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American Assoc. of State Highway and Transportation Officials, Dallas, TX 12/18/91 [OA 8332] [1]

Stack:	Row:	Section:	Shelf:	Position:
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THE WHITE HOUSE
WASHINGTON

December 10, 1991

MEMORANDUM FOR PRE-ADVANCE PARTICIPANTS

FROM: JAY PARMER *Jay Parmer*
SPECIAL ASSISTANT TO THE PRESIDENT
AND DIRECTOR OF PRESIDENTIAL ADVANCE

SUBJECT: PRE-ADVANCE TO DALLAS, TEXAS ON
DECEMBER 11, 1991

Attached for your information is a list of participants and an outline schedule for the Pre-Advance to Dallas, Texas on December 11, 1991.

PRE-ADVANCE PARTICIPANTS

Office of Presidential Advance

Leo Tomeu, Assistant Director of Presidential Advance
John Herrick, Special Assistant to the President for Advance
Kris Goodwin, Trip Coordinator
Pete Sobich, Lead Press Advance Representative (Meet in Dallas)

Office of Public Liaison

Bobbie Kilberg, Deputy Assistant to the President for
Public Liaison

United States Secret Service

Bruce Bowen, ASAIC, Presidential Protective Division
Kevelin Winfree, Lead Agent (Drop in Dallas)
Mike Fletcher, Site Agent (Drop in Dallas)
John Hladun, Site Agent (Drop in Dallas)
Bob Madel, Site Agent (Drop in Dallas)
Kevin Robbins, Site Agent (Drop in Dallas)
Cam Flynn, Site Agent (Drop in Dallas)

White House Military Office

Maj. John Wissler, USMC Aide to the President
Capt. Rex Jordan, AFI Advance
Maj. Cal Dixon, HMX Advance

White House Communications Agency

Bob Steele, Ops Coordinator
Gordon Koch, Dallas Trip Officer (Drop in Dallas)

Office of Cabinet Affairs

Claire Sechler, Associate Director
Dave Frederickson, Department of Transportation (Drop in
Dallas)

Office of Communications

Jennifer Grossman, Researcher

Office of Political Affairs

Andy Foster, Associate Director

Office of Intergovernmental Affairs

Cliff Alderman, Deputy to the Special Assistant to the
President for Intergovernmental Affairs

PRE-ADVANCE SCHEDULE

Wednesday, December 11, 1991

7:20 am Vans depart West Basement for those requiring transportation to Andrews Air Force Base.

(Drive Time: 30 Minutes)

7:45 am Those with own transportation should arrive Andrews Air Force Base, Distinguished Visitors Lounge, Base Operations Building at this time for check-in.

7:50 am Vans arrive Andrews Air Force Base.

8:00 am C-137 #56973 departs Andrews Air Force Base en
(E.S.T.) route Dallas, Texas.

(Flying Time: 3 Hours 5 Minutes)

(Time Change: Back 1 Hour)

(Food Service: Breakfast)

10:05 am C-137 arrives Dallas/Ft. Worth International
(C.S.T.) Airport, Dallas, Texas.

NOTE: C-137 will be parked at General
Aviation.
214/574-3390

Met by:

Mr. Lawrence Swicegood
White House Advance
214/692-1522

Contacts:

Mr. Francis B. Francois
Executive Director, AASHTO
202/624-5800

Mr. Dave Frederickson
Department of Transportation
202/366-0660

Staff Hotel:

Hyatt Regency - Dallas/Ft. Worth
International Parkway
Dallas/Ft. Worth Airport, Texas 75261
214/453-8400
214/456-3390 (FAX)
Contact: John Cychol - Sales
Irene Soeymani - Convention Services

- 10:10 am Board vehicles and depart General Aviation Terminal en route Hyatt Regency (East Tower).
(Drive Time: 5 Minutes)
- 10:15 am Arrive Hyatt Regency (East Tower) and proceed to Enterprise Ballroom (Sector 1).
- 10:20 am Arrive Enterprise Ballroom and begin participation in Pre-advance Meeting.
- * ADDRESS AASHTO BRIEFING
- Open Press
- Remarks
- 11:45 am Conclude participation in Pre-advance Meeting and begin participation in Site Survey of Hotel.
- 12:45 pm Conclude participation in Site Survey, board vehicles, and depart Hyatt Regency en route 360 Loop.
(Drive Time: 10 Minutes)
- 12:55 pm Arrive 360 Loop and begin participation in Site Survey.
- * ADDRESS CONSTRUCTION WORKERS
- Press TBD
- Bill Signing

3:00 pm Conclude participation in Site Survey,
board vehicles and depart 360 Loop en
route Dallas/Ft. Worth International
Airport.

(Drive Time: 10 Minutes)

3:10 pm Arrive Dallas/Ft. Worth International
Airport and begin participation in Airport
Survey.

3:15 pm Conclude participation in Airport Survey
and proceed to board C-137.

3:20 pm C-137 departs Dallas, Texas en route
(C.S.T.) Andrews Air Force Base.

(Flying Time: 2 Hours 30 Minutes)
(Time Change: Ahead 1 Hour)
(Food Service: Light Dinner)

6:50 pm C-137 arrives Andrews Air Force Base.
(E.S.T)

6:55 pm Vans depart Andrews Air Force Base en
route West Basement.

(Drive Time: 30 Minutes)

7:25 pm Vans arrive West Basement.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

A. RAY CHAMBERLAIN, President
Executive Director
Colorado Department
of Transportation



FRANCIS B. FRANCOIS
Executive Director

FAX TRANSMITTAL

TO: Jennifer Grossman
456-6218

FROM: Sunny Schust / Hannah Whitney

RE: Highway Bill

DATE: Dec 12, '91

NO. OF PAGES COMING (INCLUDING THIS SHEET): 23

COMMENTS:

AASHTO NEWS

For Immediate Release
June 19, 1991

Contact: Sunny Mays Schust
(202) 624-5800

(PREVIOUS JUNE EVENT)

Nation Focuses on Transportation Needs

President George Bush will meet with top state highway and transportation officials in Washington on Friday in the midst of a national debate on the future of the nation's transportation system.

With the Interstate and Defense Highway System 99 percent complete, and the 1987 act expiring September 30, Congress and the Administration must pass legislation for a new surface transportation program, if federal assistance is to continue.

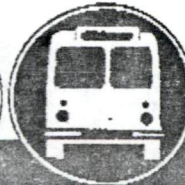
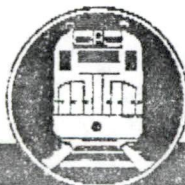
former "The problem is one of money and of priorities," said Hal Rives, President of the American Association of State Highway and Transportation Officials and Commissioner of the Georgia Department of Transportation. "And the outcome is critical to our nation's economic growth and social development."

Years of "disinvestment" in highways and transit have produced a transportation crisis in the United States. Motorists today drive twice as many miles as 20 years ago, in nearly twice as many cars. At the same time we are spending less in real dollars on construction and repairs, and federal funding for transit has actually decreased by 50 percent, counting inflation. The effects are evident. The U.S. Department of Transportation estimates the following impacts from traffic delays:

- o Time - 2 billion hours annually
- o Wasted fuel - 1.4 billion gallons
- o Costs to users - \$9 billion.

Economists of the Federal Reserve Bank say that disinvestment in transportation has contributed to the decline in the nation's productivity. The U.S. trails Japan, Germany, France, Britain and Italy in productivity -- all countries that also invest a higher percentage of their gross national product on transportation and infrastructure improvements.

"To keep pace with a growing America, we simply must invest more in transportation, much more if our nation is to regain its competitive edge in the world economy," Rives said. "The states are willing to do their part, but the federal government must carry its share too."



