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REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION ELIZABETH HANFORD DOLE
AT THE COLLEGIATE WOMAN ATHLETE OF THE YEAR BANQUET
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NEW ORLEANS, LOUISIANA

Tonight we are here to honor this year's recipients of the Broderick Award and the Broderick Cup -- awards which reflect not only individual achievements, but also embody the ideals of team work, scholastic endeavor, school and community involvement and those personal characteristics of integrity and pride that represent the philosophy of intercollegiate athletics.

This spirit is reflected in the achievements of Cheryl Miller, Cathy Branta and Christy Morgan -- three of this year's Broderick Award winners. Cheryl Miller is a 1984 Olympic Gold Medalist in basketball and broke the all-time single game scoring record three times last year at the University of Southern California; Cathy Branta is a national cross country champion from the University of Wisconsin; and Christy Morgan, a field hockey attacker at Old Dominion University, led her team to an undefeated season.

Women are becoming active and finding challenges in many new areas. I am truly honored to be here tonight among such a distinguished group of natural allies in what I like to call America's "quiet revolution," a tidal wave of qualified and talented women who have entered our work force in record numbers over the past three decades. The impact of this change has been tremendous. More than half of all American women now work, a significant change from 20 years ago. And 66 percent of women who have children between the ages of 6 and 17 are in the work force today.

The number of women participating in sports on all levels has skyrocketed during the past decade, as well. The Broderick recipients here

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on the dais are fine examples of these successes. Deb Richard is a 1985 World Cup Champion who ranked number one in the nation throughout the season. Penny Hauschild, from the University of Alabama, has excelled in gymnastics and has set new all-around records at four meets. Denise Day Eckert holds 10 University of Nebraska career hitting and scoring records and with her .374 batting average led her team to the NCAA College World Series.

Some say there is strength in numbers. But it's been difficult for many women to break into occupational fields traditionally thought of as a "man's domain." Dr. Barbara McClintock won the 1983 Nobel Prize in Medicine for work she did over four decades ago, work that went unrecognized for years by her professional -- mostly male -- peers. Yet in winning, she said, "It might seem unfair to reward a person for having so much pleasure over the years."

I suspect that a similar commitment to their goals is typical of the 10 women we honor tonight. That spirit is surely reflected in the accomplishments of Mary T. Meagher, a national swimming and diving champion from Berkeley; Linda Gates, a hard-hitting, top tennis player from Stanford University; Jacqueline Joyner, from the University of California at Los Angeles and one of the best athletes in track and field in the nation; and Liz Masakayan, an All-American in volleyball, also from UCLA. Also representative of their commitment to excellence are the achievements of another speaker this evening, Olympic Swimmer and two-time Broderick Cup winner, Tracy Caulkins.

These athletes are the stars of a whole new generation of sports figures -- a generation in which women and men can share equally in success and recognition and in inspiring younger athletes.

Women's advancement in sports has offered particularly dramatic examples of success and achievement that give courage to others to take on the challenge. Katherine Switzer, for example, is an accomplished distance runner. In 1967, she entered and completed the then male-only Boston Marathon, remarking, "I didn't know it was illegal for a woman to run. I thought that other women just weren't interested."

Across the country, colleges and universities have discovered that women are interested, not only in the Boston Marathon, but in athletics of all kinds. According to the National Federation of State High School Associations, only 317,000 females participated in school sports in 1972. By 1978, over two million participated -- a 550 percent increase. And partly as a result of Title IX, a section of the Education Amendments Act, passed by Congress in 1972, colleges and universities have responded to that interest. In 1973, not one college offered women athletic scholarships. In 1980, 700 colleges offered women 10,000 scholarships in 22 sports offering more than \$7 million. And those numbers will continue to increase every year.

Last January, my husband Bob introduced in the Senate -- with the President's support -- new legislation to further strengthen Title IX. The purpose of this new bill, called the Civil Rights Amendments Act of 1985, is to overturn that part of the 1984 Supreme Court decision in Grove City College v. Bell, which dealt with the scope of Title IX's prohibition against sex discrimination in any federally funded education program or activity. The bill reflects the compromise reached between many parties.

In Grove City, the Supreme Court held that Title IX applies only to the specific programs to which federal financial assistance is actually extended. This new bill would amend not only that law, but also three major parallel civil rights statutes to require that federal assistance to any program of an educational institution would make all of its programs and activities subject to the prohibitions of these federal laws against discrimination on the basis of sex, race, handicap and age. The President fully supports this bill, and this Administration will work to see that the legislation is enacted in the 99th Congress, in order to assure equal opportunities for women in sports.

