



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

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REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION JIM BURNLEY
JUNIOR STATESMEN OF AMERICA
WASHINGTON, D.C.
AUGUST 2, 1988

I would like to take this opportunity to welcome you to Washington again. You couldn't have arrived at a more exciting time, with the presidential campaign in full swing.

Your gathering here today is proof that you are interested and willing to participate in the political process. This election campaign is a tremendous opportunity for you to find out more about how the political process works.

There are, of course, a number of clear distinctions between the two candidates for President. I think you know where my sympathies lie, so I'm not going to talk about them specifically. But I urge you to find out as much as you can about each candidate. Although most of you are probably not yet old enough to vote, there is no age limit for volunteer campaign work.

William Milliken, the former governor of Michigan, used to tell a story about how he first became involved in politics. When he was a young man, an older gentleman in his community asked him who he was for in an upcoming election. Milliken replied that he had not decided, because he did not completely agree with what either candidate was saying. The older gentleman told Milliken, "You are never going to find a candidate with whom you agree 100 percent on every issue. Find out what each of them really stands for, and go work as hard as you can for the one you agree with the most." I hope you keep this anecdote in mind as election '88 draws closer. An informed voter is one of the best weapons a democracy can have.

One issue where you can play a vitally important role is the national drug problem. In fact, it is in your generation that we have first begun to see the tide turn against drugs. After twenty or more years of mistakenly treating so-called recreational drug use as a casual, harmless diversion, drug use among teenagers has steadily declined over the past two or three years. Millions of young people are now "just saying no" to drugs, thanks in large part to First Lady Nancy Reagan's anti-drug campaign.

But the battle is far from over, and the stakes are high. Drugs dull the ability to think and react quickly, and that can be deadly, especially if you are driving a car, boat, or motorcycle. Those of you who have been through a driver education program have probably seen some footage of a serious accident. And if you are anything like I was as a teenager, you probably squirmed a little and smirked at the somewhat crude level of the rhetoric. You might think that something so terrible could never happen to you. Well it can. Every day, 65 Americans are killed in alcohol-related auto accidents.

Drugged and drunk driving is one of the leading causes of death among young people. A recently completed study by the University of Maryland Shock Trauma Center -- a special emergency medical facility for the most seriously injured accident victims -- found that more than one-third of the patients admitted to the center as a result of serious accidents between July 1985 and May 1986 were under the influence of marijuana at the time of the accident.

During my tenure at the Transportation Department, I have seen, time and again, that drugs mixed with any form of transportation are a deadly combination. Last year, nearly two-thirds of train accident fatalities occurred in cases where one or more railroad employees involved tested positive for drugs. And rail workers are not the only transportation workers who are vulnerable. In January, nine people died in a commuter airplane crash in Durango, Colorado; the pilot had cocaine in his blood.

Protecting public safety in transportation is one of my primary missions as Secretary. Studies show that illegal drug use, on or off the job, hurts on-the-job performance. It makes workers more likely to be involved in accidents, it makes them late, and it makes them less capable of doing their jobs. In short, drug use makes workers less productive and a hazard to themselves and to those around them. Accordingly, I have proposed drug testing rules for truck drivers, and key safety and security personnel in commercial aviation, the railroad industry, pipeline industry, mass transit industry, and the maritime industry. Some six million workers would be subject to drug testing. I think this step is absolutely necessary if we are to identify drug users and remove them from sensitive jobs in the transportation industry -- jobs that directly affect public safety.

Some people say that drug testing is an invasion of privacy. But what about the rights of victims of drug-related accidents? The American people are entitled to a drug-free transportation system; if we are to ensure that they get it, drug testing, especially random testing, is an absolute must. As the head of the Drug Enforcement Administration said recently, "Drugs aren't bad because they're illegal; they're illegal because they're bad."

We are engaged in an all-out effort to destroy the drug culture in this country, and that means going after occasional drug users as well as big drug suppliers. Those who engage in what some still recklessly call "recreational" drug use are just as responsible for lining the pockets of the world's druglords as are the back-alley junkies.

So although we have seen some encouraging trends on the user side of this nation's drug problem, we still have our work cut out for us. This country is still the world's most lucrative market for drug dealers. The American dream is still being shattered in families, neighborhoods, and schools that have been laid under siege by cheaper, more potent, and more addictive drugs. With new, young recruits, such

as yourselves, in the war against drug abuse, we can finally stop this drug devastation and show those hooked Americans how much better the world looks when you see it with clear eyes and a sound mind.