Rives praised the leadership shown by President Bush in addressing the nation's transportation needs. "The President's concern emphasizes the urgency of enacting new surface transportation legislation well before the expiration of the current law next September 30."

Rives said, "Because this issue is so complex and important, it is only natural that differences exist between the Administration's bill and others introduced in Congress. Yet we believe that these differences can be resolved in timely fashion, with fairness to all, to provide for a national transportation system to meet America's needs."

"Let's Get There!" he said.

AASHTO slogan, maybe now we can

say "We've got there -- and
we're still going!"
or something

AASHTO NEWS

For Immediate Release
June 24, 1991

Contact: Sunny Mays Schust
(202) 624-5800

PRESIDENT BUSH, CONGRESSIONAL LEADERS GIVE AASHTO THEIR VIEWS ON NEW TRANSPORTATION BILL

President Bush and the two foremost Congressional leaders on transportation used the occasion of an AASHTO meeting in Washington on June 21-22 to air their differences over new federal surface transportation legislation.

But while they disagreed on some major points, each expressed a desire to keep momentum going to put a new bill in place soon.

President Bush weighed in with his views first, in a Rose Garden speech on June 21, with the members of the AASHTO Policy Committee and federal transportation officials as his invited guests.

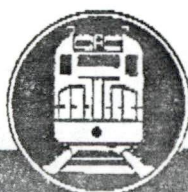
Flanked on either side by the flags of the 50 states, which he said symbolized "our commitment to a new partnership in creating a truly national highway system," he expressed satisfaction that "the roadblock, thank heavens, has been broken by the action in the Senate," referring to passage of a transportation bill in that body on June 19.

"And I urge the House now not to lose that Senate-created momentum," he continued.

The following day, June 22, Sen. Daniel P. Moynihan, floor manager of the Senate's bill, S. 1204, and Rep. Robert Roe, Chairman of the House Public Works and Transportation Committee, appeared before the AASHTO officials.

Sen. Moynihan led off, emphasizing the fact the Senate bill was a bipartisan one that had been passed by the margin of 91-to-7. "We will get you a good bill," he told the state DOT officials, "and let there be no discussion of a veto."

Rep. Roe said the House bill that was emerging was "not too far from the Senate bill ... and when we get to conference we'll bring it all together."



He expressed a strong belief that the importance of transportation to the economic future of the nation justified a new five-cent-a-gallon gas tax and that, given such a tax, the House bill would provide \$153 billion over five years for transportation improvement. In comparison, the Senate bill would provide \$123 billion and the Administration proposal, \$105 billion.

The Administration bill, he said, would actually provide less in federal support for transportation than was provided 10 years ago, based on inflation.

Following is a summary of major points.

President's Remarks

In his remarks, the President praised the progress made by Secretary Samuel Skinner on a new surface transportation bill, and said that the Administration's proposal would:

- Increase spending by 39 percent over five years;
- Preserve the nation's Interstate system;
- Strengthen governmental partnerships at every level;
- Provide new flexibility to the states;
- Offer innovative features to encourage private investment; and
- Seek leverage for federal funds by an increased state and local match.

Turning to the transportation bill passed by the Senate (S.1204) the President said he was pleased that the Senate had included provisions for a National Highway System. He also noted that the bill provides increased flexibility for the states in the use of federal funds, saying that there was a need to "loosen the federal strings" on the states' use of federal funds.

Bush added, however, that the bill does not focus sufficiently on a national system. Particularly, he noted that the bill:

- Contains no differential in the match for the National Highway System;
- Short changes the NHS in funding;
- Includes excessive spending which could put other priority programs such as aviation and education at risk;
- Does not lower the federal match to better leverage federal funds; and

- Directs specifically how funds will be distributed within the states, tying the hands of state transportation officials.

While the Senate has acted, Bush said that the House has done nothing officially, and that Congress has used his 100 day challenge as "an excuse to complain. A challenge of 100 days became an occasion for 100 different delays and 101 excuses for inaction."

He also urged that Congress not let the fight over allocation of resources "overshadow the real issues that are at stake here. Long term productivity and the fundamental economic health of our nation."

Following the President's remarks AASHTO President Hal Rives expressed appreciation for the leadership Bush has shown in transportation and presented Bush with a "LET'S GET THERE" button and seal, a symbol of AASHTO's commitment to making transportation a national priority.

Moynihan Remarks

Senator Moynihan stressed that the Senate bill was based on the need for efficiency and innovation and contained "one principal item: that you [the states] are the best judges of your own situation and how to optimize the mix" of highways, transit and other surface transportation.

The Senate bill, he said, was dedicated to improving the efficiency of existing surface transportation through, among other things, innovation, competition, energy efficiency, increased productivity, and new federal and state initiatives.

In answer to questions, he conceded that the Senate bill still had "bugs" in it and that "we are very open to proposals" for improvement.

Moynihan also spoke of maglev transportation as the transportation innovation of the future, pointing out that S. 1204 contains \$750 million for a demonstration of the technology.

Roe Remarks

Chairman Roe said the bill being fashioned in the House was "not a highway bill but rather a transportation policy bill."

We are, he said, "engaged in an international economic battle over how the whole nation and the whole world will be shaped over the next 25 to 35 years" and that, with a good transportation system, the United States could increase productivity 12 to 14 percent. Transportation, he said, is "the foundation of the economic health of this country."

He pronounced the Administration's proposed funding inadequate to the task and especially targeted the \$3.2 billion a year it would provide for transit. "New Jersey alone could use that amount," he said.

It is, he said, "sheer lunacy" to think that the goals of clean air and

energy conservation would be promoted at this level of transit funding. Instead, he said the House bill would recommend \$6.7-6.8 billion a year for public transportation.

Roe offered a preview of some elements of the House bill, which he said would propose an overall funding level of \$153 billion over five years. He noted that the bill would include a National Highway System, plus a flexible program to be allocated at the discretion of state governors, an urban mobility program, a rural mobility program and a safety program. Those elements would account for about two-thirds of the total funding of the bill.

Roe asked support for his "nickle for America" gasoline tax increase dedicated to transportation. He criticized the use of current Highway Trust Fund balances to shield the size of the federal deficit, and said that the five-cent tax enacted in December was "lying to America" because the proceeds were not applied to transportation.

"Is the country to stand still?" because of the budgetary agreement, he asked. Or "will it be willing to invest a nickel" in its future?

AASHTO NEWS

For Immediate Release
June 21, 1991

Contact: Sunny Mays Schust
(202) 624-5800

Transportation a Top Presidential Priority

The following statement was issued by Hal Rives, Commissioner of the Georgia Department of Transportation and President of the American Association of State Highway and Transportation Officials, following the appearance this morning before that group of President George Bush:

The American Association of State Highway and Transportation Officials is honored that President Bush chose to speak today to its main governing body.

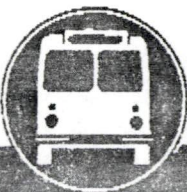
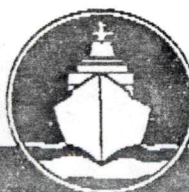
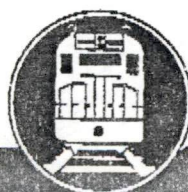
We believe this appearance demonstrates the President's dedication to the future of American transportation, and we applaud and thank him for it.

Since the announcement of the Administration's National Transportation Policy 15 months ago, the President has raised the level of national attention to the needs of transportation and done much to give this issue the priority consideration it deserves.

He demonstrated his leadership on this issue in his State of the Union Address in January and, the following month, by personally unveiling the Administration's proposed Surface Transportation Assistance Act.

The President's concern emphasizes the urgency of enacting new surface transportation legislation well before the expiration of the current law next September 30.

