATE/FEDERAL PARTNERSHIP -- GIVING GREATER CONTROL AND MORE DOLLARS (IN MANY CASES) TO THE STATES WHICH HAVE OPERATIONAL RESPONSIBILITY FOR PROGRAMS.

FOR EXAMPLE, OUR FAA REAUTHORIZATION PROPOSAL : (NOT ONLY 20 PERCENT

INCREASE IN FUNDING FOR EXPANDING CAPACITY OF AIRPORT SYSTEM) -- BUT PROVIDING STATE GOVERNMENTS AND LOCAL AIRPORT OPERATORS WITH INCREASED FLEXIBILITY AND AUTHORITY OVER AIRPORT DEVELOPMENT.

- AVIATION INDUSTRY HAS GROWN MORE RAPIDLY THAN ANYONE COULD HAVE PREDICTED AT THE TIME THE AIRLINE DEREGULATION ACT WAS PASSED IN 1978. DOMESTIC PASSENGER MILES HAVE INCREASED MORE THAN 50 PERCENT SINCE THAT TIME, WITH \$6 BILLION IN BENEFITS PER YEAR TO TRAVELERS FROM ECONOMIC DEREGULATION. CLEARLY, DEREGULATION HAS BEEN A MAGNIFICENT SUCCESS, WITHOUT ANY ADVERSE IMPACT ON SAFETY.

- MY PROPOSAL RECOGNIZES THE DRAMATIC GROWTH IN STATE GOVERNMENT INVOLVEMENT IN AVIATION. THE 13.5 PERCENT OF AIRPORT GRANTS CURRENTLY APPORTIONED TO THE STATES WOULD INCREASE TO 22 PERCENT, INCLUDING FOR THE FIRST TIME A CATEGORY TOTALLING 5 PERCENT OF OVERALL GRANT FUNDS, TO BE USED FOR SMALL COMMERCIAL SERVICE AIRPORTS.

- INCREASED FUNDING AND INCREASED APPORTIONMENT FOR THE STATES WILL ENCOURAGE VOLUNTARY STATE BLOCK GRANT PROGRAMS. SIMPLY PUT,. STATES

WITH STRONG AVIATION AGENCIES, WHICH WISH TO GUIDE SMALL AIRPORT DEVELOPMENT, WILL BE PERMITTED TO DO SO, RATHER THAN CONTINUING TO RELY ON FAA ADMINISTRATION OF THE SMALL AIRPORT GRANTS ON A PROJECT-BY-PROJECT BASIS. STATES WHICH VOLUNTEER TO ADMINISTER A SINGLE STATE BLOCK GRANT RECEIVE A SECOND ADVANTAGE: FEWER "FEDERAL STRINGS" WOULD ATTACH TO THE GRANT MONEY.

-- WE ARE ALSO PROPOSING THAT ANY AIRPORT WHICH WISHES TO FOREGO FEDERAL GRANTS MAY DO SO, AND IN RETURN, GAIN THE AUTHORITY TO IMPOSE A "PASSENGER FACILITY CHARGE" OR "PFC" ON TRAVELERS WHO USE AIRPORT SERVICES.

-- THESE PROPOSALS OFFER A NEW AND SIGNIFICANT FLEXIBILITY TO THE STATES... THEY RECOGNIZE THAT MANY DECISIONS ARE MADE MORE EFFECTIVELY WHERE THE PROGRAM OPERATES, NOT IN FEDERAL OFFICE BUILDINGS 2,000 MILES AWAY.

HIGHWAY REAUTHORIZATION:

-- FOR THE FOURTH TIME IN FIVE YEARS, THE NATION'S HIGHWAY CONSTRUCTION PROGRAM IS GRIDLOCKED BECAUSE CONGRESS WANTS TO DICTATE SPENDING RATHER THAN ALLOWING STATES TO SET OWN PRIORITIES. (CONFERENCE COMMITTEE AGREED YESTERDAY TO FUND SOME \$800 MILLION IN DEMONSTRATION PROJECTS.)

-- I AM DISAPPOINTED THAT CONGRESS DID NOT ADOPT A NUMBER OF THE ADMINISTRATION'S INNOVATIVE PROPOSALS TO GIVE STATE AND LOCAL DECISION MAKERS THE TOOLS AND FLEXIBILITY TO MEET THEIR OWN UNIQUE

TRANSPORTATION NEEDS. OUR PROPOSAL FOR BLOCK GRANTS GAVE STATES INCREASED CONTROL AND RESPONSIBILITY OVER TRANSPORTATION INVESTMENT DECISIONS -- A CRITICAL FEATURE NOW THAT THE INTERSTATE IS 97 PERCENT COMPLETE.