Thank you.



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SECRETARY OF TRANSPORTATION JIM BURNLEY
CITIZENS FOR AMERICA
WASHINGTON, D.C.
AUGUST 3, 1988

It's an honor and a pleasure to be here today with you. Since 1983, Citizens for America has supported major domestic and foreign policies of the Reagan Administration. You don't try to impress people with rhetoric; you impress them with action. You are not entrenched in Washington; you blanket the country with your ideas and your spirit. On important issues such as tax reform, the Grenada rescue, Freedom Fighters and SDI, you have sent the word out. Your work has been invaluable to this Administration and I salute you for it.

As you all know, the Reagan Administration has made the war on drugs a national priority. I'd like to talk about our nation's drug problem and tell you what we at the Department of Transportation are doing to attack it.

Poll after poll tells us that the American people are deeply concerned about drug abuse and that they support stronger measures to eradicate it from society. The Washington Post reported earlier this summer that 86 percent of the people it surveyed support an increase in luggage searches at airports even if it meant longer delays. Fifty-four percent think that police cars should be allowed to stop cars at random to search for drugs, and 49 percent believe that everyone convicted for cocaine use should serve at least one year in jail.

Our generation has seen the nation's attitude toward drugs come full circle. When most of us were young, coke was still a soda and a joint was a bad place to be, as Merle Haggard reminds us in his song. But along with Woodstock came the "Me" generation and an "anything goes" mentality that said drug use was an "individual choice." Since those tumultuous years we have learned some hard lessons.

Turning a blind eye to so-called recreational drug use led to an explosion in the number of users. Today, there are 5-6 million regular cocaine users, more than half a million heroin users and at least 18 million pot smokers. These Americans who use

drugs have made the United States the most lucrative market for the world's drug suppliers.

Yet, even these statistics do not adequately reflect the damage that drug abuse has already done to our nation's moral fiber. The Washington Post recently reported that elementary school children here in the District have invented a new game called "Hustler." The goal of the game is to successfully complete fake drug deals, using play money, pebbles for crack, pencil shavings for marijuana, and ground-up chalk for cocaine. A D.C. Recreation Department counselor told the Post: "They do everything like they've seen it -- with the runners, the lookouts, the users, the jumpout squads, everybody." What is most disturbing is that the police and the special anti-drug squads are seen as the bad guys.

Also, American businesses are being threatened from within by drug abuse. Studies show that drug users function at about two-thirds of their work potential. They are more likely to steal from their employers, and their health care costs are higher. Drug users are two to three times more likely to skip work than non-users. In many cases, safety is also a concern: drug users are three to four times more likely to be involved in on-the-job accidents than non-users.

The Administration's programs to combat drugs focus on both the supply and demand sides of the problem. In 1982, for example, the South Florida Task Force was set up, headed by Vice-President George Bush. As a result of the Task Force's activities, we saw a 20 percent decrease in major crime in southern Florida. In 1983, the National Narcotics Border Interdiction System was formed to combat drug smuggling. Since then, annual cocaine seizures have increased twenty-fold. In 1984, when the "Comprehensive Crime Control Act" was passed, over \$44 million in drug-related assets were seized; by last year, that figure had risen to over \$500 million. Since 1981, the federal anti-drug law enforcement budget has been tripled. And, since 1979, drug convictions have doubled and prison sentences are now 40 percent longer than they were.

Last year, federal agents seized 722 pounds of heroin, 113,950 pounds of cocaine and 3.2 million pounds of marijuana. As you know, the Coast Guard plays a key role in drug interdiction. It was, then, to my disbelief and dismay that Congress cut \$72 million from the President's FY 1988 request for Coast Guard operating expenses. The Coast Guard Commandant reports that routine drug patrols have been cut 55 percent due to the lack of funds. Early this year, President Reagan and I asked Congress to let us transfer \$60 million from other programs to correct this outrage. Congress has -- believe it or not -- yet to complete action on this request.