Because this issue is so complex and important, it is only natural that differences exist between the Administration's bill and others introduced in Congress. Yet we believe that these differences can be resolved in timely fashion, with fairness to all, to provide for a national transportation system to meet America's needs.



Surface Transportation Reauthorization Legislation

(December 9, 1990)

PR-9-90 WHEREAS, the Surface Transportation and Uniform Relocation Assistance Act of 1987 will expire on September 30, 1991, and federal support for highway and public transportation programs vital to the economic future and overall goals of the United States and its people will terminate unless appropriate action is taken by the 102nd Congress and the Administration; and

WHEREAS, the 101st Congress in its closing session took an important, highly commendable step toward providing more adequate support for America's highways when it increased the highway obligation ceiling to \$14.5 billion for fiscal year 1991, resulting in an overall Federal-aid highway program funding level of \$16.2 billion; and

WHEREAS, in a sense of Congress resolution accompanying the 1990 budget reconciliation Act the members of the 101st Congress commendably stated that all highway user taxes should be dedicated to meeting the federal share of our country's vital transportation needs, and that "adequate funding of transportation is a key component of a national strategy for economic growth;" and

WHEREAS, the Secretary of Transportation has taken the leadership to prepare a draft measure, and is working with the Administration to produce Surface Transportation Legislation for submittal to the 102nd Congress,

NOW, THEREFORE, the Board of Directors/Policy Committee of the American Association of State Highway and Transportation Officials, meeting in Phoenix, Arizona on December 9, 1990, does hereby:

1. Call upon the leadership of the 102nd Congress that will convene in January, 1991 to make passage of a Surface Transportation Reauthorization Act of at least four years duration a topmost priority during its first session, as an Act vitally necessary to help meet the nation's transportation needs and as a "key component of a national strategy for economic growth."
2. Advise the Congress and the Administration that two primary concerns of states in surface transportation reauthorization legislation are increasing Federal funding to each state and providing for not less than an 85% Federal share payable for highway projects eligible for Federal aid.
3. Request that the 102nd Congress and the Administration take into consideration the recommendations of the AASHTO Report *New Transportation Concepts for a New Century* as they develop and enact a Surface Transportation Reauthorization Act in 1991, and in particular that the Act be at least four years in duration, and reach the level of federal funding for highways and public transportation identified and fully supported in the *New Transportation Concepts* report, those levels being as follows:

Federal Highway Funding
(Billions of Dollars)

FY 1992 - 17.6
 FY 1993 - 19.6
 FY 1994 - 22.7
 FY 1995 - 25.9

Federal Transit Capital Funding*
(Billions of Dollars)

FY 1992 - 3.5
 FY 1993 - 4.0
 FY 1994 - 4.5
 FY 1995 - 5.0

These levels should be funded by fully utilizing the resources in the Highway Trust Fund and the Transit Capital Funding from the General Fund, including utilizing those provisions spelled out in Resolve 5. With these provisions fully utilized no new taxes would be required to achieve these levels. Funding for transit will require continuation of at least the present level of funding from the General Fund.

* It is noted that necessary operating assistance funds of approximately \$0.8 billion per year are not included in this table.

4. Request the Administration to complete and transmit to the 102nd Congress, in conjunction with the President's fiscal year 1992 budget, its proposed Surface Transportation Reauthorization legislation.
5. Request that the 102nd Congress act to fund the program set forth in Resolve 3 by fully utilizing the resources in the Highway Trust Fund for America's surface transportation system, and that it implement the four provisions of the sense of Congress resolution included in the 1990 budget reconciliation Act by:
 - Enacting legislation providing that any increase in motor fuel excise taxes that are deposited in the Highway Trust Fund shall be available for surface transportation purposes;
 - Enacting budget authority and outlays attributable to the increase in deposits into the Highway Trust Fund as a result of any increases in motor fuels taxes through implementation of the 1990 budget reconciliation Act;
 - Enacting legislation reaffirming the principle that highway motor fuel taxes should be deposited in the Highway Trust Fund, and placing revenue from the 2.5 cent highway motor fuel tax now going to the General Fund into the Highway Trust Fund; and
 - Enacting legislation providing that to the extent the highway motor fuel taxes are used for deficit reduction during the 5-year period beginning with fiscal year 1991, the Congress should return to the dedicated user fee principle as soon as possible but no later than the end of fiscal year 1995.

BE IT FURTHER RESOLVED, that the Association's Executive Director be requested to provide copies of this policy resolution to the members of Congress and the Administration, on behalf of the departments of highways and transportation in the 50 states, the District of Columbia and Puerto Rico that comprise AASHTO.

AN OVERVIEW OF AASHTO

WHAT AASHTO IS ALL ABOUT

Founded in 1914, the American Association of State Highway and Transportation Officials is a non-profit, non-partisan association representing the member highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. Its interests cover the five principal transportation modes, and its major purpose is to foster the development, operation and maintenance of an integrated national transportation system. The U.S. Department of Transportation is an Ex Officio member of AASHTO.

WHAT AASHTO DOES

The work of the Association can be divided into four general areas:

- o technical activities including research activities and the development of voluntary standards for design, construction, maintenance and operation of highway and transportation facilities;
- o national policy development;
- o information activities; and
- o liaison activities with Congress, federal agencies and other organizations.

The Association is governed by a Board of Directors/Policy Committee which is made up of the chief administrative officer of each of its 52 member departments. The Secretary of U.S. DOT has an Ex Officio seat on the Policy Committee.

SURFACE TRANSPORTATION REAUTHORIZATION

RECOMMENDATIONS FROM THE AASHTO REPORT NEW TRANSPORTATION CONCEPTS FOR A NEW CENTURY



OVERALL RECOMMENDATIONS:

- New two-tiered federal programs for highways and transit: categorical and flexible.
- Increased federal funding to meet established increased investment requirements:
Highways: \$17.6 B (FY 92) - \$25.9 B (FY 95)
Transit: \$3.5 B (FY 92) - \$5.0 B (FY 95) for transit capital; plus continuation of approximately \$800 million annually for transit operating assistance from the general fund.

HIGHWAY-SPECIFIC RECOMMENDATIONS:

- Highway System of National Significance (HSNS) to include the Interstate system and a portion of the Principal Arterial System as redefined.
- Hold harmless (categorical) highway program funding; states assured of 1991 levels and equitable share of any future increases in funding.
- Release of obligation authority equal to apportionment balances in addition to regular apportionments.
- 50/50 highway funding split: categorical and flexible.
- 20 percent transferability between categorical and flexible programs.
- Revised highway apportionment formulas: (lane miles, VMT, other appropriate factors).
- Pro rata allocation of trust fund contributions for flexible program
- Retain 85 percent MA and 1/2 percent minimum apportionment, (categorical program).
- Fund completion of remaining Interstate and Interstate substitution commitments.
- Continue discretionary bridge program: (up to 2 percent of total highway program).
- Permanent Highway Trust Fund, removed from unified budget.
- Matching ratios (New highway programs)
 - * Categorical - 85 percent federal
 - * Flexible - set by states

PUBLIC TRANSPORTATION-SPECIFIC RECOMMENDATIONS:

- Discretionary categorical transit grants.
- Current UMTA formula for flexible transit funding.
- Matching ratios (New transit programs)
 - * Categorical - 75 percent federal
 - * Flexible - 80 percent federal
- Mass transit account funding in excess of current funding levels (approximately \$1.1 billion per year) would be distributed 50% by Section 9 formula and 50% by total population.

