

SECRETARY OF TRANSPORTATION ANDREW H. CARD, JR.  
DRAFT TALKING POINTS  
MEDIA ROUNDTABLE  
MARCH 4, 1992

- Thank you for being here today. The past 10 days have been exciting and busy. I've hit the ground running, fully prepared and productive.
- I hope I get a chance to say hello to everyone here before we get started. If I miss anyone, please come up after.

### **BROAD OBJECTIVES**

- Let me start off by restating my commitment to provide a safe, efficient, accessible, affordable and seamless transportation system that enhances our ability to compete in the world marketplace.

### **FAA REAUTHORIZATION**

- Just to make sure you don't leave empty handed today, I do have an announcement. The Administration today is forwarding to Capitol Hill our proposal to reauthorize the Federal Aviation Administration for the next three years. Its components include:
  - CAPITAL INVESTMENT: Represents a 25% increase in capital funding made available over three previous years -- a major investment in our

infrastructure that means jobs. Additionally, it slashes the trust fund surplus by more than one half, from \$7.5 billion at the end of FY 92 to \$3.7 billion by 1995. It would also fund 85% of FAA's budget from the trust fund.

- **INCREASING CAPACITY:** Aggressively incorporates military airfields into our general aviations system. Also expands from 7 to 25 the number of current or former military airports eligible for funds under the military program.
- **FOSTER INTERMODALISM:** Airport entitlement funds could be used for the first time to help finance projects that directly improve airport access for passengers or freight (caveat: does not extend to funds derived from PFC's).
- **EXPANDED PARTNERSHIP:** Would allow all states to participate in the State Block Grant program once minimum standards are met.

### **ROUTE TRANSFERS**

- Since we're on the topic of aviation, I know many of your are interested in several pending route transfer decisions. So am I. Decisions on many of those will be forthcoming, including Detroit-



London, Baltimore/Philadelphia-London, and routes from the U. S. to Latin America.

### **NATIONAL TECHNOLOGY INITIATIVE**

- Let me also mention that our Deputy Secretary, Admiral Busey, is in Austin, Texas, today to launch the second in a series of conferences on the National Technology Initiative. NTI is a joint undertaking of four agencies: The Departments of Commerce, Energy, Transportation, and NASA. The goal of these conferences is to help show industry the opportunities they have to commercialize new technologies. I hope a number of you will be covering these meetings around the country, especially those that focus clearly on transportation.

### **SURFACE BILL IMPLEMENTATION**

- Many of you heard me state that one of my first priorities is the speedy implementation of the new surface act. As of February 25th -- five months into FY 92 -- 20 percent more funds have been obligated than at the same point a year ago. Eight states have obligated over 50 percent, and we will continue to work closely with the states to put their full obligation to work just as soon as possible.

- Let me give you a few examples of how quickly the states are spending their highway funds:
  - Massachusetts, 44% of the \$687 million in 1992 highway aid has already been obligated and is at work, creating jobs, improving roads.
  - Nebraska has 73% of its \$131 million already obligated; Colorado has 70 percent. In all, seven states have over 50 percent obligated.
  - But another five states have obligated less than 10 percent of available funds. I will be happy to provide you with more information.
  - Establish SWAT team (more to come).
- We are seeing evidence already that spending is having an effect on the economy. Durable goods orders were up 1.5 percent in January, and transportation was a contributing factor in that increase. Today's newspapers are reporting that January home sales were up 12.9%.

### **RAIL LABOR MANAGEMENT**

- Speaking of the economy, many of you are aware of yesterday's offer of arbitration by the National Mediation Board. I issued a statement on that yesterday. I believe that offer provides the parties



to the Conrail, Amtrak and Machinists labor negotiations the fairest, most effective and most objective method to resolving outstanding issues. A strike would benefit no one, certainly not our nation's economy.

- I also know many of you are interested in the President's 90-day regulatory moratorium and review. DOT was the first federal agency to publish a request for comments as a part of this moratorium, on our regulatory program. That notice was published in the Federal Register on February 7th, and we received extensive and interesting comments. We are in the process of analyzing those while at the same time we are doing a top to bottom review of our proposed and existing rules. We will keep you posted on our progress and recommendations as they develop.
- Let me also take this opportunity to reiterate my very strong support for our budget proposal now pending before Congress. As you know, it calls for \$36.6 billion in appropriations and obligation limitations in FY 93. The request is 6.3% above the FY 92 enacted level and provides 41% growth versus FY 89, when President Bush took office.

## HAITIAN REPATRIATION

- Before we go into questions, let me report to you on my first trip as Secretary to Guantanamo Bay, and let you know how well the Coast Guard is performing.