Everyone knows that drugs and transportation are a deadly combination. We all remember last year's Amtrak-Conrail crash in which 16 people were killed and 178 hospitalized. The Conrail engineer responsible for that accident tested positive for marijuana, and later testified before Congress that drug use among rail workers was commonplace. Since January 1987, there have been 54 accidents in which rail employees have tested positive for drugs or alcohol. Thirty-one people have died in these accidents, and 353 have been injured. Property damage exceeded \$34 million.

These tragedies are not confined to rail travel. Just a few months ago, we learned that the pilot of a commuter airplane that crashed in Colorado tested positive for cocaine. Nine people died in that accident.

In the fall of 1986, when reporters from The Pittsburgh Press interviewed emergency room staffs at six area hospitals, 23 cases of flight crew drug abuse were quickly recalled. Twenty of these cases involved cocaine overdose, two were heroin reactions and one dealt with valium and alcohol. Twelve cockpit crew members and

eleven cabin crew members were among those treated by hospitals for excessive drug use. The Press reported that doctors across the country have said that many other pilots with drug problems are shunning help, fearing they will be discovered and grounded forever.

When truck drivers were surveyed by the Regional Common Carrier Conference, the average estimate was that 36 percent of all truckers sometimes drive under the influence of drugs.

The American people deserve a drug-free transportation system. The evidence is clear that random drug testing is the only proven means to identify drug users and discourage others from trying drugs. The Coast Guard has provided an important example with its own drug-testing program of military personnel: the percentage of those testing positive dropped from 10.3 percent when the program started in 1983 to 2.9 percent last year.

The evidence is compelling that drug use is just as much a social ill for workers in the transportation industry as for society-at-large. Thus, I have proposed drug testing rules for up to 5 million truck drivers, 500,000 key personnel in commercial aviation, and 120,000 railroad employees. I am proposing random testing, pre-employment testing, testing as part of periodic physical examinations, testing after accidents, and testing upon reasonable suspicion of drug use. Such testing would take place under strict federal guidelines and with respect for the privacy and dignity of the individual.

One of the most notable successes in the battle against drugs is the drop in the number of high school seniors who report ever having tried drugs. This demonstrates that a key component of our demand-side strategy -- the First Lady's "Just Say No" campaign to prevent drug use before it begins -- is taking hold. But certainly with the price of most drugs dropping, we have our work cut out for us to curb the still enormous demand in this country for drugs.

It is unfortunate that there are still some people in public life who don't seem to understand how serious the drug problem is. For example, one national leader told the Baltimore Sun last November, "I've never tried drugs, but I can certainly understand why some try it." And just last May, his wife told the San Diego Union, "... I think there are certain drugs we might think about making legal." The first statement was made by Michael Dukakis, and the second by Mrs. Dukakis.

John Lawn, head of the Drug Enforcement Agency, offers this simple rebuttal: "Drugs are not bad because they're illegal; they're illegal because they're bad." Further, it's naive to think that criminal activity would vanish if drugs were legalized. As the senior federal official with responsibility for transportation safety, I think with horror about the consequences on our roads, in the air and on our railroads if we ever made access to narcotics easier.

It may seem at times as if we're trying to beat back a monstrous tidal wave -- but there are indications that our efforts are having an effect. A recent study found that the biggest increase in anti-drug attitudes was found among college students. I think that this finding, combined with the fact that fewer high school seniors are trying drugs, gives us reason for hope and the encouragement to redouble our efforts. I expect Citizens for America will be in the front lines in this battle as it has been in all of the major struggles over critical issues in recent years.

Thank you very much.



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STATEMENT PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION JIM BURNLEY
THE GI FORUM
CORPUS CHRISTI, TEXAS
AUGUST 4, 1988

It is indeed an honor and a pleasure to be here with you this morning. For 40 years now, the GI Forum has been instrumental in providing social, economic, and educational outreach services to Hispanic veterans in this country.

Hispanics, like all Americans, are deeply patriotic. You have always enthusiastically accepted the responsibility of defending freedom and democracy when called upon. This spirit and the common experience of military service is what originally brought this group together, yet today the GI Forum provides assistance that reaches far beyond the Hispanic veteran community. In the words of your founder and Presidential Medal of Freedom winner, Hector Garcia, the GI Forum "speaks for a better America, for equal rights and privileges for all Americans."