And while women were advancing in sports, they were also progressing and gaining professional recognition in other fields: government, law, media, finance and the executive suite.

When I entered Harvard Law School in 1962, I was one of 25 women in a class of 550. I'll never forget being accosted on my very first day at Harvard by a male classmate who demanded to know what I was doing there. "Don't you realize," he said, "there are men who'd give their right arm to be in this law school? Men who would use their legal education?" Obviously, the inference was that I was taking the place of a man. And come to think of it, some may have felt that way when I became Secretary of Transportation. For I remember feeling, back in my own law school days that many colleagues at Harvard seemed to have forgotten that the figure of Justice was a woman. They seemed oblivious to the psychological barriers they erected, ignorant of the fears they inspired or the doubts they nurtured. Today, the Harvard law class is almost 35 percent female. And they, in turn, can regard themselves as a vanguard, preparing the way for many more in their wake. Ten years ago, says the Census Bureau, 7 percent of all students receiving a law degree were female; today the number is 33 percent. Fewer than a tenth of medical school graduates were women in 1975; the most recent group included 25 percent women. In the short space of a decade, the percentage of women studying veterinary medicine has quadrupled -- those studying theology increased eightfold -- those preparing for a career in dentistry soared by 1500 percent, and those in business administration by an incredible 2400 percent. The overall ranks of women professionals grew from 4.5 million in 1972 to 7.6 million 10 years later.

The numbers themselves speak eloquently of progress. But who among us can argue that we have completely eliminated discrimination, or totally banned that insidious brand of prejudice -- what I call the tyranny of perfection.

Social critic Marya Mannes put it best, I think, when she wrote: "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."

In other words, you, too, can be treated the same as a man -- so long as you out-perform him. Nor are such perceptions the only roadblocks that yet remain on the path to prosperity and job satisfaction. Much of society continues to perceive women as consumers instead of producers.

But today, women throughout society are grappling with tough issues -- issues that were once considered men's work. For instance, at the Department of Transportation, I feel I've found my own little footnote in history. I am the first woman to head a branch of the armed services -- the U.S. Coast Guard.

Indeed, transportation is a male-dominated industry. You only have to look at the traditional work force in highway construction, shipbuilding or the air traffic control profession to realize this -- although we are working to increase the number of women in the transportation field.

When I arrived at the Department of Transportation, I asked how many of our employees were women. I was told 19 percent. Then I asked, what was the percentage when the Department was established in 1967? The answer: 18.5 percent. It didn't take long for us to design a program to change all that. Now we are helping more women enter our work force, and we're preparing more women than ever to assume managerial positions and to expand existing skills -- for example, to become air traffic controllers and move into higher paying jobs. In a Department of over 100,000 people, that vision of change is indeed a challenge. It takes many women to move that female percentage up even one point, but in the two years since we began our program, the number of women employees in the Department has increased to 22 percent. When you compare that to the half a percentage increase over the previous 16 years, it demonstrates how much a commitment can mean -- and I am totally committed to the task.

Transportation today is an \$800 billion industry and my Department's responsibilities cover quite literally everything that moves. Transportation is, of course, a part of the cost of everything companies produce and consumers purchase. However essential transportation may be to our economy, no one wants to pay more for it than is necessary -- nor should they. We expect carriers to operate as safely and efficiently as possible, and shippers to bargain for the best rates. Such goals, we have found, are best accomplished in an economic climate of deregulation.

It's been a joy to complete the deregulation process -- eliminating excessive government regulation. As one example, since deregulation of the airlines, the traveling public has saved at least \$10 billion over a four-year period. A little competition is a good thing -- and a lot is better still, especially for today's air travelers who have a far wider choice of

carriers, fares and services than ever before -- including bargain prices in a number of markets. And we are making certain that safety is in no way diminished.

I want to emphasize that we found no common thread in the causes of last year's unfortunate accidents. Each day in the U.S., some 14,000 scheduled flights carry an average of one million passengers, and 99.999 percent of these flights reach their destination without accident. However, even one accident is one too many and I assure you that we will continually strive to make the safest system in the world ever safer.

I have often said, that as Secretary of Transportation, my highest priority is safety. Perhaps our biggest challenge is on our nation's highways, where 92 percent of the fatalities occur and where approximately 43,000 Americans lose their lives each year.

While we have made real progress in highway safety over the past few years, much work remains to be done. At the Department, we are committed to a highway safety campaign directed at three integral elements: the highway, the design of the vehicle and the behavior of the driver.