SOME FACTS ABOUT U.S. TRANSPORTATION



FUN FACTS

GENERAL:

- * Americans travel 3.5 trillion passenger miles a year via all modes of transportation.
- * Most of these miles (some 2 trillion) are on the roads and highways. That's equal to 8,400 trips to the moon.
- * Americans spend nearly \$800 billion a year on transportation.
- * Transportation and transportation-related businesses employ one-tenth of the U.S. workforce.
- * Transportation costs account for nearly 25% of the price of some products.
- * The unspent balances in the Federal Trust Fund accounts for highway, mass transit and aviation improvements stood at \$31.1 billion as of October, 1990.

HIGHWAYS & ROADS:

- * Driving accounts for more than 80% of all travel by Americans.
- * The country's 165 million drivers operate
 - 140 million cars
 - 40 million trucks
 - 100,000 buses.
- * The U.S. road system is huge:
 - It has 3.9 million miles of highway, roads and streets ...
2.2 million miles of them paved, 1.7 million miles unpaved.
 - 43,000 of these miles are Interstate highway.
- * While the U.S. has the best highway safety record in the world (2.3 deaths per 100 million miles driven), still 45,550 people died on our roads in 1989.
- * Road usage is going up, up, up:
 - Highway driving is rising about 4% a year and urban highway driving, about 6%.
 - Total miles traveled have doubled in the last 20 years.

*New American
Century!!*

- Total miles driven are expected to more than double by the year 2020, to some 5 trillion miles.
- * Despite the boom in road usage, the number of new highway miles added to our system has increased only 9% since 1960.
- * Shifts in living and work patterns have affected traffic:
 - 80% of all commuters drove to work in 1970 but by 1980 the percentage had risen to 86%.
 - The dominant commuting pattern is no longer suburb-to-city, but rather suburb-to-suburb.
 - Yet most older road systems were built on a radial pattern, with "spoke" roads leading to a central city "hub."
- * Traffic congestion has been one result of these trends, and it's getting worse:
 - Congestion on urban Interstate highways during peak hours affected 65% of traffic in 1987 -- up from 61% just two years before.
 - From 1975 to 1987, congestion on urban Interstates grew 60%.
- * Congestion is spreading:
 - It's growing at a faster rate in outlying and rural areas than in cities.
- * The cost of congestion is high:
 - Delays on urban highways alone total more than 2 billion hours a year.
 - In 1988, delays wasted 1.4 billion gallons of fuel and caused over \$9 billion in user costs.
 - Truck delays (which are reflected in the cost consumers pay) tack \$4.2 billion to \$7.6 billion a year on to the cost of almost everything we buy.
 - The U.S. General Accounting Office says congestion also decreases economic productivity, contributes to air pollution, and increases individual stress.
 - Economists say transportation slowdown also reduces U.S. economic growth and hurts the nation's ability to compete in world markets.

- * **Worse is in store unless improvements are made:**
 - Federal estimates are that congestion may get three to four times worse by 2020.
 - The Federal Highway Administration says that by the year 2009, congestion could waste 7.3 billion gallons of fuel a year and add \$50 billion yearly to user costs.
- * **Most of the revenue to support the nation's roads and highways is derived from fuel taxes paid by drivers:**
 - A federal gasoline tax of 14 cents a gallon.
 - An average state gasoline tax of 16.8 cents a gallon.
- * **While the federal tax remained at the same level from 1983 to December, 1990, 19 states increased their motor fuel taxes from 1989 to mid-1990 and 34 states over the three years prior to mid-1990. [NOTE: Half of the 5-cent increase in the federal gas tax that went into effect in December, 1990 was earmarked for federal budget deficit reduction, not transportation.]**
- * **The 50 states provide 50% of the total funds invested by governments in highways.**
 - Local governments provide 28%.
 - The federal government provides 22%.
- * **The unspent balance in the federal Highway Trust Fund as of October, 1990 was \$16.8 billion, consisting of:**
 - \$9.6 billion earmarked for highways
 - \$7.2 billion for mass transit.
- * **National spending has not kept up with increased road use:**
 - While total vehicle miles traveled doubled from 1967 to 1987, total highway spending (after inflation) rose only 8%.
- * **The American Association of State Highway and Transportation Officials (AASHTO) believes that in order to halt America's slowdown on the roads we must increase the nation's total highway investment.**
 - It says highway spending by all levels of government needs to be increased from the current \$68 billion a year to \$80 billion just to preserve our current system.

-- To address congestion and future growth, an annual investment of \$101 billion would be needed.

- * While these numbers are large, they are manageable:
 - The average American currently spends \$4,000 a year on all vehicle operating expenses -- \$500 of which goes to help support roads.
 - This amounts to 3.2 cents a mile driven.
 - The needed increase in highway investment would bring this to 4 or 5 cents a mile.
- * But, for each extra dollar spent, the Federal Highway Administration says \$3 or \$4 would be saved in auto maintenance and repair costs, air pollution reduction, etc.

PUBLIC TRANSPORTATION:

- * Some 9 billion passenger trips are made on U.S. public transportation every year:
 - On 80,000 local buses and 20,000 intercity buses.
 - On 10,000 subway, trolley and other transit cars traveling over 7,000 miles of public transit right-of-way.
 - Operated by almost 2,400 public transit systems.
- * From 1970 to 1980, however, commuting by public transit decreased from 8.9% to 6.4% -- that is, by 28% -- as a percentage of all commuting.
- * Experts agree greater use of public transportation would aid energy conservation and improve air quality.
- * It would also ease rush-hour congestion:
 - A van full of passengers can remove up to 13 cars from traffic.
 - A full bus can take up to 40 cars off the road.
 - A full rail car can ease traffic by 75 to 125 cars.

AVIATION:

- * There were 90 million flights in the United States in 1988.
- * As with highways, air travel has experienced greatly increased

demand and growing delays:

- Passenger air travel has doubled since airline de-regulation in the 1970s.
- 21 primary U.S. airports each now have 20,000 hours of annual flight delays at a yearly cost to airlines and U.S. businesses of at least \$5 billion.
- * More growth and more delay are predicted:
 - Passenger air travel is expected to rise 75% in the next 10 years.
 - By 1997, severe delays are expected to spread to 33 primary airports.
- * Of the 17,300 airports in the country in 1988, some 16,700 were small facilities used for general aviation (corporate travel, recreational flying, crop dusting, etc.)
- * There are an estimated 600,000 general aviation pilots in the United States.
- * The unspent balance in the federal Aviation Trust Fund account as of October, 1990 was \$14.3 billion.

RAIL:

- * The United States has 1.3 million freight cars, 20,000 locomotives, and 2,000 passenger cars.
- * This rolling stock operates on 150,000 miles of private railroad track.
- * The nation's rail system is shrinking:
 - In 1965, major railroads operated on 212,000 miles of track. By 1988, this had dropped to 127,000 miles of track.
- * Even still, the nation's rail system is currently operating below capacity.

TRANSPORTATION LEGISLATION:

- * The Surface Transportation and Uniform Relocation Assistance Act will expire September 30, 1991.
- * The Aviation Facilities and Equipment Acquisition, Research and Development Act expires September 30, 1991.