The exemplary work of your Educational Foundation demonstrates what most already know -- that you are committed to helping Hispanic families and youth who have special needs. Thanks to your foundation, there are men and women across the country who were able to attend college through GI Forum scholarships -- about \$450,000 each year. Most of these scholarships are matched by corporate sponsors. What's even more admirable is that all of this is done without a penny of federal money. I realize that later today you'll be addressed and no doubt praised by a noteworthy Texan, but please indulge me another chance to say congratulations on another fine year at the GI Forum Educational Foundation.

Yet while there is much to celebrate at this conference, unfortunately there are also still some serious, difficult problems that the Hispanic community -- and the rest of this country -- must face. I want to talk particularly about the mammoth social ill of drug abuse. It has done severe damage to the moral and economic fabric of our society, including people of every race and economic status.

With 44 percent of all U.S. Hispanics being under age 21, you have a tremendous amount at stake in the war against drug abuse. Traditionally, the family has been the core of your culture and your way of life. When times get tough, people look to

their families for help and guidance. Strong families, whether poor or rich, are reservoirs of hope for children.

But the strength of a family depends on the mutual trust, cooperation and love of all its members. When a parent or a child is a drug abuser, he often turns selfish, paranoid and deceitful in order to fuel his drug habit. This strain on the rest of the family can be too much to bear. In addition to the emotional cost there is also the tremendous financial burden of supporting a drug habit.

There are valuable support services out there such as those offered on the local level by the GI Forum, but ultimately families must find within themselves the strength and resources to confront this inner corrosion of drugs. Government and social institutions should be there to assist, but the primary initiative must come from all of us individually and as members of families.

Moving up the economic and social ladder in this country is a challenge under the best circumstances, yet when the drug threat is added into the equation, the solution is all the more difficult and frustrating. You can't hope to teach a kid about the literary genius of Cervantes or Gabriel Garcia-Marquez when he's doped up in class. You can't hope to get a teenager active in sports and music when his recreational activity is drugs. You can't instill hope when a mind is clouded in a drug depression.

If we are to keep our kids on the right track, it is crucial that we keep them off the drug track. The citizens of this country have stated loudly and clearly that the drug problem is one of their major concerns this election year. Republicans and Democrats are scrambling to defend their records and to show that they're more concerned about drugs than the other party.

It is always interesting to examine the pendulum swing of public opinion in this country, and it is amazing but reassuring that a lot of liberals have changed their tune about the drug problem. Along with the glazed-eyed euphoria of the "flower power" years came the belief that drug "experimentation" was just a routine part of growing up. People weren't considering or discussing the consequences --short or long term -- of drug use. Two decades later, most Americans reject the "anything goes" mentality of the late '60s and '70s. Since 1980, there has been a steady decline in the percentage of high school seniors using marijuana and hashish; and for the past three years, cocaine use among high school seniors has also been decreasing.

Yet, there are still some people in public life who don't seem to understand how serious this problem is. For example, one national leader told the Baltimore Sun last November, "I've never tried drugs, but I can certainly understand why some try it." And just last May, his wife told the San Diego Union "...I think there are certain drugs we might think about making legal..." The first statement was made by Michael Dukakis, and the second by Mrs. Dukakis.

But, as President Reagan has said, it is counterproductive to turn this issue into a tug of war between Republicans and Democrats. If we are really going to put an end to the drug menace, it's going to take swift, decisive action by both parties and by groups such as the GI Forum. At the same time, however, I cannot let those who attempt to mischaracterize the Reagan Administration's record in fighting the war against drugs for partisan political purposes go unanswered.

The facts speak for themselves. It was this Administration that made the war on drugs a national priority. Many of you may not remember that Jimmy Carter abolished the White House Office of Drug Abuse Policy. Not only did President Reagan resurrect this office, in 1982 he set up the South Florida Task Force, headed by Vice-President Bush. As a result of the task force's activities, we saw a 20 percent decrease in major crime in southern Florida. In 1983, the National Narcotics Border Interdiction System was formed to combat drug smuggling. Since then, annual cocaine seizures have increased twenty-fold. In 1984, when the "Comprehensive Crime Control Act" was passed, over \$44 million in drug-related assets were seized; by last year, that figure had risen to over \$500 million. Since 1981, the federal anti-drug law enforcement budget has been tripled. And, since 1979, drug convictions have doubled and prison sentences are now 40 percent longer than they were. And First Lady Nancy Reagan's "Just Say No" campaign is reaching our children at an early age, with a tangible positive effect on their susceptibility to the siren song of drug dealers.