-- BUT OF COURSE I AM EVEN MORE DISAPPOINTED THAT CONGRESS HAS FAILED TO ACT ON ANY HIGHWAY BILL. EACH MONTH OF INACTION RESULTS IN AN AVERAGE OF \$116 AND 4,000 MANY YEARS LOST FOR FY 1987.

-- ANOTHER AREA OF THE HIGHWAY PROGRAM WHERE INCREASED FLEXIBILITY TO THE STATES MUST BE GRANTED: SPEED LIMIT. LET GOVERNORS GO TO HIGHER SPEEDS, IF THEY WISH AND LET POLICE REORDER THEIR PRIORITIES TO AREAS WHERE THEY CAN PROVIDE MORE LIFE SAVING ACTIVITIES.

-- HAZMAT TRANSPORTATION -- I KNOW TO BE OF CONCERN TO STATES.

-- ROUTING. CURRENTLY, DOT HAS A ROUTING RULE FOR TRANSPORTING SPENT NUCLEAR FUEL ON THE HIGHWAY, RSPA INTENDS TO BEGIN A RULEMAKING THIS YEAR FOR HIGHWAY ROUTING OF HAZARDOUS MATERIALS. GENERALLY, DOT'S POSITION ON ROUTING IS TO ENCOURAGE STATES TO DESIGNATE APPROPRIATE ROUTES THROUGH THEIR STATE. THOSE DESIGNATED ROUTES SHOULD BE BASED ON COMMERCE. ONLY WHERE TWO STATES CONFLICT IS THERE A NEED FOR AN INTERMEDIARY SUCH AS THE FEDERAL DOT. AS YOU KNOW, DOT RULE FOR HIGHWAY ROUTING OF SPENT NUCLEAR FUEL DESIGNATES THE INTERSTATE SYSTEM AS THE ROUTE TO BE FOLLOWED, UNLESS A STATE HAS DESIGNATED AN

ALTERNATIVE ROUTE. OUR PROPOSED RULE FOR HIGHWAY ROUTING OF HAZARDOUS MATERIAL WILL CERTAINLY ENCOURAGE STATE INVOLVEMENT IN ROUTING.

-- IN ADDITION TO THIS RULE, WE ALSO PLAN TO PROPOSE LEGISLATION THAT WILL MORE CLEARLY DELINEATE THE DEPARTMENT'S AND THE STATES' AUTHORITIES TO REGULATE HAZARDOUS MATERIALS TRANSPORTATION, INCLUDING ROUTING. AS YOU ARE AWARE, THERE ARE A MULTITUDE OF STATE AND LOCAL LAWS FOR HAZARDOUS MATERIALS TRANSPORTATION. WE FEEL THAT IN SOME CASES, THE STATES HAVE A RESPONSIBILITY TO REGULATE, AND IN SOME CASES THE FEDERAL GOVERNMENT MUST SET THE STANDARDS. ONE THING REMAINS CLEAR: THE PRESENT STATUTORY FRAMEWORK FOR DETERMINING PREEMPTION IS NOT WORKING EFFECTIVELY. WE WANT TO WORK WITH YOU TO ACHIEVE LEGISLATION THAT SERVES THE PUBLIC'S INTEREST.

-- EMERGENCY RESPONSE --

-- DOT AND FEMA ARE PUTTING FINAL TOUCHES ON A MEMORANDUM OF UNDERSTANDING WHICH WILL MORE CLEARLY DELINEATE EACH DEPARTMENT'S RESPONSIBILITY FOR EMERGENCY RESPONSE PLANNING AND TRAINING IN THE EVENT OF A HAZARDOUS MATERIAL TRANSPORTATION ACCIDENT. THIS COOPERATION BETWEEN DOT AND FEMA IS IMPORTANT BECAUSE WE EACH HAVE EXPERTISE THAT MUST BE COORDINATED, RECENTLY, DOT AND FEMA HAVE ESTABLISHED AN INFORMATION CLEARINGHOUSE FOR HAZARDOUS MATERIAL INFORMATION THAT CAN BE ACCESSED BY A TOLL-FREE TELEPHONE NUMBER TO INDIVIDUAL OR A COMPUTER --YOUR CHOICE.

IN ADDITION, DOT HAS SUPPORTED VARIOUS PLANNING SESSIONS TO ADDRESS THE ISSUE OF STATE AND LOCAL RESOURCE NEEDS FOR EMERGENCY RESPONSE PLANNING, TRAINING AND EQUIPMENT.

PRIORITIES PAST AND PRESENT:

- PRIVATIZE -- CONRAIL -- AMTRAK -- SPACE -- AIRPORTS.
- DEREGULATE -- TRUCK RAIL -- BUT NOT DEREGULATION OF SAFETY (AGE 21) DRUGS..

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