SOURCES:

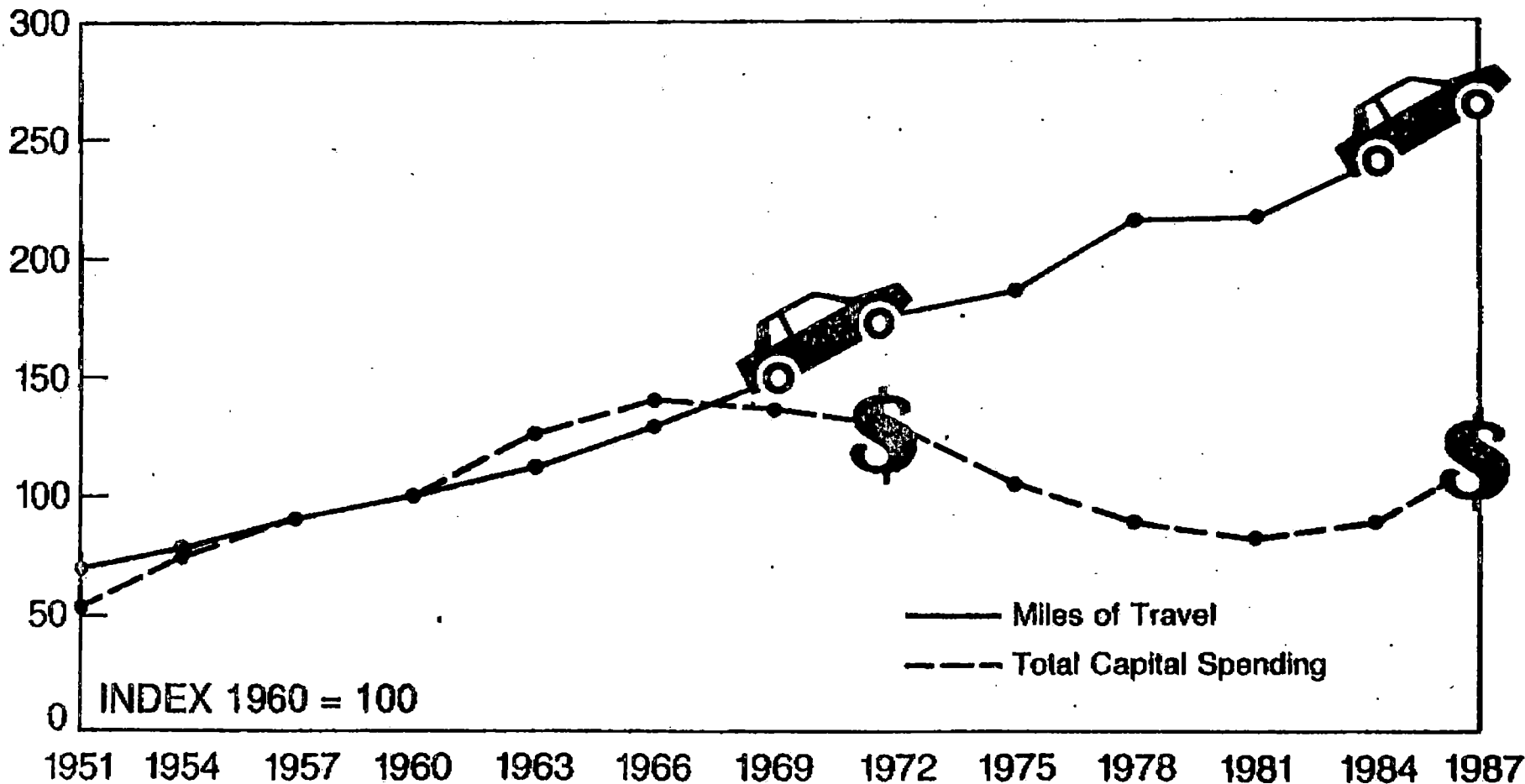
Most information in this collection was obtained from:

- Volumes 1 and 2, *Moving America -- New Directions, New Opportunities*, by U.S. Department of Transportation, 1989-90.
- *Traffic Congestion -- Trends, Measures, and Effects*, by the U.S. General Accounting Office, November 1989.
- Various studies and publications from the American Association of State Highway and Transportation Officials including:
 - *The Bottom Line -- A Study of Surface Transportation Requirements 1988-2020*
 - *Beyond Gridlock -- The Future of Mobility As the Public Sees It* and
 - *New Transportation Concepts for a New Century.*

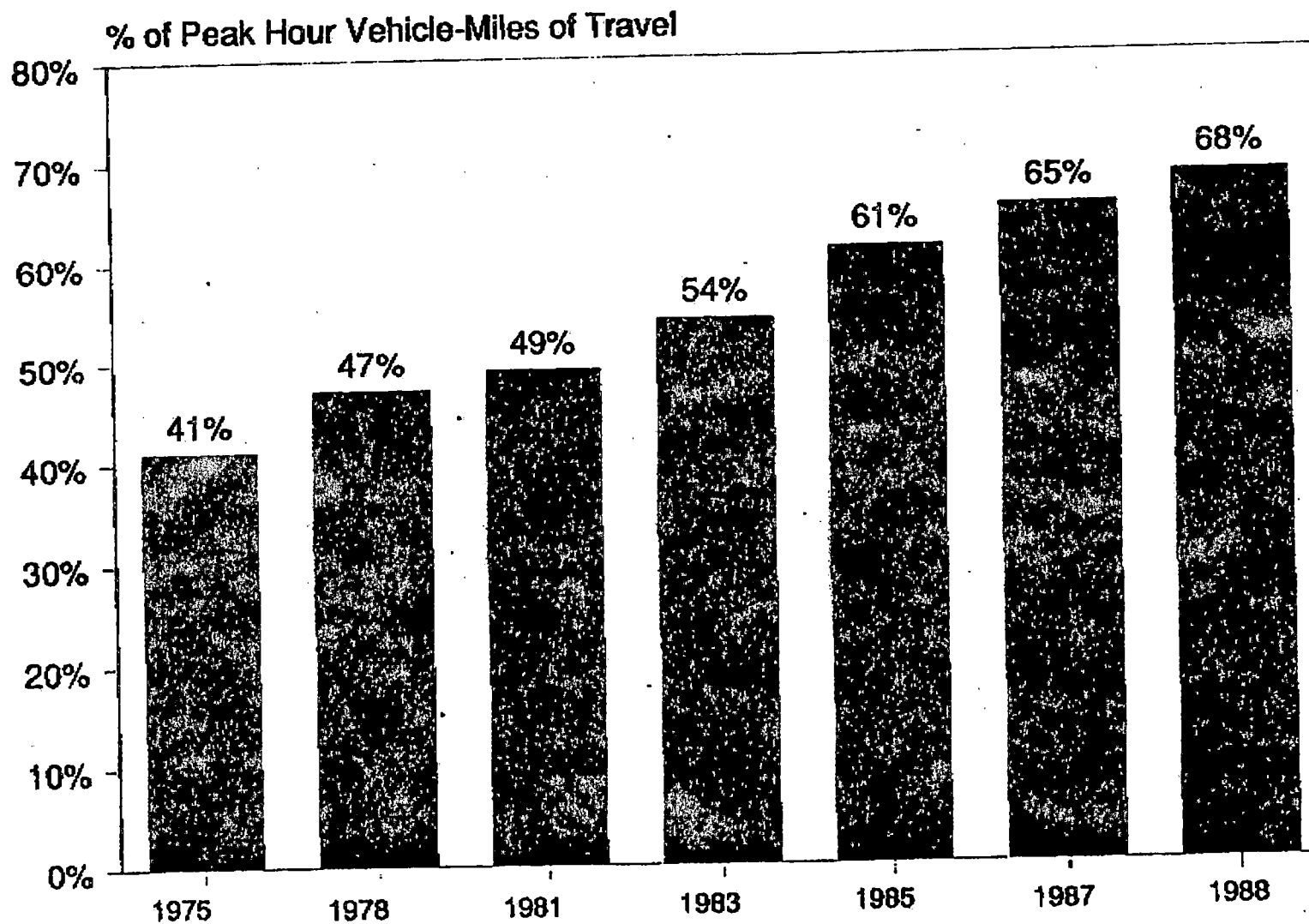
For further information, contact:

*The American Association of State Highway
and Transportation Officials
444 N. Capitol Street N.W. -- Suite 200
Washington, D.C. 20001*