Last year, highway improvements were funded at record levels -- \$14.5 billion. In each of the last three years, funds to the states have increased by approximately 50 percent. These revenues are being spent to construct, repair and rehabilitate highways and bridges across the United States at a record pace.

The design of the vehicle is the second element of our three-pronged approach for improving highway safety. As a result of a regulation I required of the auto companies, high-mounted stop lamps -- placed near the rear window of all passenger cars -- appeared on 1986 model year cars last fall. The cost of this light is only a few dollars, but it is expected to prevent approximately 900,000 accidents and \$434 million in property damage annually when it is installed on all cars.

In 1984, I announced my decision calling for automatic crash protection -- such as automatic seat belts, air bags or other technologies -- to be phased-in beginning with 10 percent of the 1987 model year cars. The decision also encouraged states to pass mandatory safety belt laws. The phase-in continues each year to 25 percent, 40 percent and finally 100 percent unless two-thirds of the people in this country are covered by a state safety belt law by April 1, 1989.

For the first time in the 15-year history of rulemaking and litigation on this issue, we finally have a regulation or plan that is actually saving lives. To date, 17 states and the District of Columbia have passed mandatory safety belt laws. In New York, traffic deaths were down 18 percent during the first six months the state's mandatory safety belt law was in effect. That means there are 97 people alive today because of that

one law. In fact, if everyone in the country used safety belts, we'd save about 10,000 lives a year.

Our campaign for safer drivers extends to the drunk driver, public enemy number one, as far as I'm concerned. Thanks to grass roots efforts, there has been a real consciousness-raising in this country -- a growing awareness that alcohol is involved in half of our fatal highway accidents. Americans today are no longer willing to tolerate lax laws and lenient judges when it comes to drunk driving offenses. And we are going to keep working until every last drunk driver is off the roads and highways of this country. These are truly good health habits -- issues athletes are particularly credible in conveying!

The athletes in this room are certainly not strangers to hard work -- your record-breaking accomplishments are a tribute to your commitment. While some women break records; others break down the barriers of tradition. I am reminded of one outstanding woman who has done both.

"I'm not historical material," said Sally Ride -- who has been among your previous speakers at this distinguished ceremony -- but events have proven otherwise for the mission specialist who joined NASA's astronaut program with five other women in 1978.

As a graduate student in physics at Stanford University, she had done research in x-ray astronomy and free-electron lasers. She was completing her doctoral thesis when she saw an advertisement in the campus newspaper. NASA was looking for young scientists to become astronauts and conduct experiments aboard the space shuttle. Women were urged to apply.

She did, and the rest is history. How many women do you know whose business suit is on exhibit in the air and space museum in Washington, D.C.?

Because of Sally Ride's accomplishments in space, millions of young girls now know they too can excel in science and mathematics, traditionally the male domain. Because of Sally Ride they now realize the sky is literally the limit!

Sally Ride didn't go into space to become a historic figure or a symbol of progress for women. But, of course, with the launch of the space shuttle Challenger two years ago, she became just that -- and much more.

She got her job by demonstrating -- among other things -- coolness under pressure; she earned the respect of her colleagues and the admiration of millions of Americans, including, most certainly, this one!

Many of you have witnessed the American woman's changing relationship to sports over the years. The young athlete of today plays hard -- and she plays to win. As a national news magazine wrote on the role of women in sports, "The times are not changing; they have already changed." The future holds so much promise as women athletes begin to discover what their bodies,

properly trained, can do. Yes, the challenges ahead for women athletes are enormous; the demands are heavy. As one woman track runner remarked, "We've had to run pretty hard to get some doors open." And now you are building on these opportunities -- opening doors which could hardly have been imagined just a few years ago.

So where does the power come from to reach your goal -- to see the race to its end? Eric Lyddle, Scotland's beloved Olympic runner, both asked that question and answered it. The power, as portrayed so beautifully in Chariots of Fire, comes from within.

Today, women athletes are testing their limits; having the chance to do that, is what sports are all about.

President Reagan, speaking to another group of young American athletes, summed up the tremendous contribution those in this room can make to our country: "You're heroes, every one of you living proof of what happens when America sets its sights high and says, 'Let's create a little excellence.'"

I couldn't help but think that if the people of the world judged Americans by what they saw of you, then they would think, "Americans'? Well, they're generous and full of serious effort, they're full of high spirits; they're motivated by all the best things. They're truly a nation of champions."

To the champions we honor tonight -- ten of the brightest stars in women's athletics -- I wish you every success, and God speed.

Thank you very much.

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