Yet, the 23 million Americans who use drugs -- many of whom have had a glamorized view of drugs -- have made the United States the most lucrative market in the world for drug suppliers. Obviously, when we make it more costly and painful for drug users, we gradually make this country less profitable and less attractive for drug smugglers. Getting serious about curtailing the demand for drugs in this country means holding all Americans -- regardless of their social or economic status -- to the letter of the law.

Keeping the severity of the user side of the problem in mind, I announced the Coast Guard's "zero tolerance" approach to drug use on U.S. waters late last spring. Contrary to some reports, zero tolerance represents not a change in law, but an intensified use of the statutory authority that the Coast Guard always has had. Under the zero tolerance policy, discovery of a measurable amount of drugs on a vessel within U.S. waters can lead to the seizure of the vessel and, where appropriate, the arrest of those on board. It can also lead to eventual forfeiture of the vessel.

Speaking at a House subcommittee hearing, Massachusetts Democratic Congressman Gerry Studds called the practice of seizing vessels on which drugs are found "illogical." In effect, he argued that we should not concern ourselves with drug use on U.S. waterways. Well, I don't believe that just because you are rich enough to own a boat that you ought to be exempt from our laws against drug use. We know that laws that are not enforced across the board are not effective. Drug use on a yacht is just as illegal and the consequences just as real as drug use in a ghetto tenement building.

The Coast Guard is playing a key role in U.S. drug interdiction. Last year, the Coast Guard seized 1.3 million pounds of marijuana and almost 13,000 pounds of cocaine. It was, then, to my disbelief and dismay that last December Congress cut \$72 million from the President's Fiscal Year 1988 request for Coast Guard operating expenses. The Coast Guard Commandant reports that routine drug patrols have been cut 55 percent due to the lack of funds. Early this year President Reagan and I asked Congress to let us transfer \$60 million from other programs to correct this outrage. Congress has -- believe it or not -- yet to complete action on this request. But the Coast Guard is comprised of men and women who deeply love this country and who continue to do all they can despite the problems created by Congress.

And some of you may not realize the tremendous contribution Hispanics are making in the Coast Guard today. Right here in Corpus Christi, the Commanding Officer of the Marine Safety Office is Captain Anthony C. Alejandro. He graduated from the Academy in 1966 and went on to receive a Masters Degree in both Business and Mechanical Engineering. He has been awarded the Coast Guard Commendation medal three times and the Coast Guard Achievement Medal once.

Today, 34 percent of the students at the Coast Guard Prep School are Hispanics, which should substantially increase the number of Hispanics at the Coast Guard Academy and in the Officer Corps in the years to come.

My job as Secretary of Transportation is to see that the American people have the safest, most efficient transportation system possible. The successes of economic deregulation have helped us improve on the efficiency side of the equation, yet tragic accidents caused by drug use continue to plague this nation. All of us expect and deserve a drug-free transportation system. Random drug testing is the only proven means to identify drug users and discourage others from trying drugs.

Thus, I have proposed random drug-testing rules for the rail, aviation, trucking, mass transit, maritime and pipeline industries. Final rules will be issued before the end of the year. I am taking these actions in part because I know that when society has a drug problem, no segment of our population -- from welfare recipients to airplane pilots to Wall Street brokers -- is exempt from it. Since January of 1987, there have been fifty-four rail accidents in which one or more key employees tested positive for illegal drug or alcohol use. Those crashes caused 31 fatalities, 353 injuries and \$34 million in property damage. When truck drivers were surveyed by the Regional Common Carrier Conference, the average estimate was that 36 percent of all truckers sometimes drive under the influence of drugs. Clearly, this problem cannot go unchecked.

The drug problem is too big to be solved by one approach or by one level of government. By electing officials who will support laws with real teeth in them and provide adequate funding for law enforcement, rehabilitation and drug education, we can make our communities unhealthy and unprofitable for pushers.

Where a drug trade flourishes, crime flourishes. Where crime flourishes, economic opportunity is squandered. Getting the drug problem in this country under control is essential for the future well-being of all Americans.