THE NATIONAL PICTURE: VEHICLE MILES TRAVELED VS. CAPITAL INVESTMENT IN HIGHWAYS

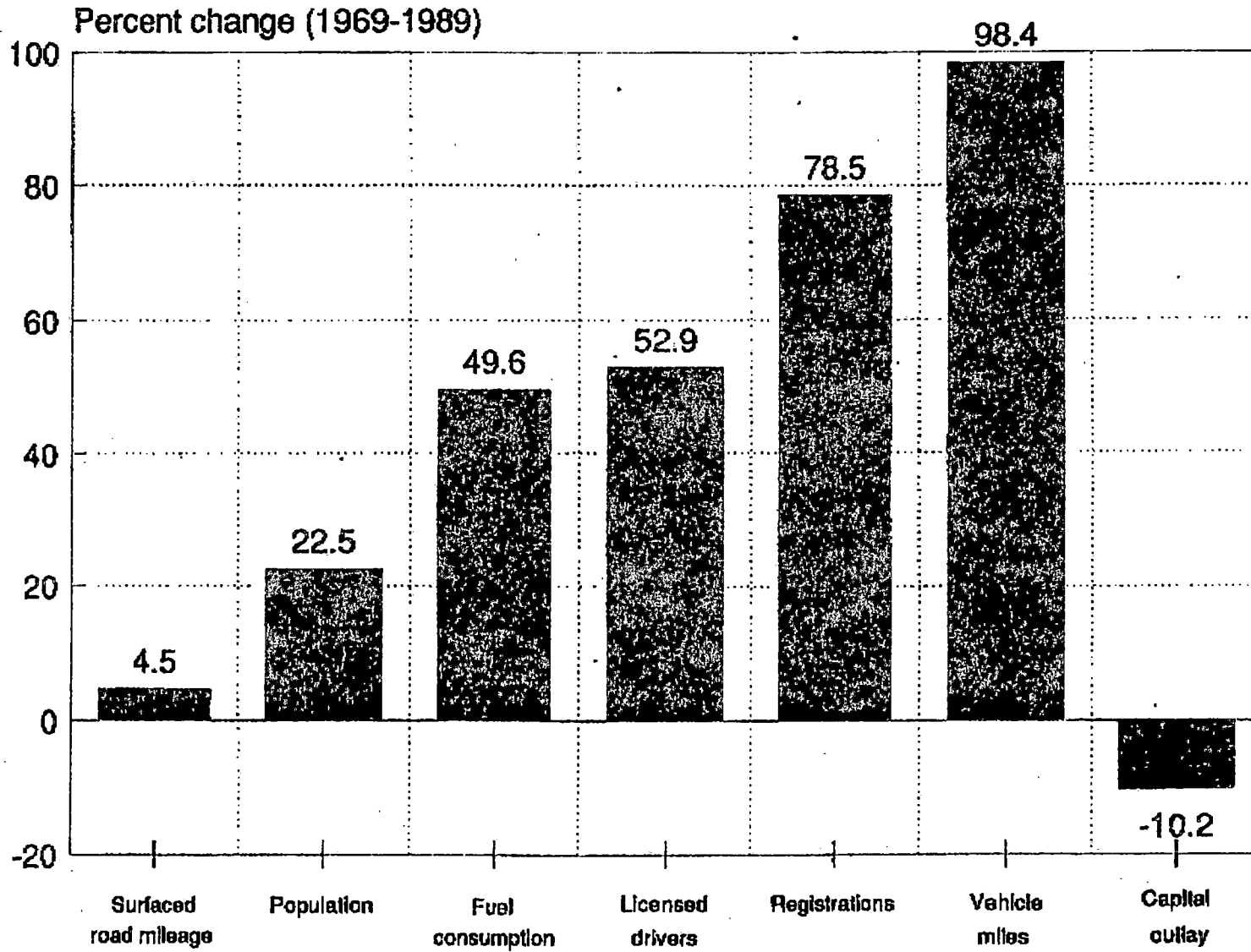


TRAVEL CONGESTION ON URBAN INTERSTATES



Source: Federal Highway Administration

HIGHWAY INDICATOR TRENDS



LET'S GET THERE!

... to where we need to go, on time and safely, with a transportation system worthy of America.

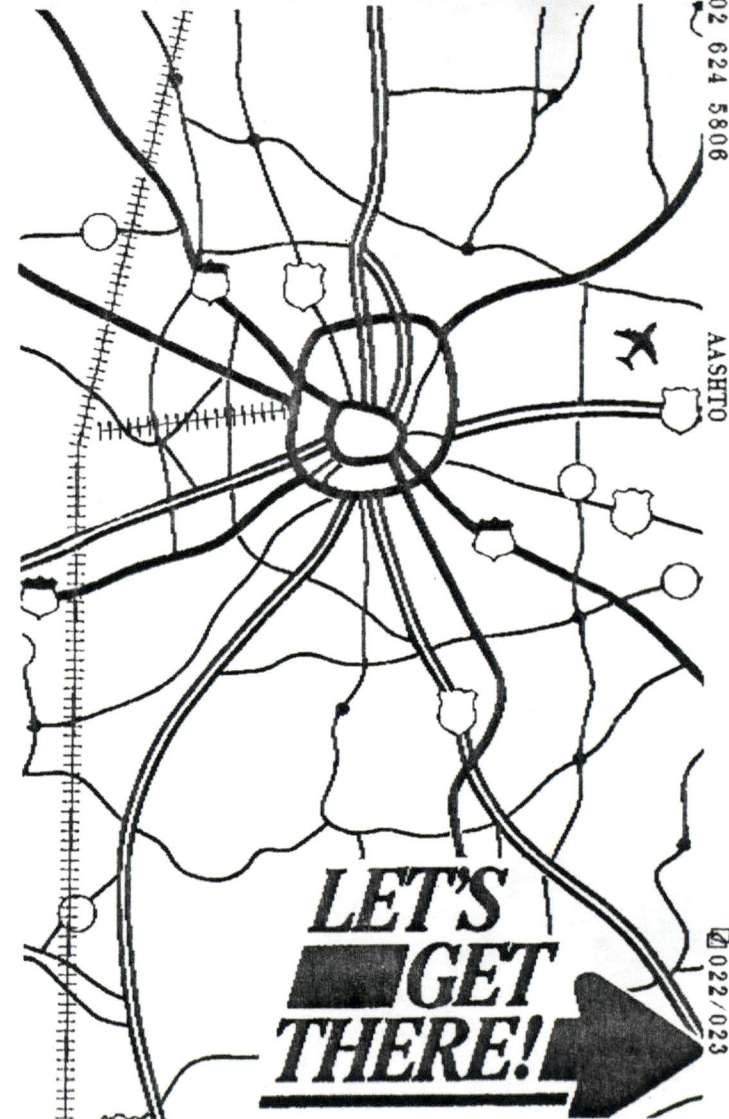
You can help. How? Speak up for more transportation funding—and join the others in your state and around the nation working to make it happen. Write today and we'll put you in touch. We've no time to waste.

Let's Get There! Alliance
P.O. Box 70445
Washington, D.C. 20001-0445

**LET'S
GET
THERE!** 

**LET'S
GET
THERE!** 

HOW YOU CAN HELP HALT AMERICA'S TRANSPORTATION SLOWDOWN



12/12/91

11:08

202 624 5808

AASHTO

022/023

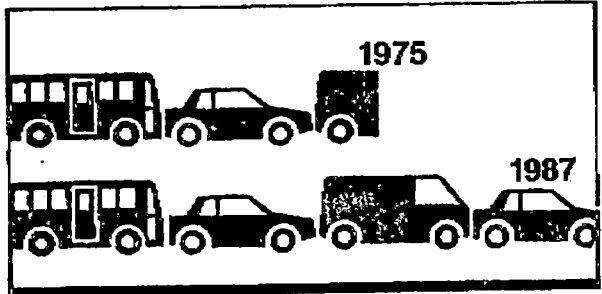
■ SLOWING DOWN?

Have you recently:

- Sat in a traffic jam watching the time fly by?
- Missed a plane connection because of crowded skies?
- Driven over a rutted, patched highway?

All of us want to spend more time with our families, not on the road. And we need to cut the "hidden tax" that results from damaged vehicles and delays that drive up the cost of almost everything we buy.

A better transportation system is what we need — and we can have it.



Urban congestion rose 60% from 1975 to 1987.

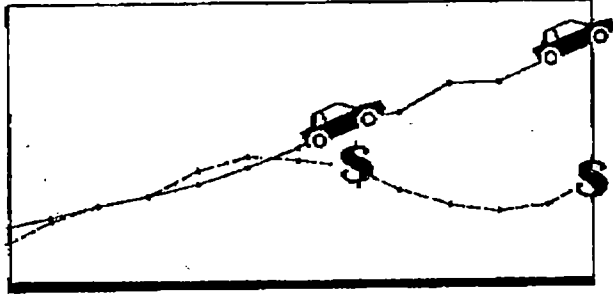
America once had the world's best transportation system, but we're falling behind. Today we drive twice as many miles as we did 20 years ago and take twice as many plane trips as 10 years ago.

And, with highway driving increasing 4% a year and air travel expected to rise 75% in the next ten years, the current outlook is more congestion and delays.

■ WHAT'S THE PROBLEM?

But the roads, airports and transit systems haven't kept up with all this extra movement.

Why? Because the needed investment has not been made.

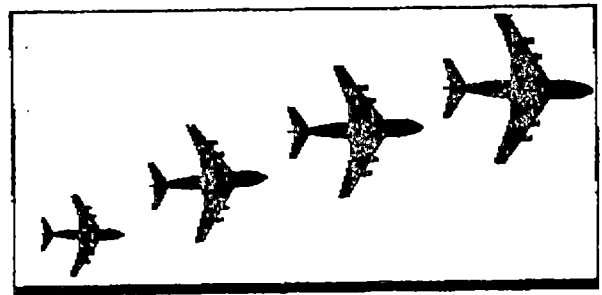


1951 → 1987

Miles driven 1951-1987 have gone up & up while highway spending (after inflation) has lagged.

To deal with tighter funding, state and local transportation agencies have become leaner and more efficient. But like your household budget, a dollar can only stretch so far!

To go and grow, the nation *must* invest more. **LET'S GET THERE!**

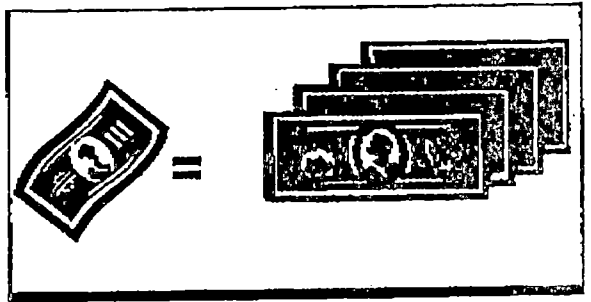


1979 → 1987

Air travel has doubled since the late 1970's, but airports have not kept pace.

■ WE CAN'T AFFORD NOT TO INVEST

Every dollar invested in highway improvement will end up saving us three or four. We can pay for better transportation now . . . or pay the higher price of poor transportation for years to come.



A dollar invested now in better transportation could save four later.

■ HOW TO GET GOING AGAIN

Our cities, counties, states and federal government all have a part to play. But right now, the focus is on the federal government.

In 1991, unless Congress passes a new highway and public transportation bill, all federal support could end and a bigger slowdown would result. For example, federal experts say that without changes and improvements, congestion three or four times worse will occur in 20 years.

Congress can substantially increase highway and transit investment for at least two years simply by spending dollars now lying idle in the Highway Trust Fund — dollars that you and I have paid over the years in federal fuel taxes.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

A. RAY CHAMBERLAIN, President
Executive Director
Colorado Department
of Transportation



FRANCIS B. FRANCOIS
Executive Director

FAX TRANSMITTAL

TO:

Jennifer Grossman
456-6218

FROM:

Sunny Schust

RE:

Speech suggestions

DATE:

Dec 12, '91

NO. OF PAGES COMING (INCLUDING THIS SHEET):

3

COMMENTS:

Here are the speech suggestions you requested

Sunny

Suggested acknowledgements/talking points for Dallas AASHTO address

- o This is long-awaited legislation. State transportation officials began more than five years ago in Smugglers' Notch, Vermont to develop a new transportation vision that would serve the nation into the next century. You sought out new partners and worked with many groups to develop your Transportation 2020 proposals -- many of which can be found in the bill I signed today.
- o You listened to people at hearings held across the nation on their ideas for this new transportation program.
 - In Iowa, Governor Terry Branstad said that Iowa wants to develop a highway network to provide communities access to the nation's Interstate system, which is the lifeblood of the nation's economy.
 - In South Dakota, Governor S. Mickelson of South Dakota said, "The bottom line, very frankly, is business must be able to transport products and must be able to transport raw materials. And it must be done in a timely and efficient manner, and it must be done in a cost effective manner." That is one of the goals this bill is intended to achieve.
 - In Connecticut Governor William O'Neill said, "The American People once considered it a privilege to be able to move quickly from one place to another; now they consider it a right. We in government must to what we can to guarantee and enhance that right."
- o States have provided a lot of leadership in the development of this new partnership in transportation. People like Ray Chamberlain, Wayne Muri and Kermit Justice invested tremendous time and energy, as have all the state transportation officials here today.

In fact, some of your leaders have been so outstanding, we've taken them for our own. Men like Tom Larson, the FHWA Administrator, Gene McCormick, the FHWA Deputy Administrator, and Charlie Miller (Associate Administrator for Research and Development), who did tremendous work for you as the Chairman of your Transportation 2020 Task Force, and who now heads up the FHWA research effort -- which we expect under this new bill will make tremendous strides in innovation and advanced technology.

Working with you were many folks from the private sector. People like Thomas Bradshaw, Vice President of First Boston, Inc., who headed the National Transportation Alliance, Les Lamm of the Highway Users Federation, and many others.

Humor

- o [Earlier this year I met with many of you in the Rose Garden of the White House and your President Hal Rives gave me a button reading "Let's Get There." Now we and you know where "there" was, but it took Congress a little while to figure it out. But I'm pleased to be able to tell you today, I have signed the new surface transportation act - and we're there at last.

By the way, I understand that Congress took so long to pass the act that Hal has now retired from the Georgia DOT. But he will be involved in coordinating transportation operations for the 1996 Olympic Games in Atlanta -- and with the fine transportation network they have in place there, I know it will be a success.

o Frankly, I'm getting a little worried about a possible coup -- not in Moscow, but here in AASHTO.

First, Tom Larson, four former President becomes Federal Highway Administrator, then Sam Skinner moves from DOT to the White House right after the bill passes. If I'm not careful, Ray Chamberlain will be in the Oval Office when I return to Washington.

Quote

John Muir once said "When we try to pick out anything by itself, we find it hitched to everything else in the universe." That's the case with transportation -- it is the link that binds our country together, that is literally "Moving America."

5:45 pm

Gen,

Richard Fern called.

* 1st speech: (AASHTO)

→ p. 8 on cost of congestion
• 8 bil hrs. of delay
is correct

• cost of 34 b is correct
• however, 150 b is outdated -

don't use

according to fed. hrs.