This is not an easy battle. It will take all of us to win it, and we must sustain our counterattack for years to come. You can provide critical leadership in you own cities and states, as well as demanding that our leaders on the national level be dedicated to serious, not cosmetic action. Those who refuse to grasp the seriousness of the problem should be sent home by the voters this November. I hope you will join President Reagan, Vice-President Bush and those of us who work for them in getting this message across loudly and clearly.

Muchas gracias y buena suerte.



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REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION JIM BURNLEY
YOUTH PROGRAM '88
NEW ORLEANS, LOUISIANA
AUGUST 18, 1988

I'd like to talk with you about our national drug problem, and specifically how the work done at the Department of Transportation affects the national war against drugs.

It is always interesting to examine the pendulum swing of public opinion in this country, and it is reassuring that so many people have changed their tune about the drug problem. During the glazed-eyed euphoria of the late '60s and '70s many believed that drug "experimentation" was just a routine part of growing up. People didn't consider the consequences -- short or long term -- of drug use. Today though, most Americans reject that "anything goes" mentality; poll after poll tells us that the American people support strong measures to eradicate drugs from our society.

Yet, there are still some people in public life who don't seem to understand how serious this problem is. For example, one national leader told the Baltimore Sun last November, "I've never tried drugs, but I can certainly understand why some try it." And just last May, his wife told the San Diego Union: "I think there are certain drugs we might think about making legal..." The first statement was made by Michael Dukakis, and the second by Mrs. Dukakis. I don't think the American people want to exchange a first lady and a President who have lead the very effective "Just Say No" campaign for the Dukakis and their "Just Say Maybe" message.

Today, there are 5-6 million regular cocaine users, more than half a million heroin users and at least 18 million pot smokers. These Americans who use drugs have made the United States the most lucrative market for the world's drug suppliers.

As you know, the Reagan-Bush Administration made the war on drugs a national priority. Many of you may not remember that Jimmy Carter abolished the White House Office of Drug Abuse Policy. Not only did President Reagan resurrect this office, he instructed his Administration to fight back against both the demand for drugs and supply of drugs.

In 1982, President Reagan set up the South Florida Task Force, headed by Vice-President Bush. As a result of the Task Force's activities, we saw a 20 percent



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SECRETARY OF TRANSPORTATION JIM BURNLEY
NEW ORLEANS RIVERFRONT STREETCAR DEDICATION
NEW ORLEANS, LOUISIANA
AUGUST 14, 1988

Thank you very much for inviting me to this celebration, and congratulations to the Regional Transit Authority, the Riverfront Transit Coalition, the "Bring Our Streetcars Home" Committee, and the Downtown Development District for seeing this project through.

I also want to congratulate Congresswoman Boggs and Congressman Livingston, who encouraged and supported this project, Lt. Governor Paul Hardy, Mayor Barthelemy, City Councilwoman Peggy Wilson, and Assistant Secretary Tassin. This is a terrific project you've put together.

These restored streetcars make a beautiful addition to New Orleans, and they create an even more festive mood in the city. The historical significance of this project is something you should all be proud of -- I understand that this new line is the first to be opened in New Orleans since 1926. I am also glad to hear that two new handicapped-accessible cars have been added to the "Ladies in Red," so that everyone can take part in this exciting venture.

The value of this project was recognized by the Urban Mass Transportation Administration, an agency of the Department of Transportation, and it provided a \$2.6 million grant. This grant would not have been forthcoming, however, had the private sector not played a significant role as well. We all owe thanks to the Riverfront Transit Coalition, a group of businessmen and civic agencies led by James Amdal, for their \$1.3 million contribution -- that was 34 percent of the funds needed for this project. In addition, they financed parking lots to enhance the whole area, designated funds for two additional trolley cars, and offered a guarantee to cover operating deficits for the next three years.

This project is precisely the type that the Reagan-Bush Administration has encouraged in mass transit. The Administration has recognized that mass transit cannot exist in a vacuum, and that mobility problems cannot be solved with a "one size fits all" approach dictated from Washington. Rather, the solutions will be built on the firm foundation of federalism, in which federal efforts are guided by the leadership of states, cities and communities. And again, the private sector's

contribution to this achievement was critical. These citizens have gone above and beyond the call of duty, demonstrating a strong love for their city.

Today a new streetcar system has been provided to the city of New Orleans. Just as important, an example has been set that transcends this dedication: that is the example of public-private cooperation to enhance life for the residents of this beautiful city and its millions of visitors.

Thank you again.