* Signing Ceremony: p. 2

• line re: 8 mil # contract will provide jobs

↑ connection

• 31 mil contract is pending

already

Toll Road Corporation of Virginia
7 East Market Street
Leesburg, Virginia 22075

703/771-9510
Metro 478-8815
Fax 703/777-2082

M E M O R A N D U M

TO: Tony Snow
FROM: Ralph Stanley
DATE: December 11, 1991
RE: Privatization Initiatives in the Inter Modal Surface
Transportation Efficiency Act of 1991

As you may know, the recently approved surface federal transportation legislation provides for unprecedented incentives for states to encourage privatization of roads, bridges and tunnels. For the first time since federal aid to highways began in 1916, states will be allowed to place tolls on both existing and new federally aided bridges, roads and tunnels. In addition, the legislation allows states to use federal matching grant monies, up to 50%, to fund privately financed, owned and operated toll projects. This creates an unprecedented opportunity to harness the capital and creativity of the private sector to address the country's pressing infrastructure needs, as well as to create jobs, stimulate growth and increase revenues to federal, state and local governments.

The Dulles Toll Road Extension represents the model for the type of private sector investment this legislation encourages. This \$350 million project will create jobs, stimulate growth and increase revenues for the federal, state and local governments. In addition, this \$350 million private sector investment equals approximately 80% of the projected \$425 million annual federal subsidy for transportation projects in the Commonwealth.

JOB GROWTH

During the 2- $\frac{1}{2}$ year construction phase over 10,000 direct and indirect jobs will be created in Northern Virginia as a result of the Dulles Toll Road Extension. In addition, the project will stimulate significant job growth in the region. During the 1991 to 2000 period it is estimated that 2,315 new jobs will be created in Loudoun County each



year. The total employment base is projected to increase from 17,605 to 41,255 by the year 2000.

TAX REVENUES

Privately owned and operated transportation projects provide much needed tax revenues to the federal, state and local governments. For example, the Toll Road Corporation of Virginia will pay to the Virginia State Treasury and the U.S. Treasury about \$1.1 billion in corporate taxes during the forty year franchise. In addition, the Company will pay approximately \$96 million in property taxes to Loudoun County during the same period.

Privately owned and operated transportation projects yield about \$2.00 in direct tax revenue for every \$1.00 invested in them, compared to a zero direct tax yield for traditionally funded transportation projects. For our project that figure is closer to \$3.00 in tax revenues for every \$1.00 invested. In addition, our project is a significant inducement to economic development in the region.

The signing of this historic transportation legislation is the perfect opportunity for the Administration to promote privatization. I would be happy to provide you with more information on our project and other privatization initiatives currently underway.

MEMORANDUM

TO: White House Domestic Policy Council

FROM: Ralph L. Stanley, CEO

DATE: December 11, 1991

RE: Privatization Incentives in the Intermodal Surface Transportation Efficiency Act of 1991

Summary. Congress recently enacted the Intermodal Surface Transportation Efficiency Act of 1991 (the "Act"), the most significant federal legislation in support of legislation ever passed. I believe the legislation has the potential to do for transportation infrastructure financing what the Public Utilities Regulatory Power Act (PURPA) did to create the cogeneration business. For the first time since 1916, states will be allowed to toll existing and new federally aided bridges, roads and tunnels. The legislation reverses the long-standing restriction on the tolling of facilities which have been constructed or improved with federal highway funds. It also specifically permits such facilities to be privately owned if a public authority having jurisdiction over the facility has entered into a contract with a private person to design, finance, construct and operate the facility.

The Act provides that the federal share of projects involving the construction of a new bridge, tunnel or approach or for the reconstruction or replacement of a bridge, tunnel or approach or approach is up to 80%. The federal share for other facilities, including highways, is up to 50%. In the most profound policy change in the methods of highway funding in the United States, the Act also permits a state to make loans of the federal share of the cost of a project to a private entity constructing the facility.

With respect to facilities not constructed with federal funds, Section 1044 of the Act provides that the states may use as a credit toward the non-federal matching share requirement for state



transportation projects toll revenues generated by public authorities or private agencies¹ to build, improve or maintain such facilities. However, this credit will not reduce or replace the obligation of a state to provide monies otherwise required to match federal funds for transportation projects.

The Act also contains a provision that requires the Secretary of Transportation to modify federal grant agreements to permit the continuation of tolls on facilities covered by the Act, or an existing grant agreement, after the repayment of the cost of the facility and to waive the federal government's right to repayment of such grant if the excess revenue is used for transportation purposes.

Permitted Federal Participation. Specifically, the Act provides for federal participation in (a) initial construction of a toll highway, bridge, or tunnel (other than a highway, bridge, or tunnel on the Interstate System) or approach thereto; (b) reconstructing, resurfacing, restoring, and rehabilitating an existing toll highway, bridge or tunnel; (c) reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility; (d) reconstruction of a toll free federal-aid highway (other than a highway on the Interstate System) and conversion of the highway to a toll facility; and (e) preliminary studies to determine the feasibility of a toll facility for which federal participation is authorized under subparagraph (a), (b), (c) or (d); on the same basis and in the same manner as in the construction of free highways.

Each highway, bridge, tunnel or approach may be publicly owned, or privately owned, if the public authority having jurisdiction over the highway, bridge, tunnel or approach has entered into a contract with a private person or persons to design, finance, construct and operate the facility and the public authority is responsible for complying with applicable federal requirements with respect to the facility.

Funding. As a condition to the federal participation permitted by Section 1012 of the Act, the relevant public authority having jurisdiction over the highway, bridge or tunnel in question must enter into an agreement with the Secretary of Transportation which provides that all toll revenues from the operation of the facility will be used first for debt service, for a reasonable return on investment of any private person financing the project, and for costs necessary for the operation and maintenance of the toll facility. If the state certifies that the toll facility is being adequately maintained, revenues received in excess of these amounts may be used by the state for other transportation projects.

The Act also provides that a State may loan all or a part of the federal share of a project to a public or private entity constructing a toll facility, once all federal and environmental requirements

¹At various places in the Act the words "private agency" are used in a context in which it seems clear that the words "private entity" are intended.



have been complied with and permits obtained. This is a very significant change in funding. The statute provides that any such loan will be subordinated to other debt financing beneficiaries of the changes in transportation policy made by the Act.

Implications of the Act. Section 1012 of the Act represents a sea change in the approach of the federal government to the financing of transportation infrastructure and an acceptance of private and user-based financing by the federal government. There will inevitably be interpretive and other questions involving the Act which probably should be addressed through technical corrections legislation, or regulations or guidelines issued by the Department of Transportation. The size of the contemplated appropriation in the Act is enormous, \$150 billion over six years, but by all estimates the national infrastructure needs vastly exceed this sum. The Act has provided a way for the states to generate revenue from their existing transportation infrastructure and to leverage their federal highway dollars through the utilization of private capital. This provides a strong incentive to resolve difficulties in interpretation and implementation. However, even if the implementation of the on-loan of federal funds is delayed or is viewed as entailing sufficient complications so as to be of little practical impact, the Act creates an enormous opportunity for the states to generate revenues for their transportation facilities by imposition of tolls. This, in turn, may lead the states to attempt to monetize these revenue streams through the sale or franchising of these facilities and in the process create a significant demand for private capital to effectuate the process.

Conclusion. As stated earlier, this Act could prove to have an impact on transportation financing in the United States comparable to PURPA and the independent power market.

These provisions will greatly accelerate the number of projects in the United States faster than the state-by-state approach to date. The financing of the Dulles Toll Road Extension will establish all involved as the first to succeed in this new business.



Ceremony
streamer at

Secretary [of
General Powell
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Forces] barracks, but that his unit took the barracks while protecting the lives of a frightened family. Then I met a sergeant, a jump master, whose unit withstood withering fire and suffered severe casualties. But the sergeant told me that he and his men drew courage and conviction from the wild enthusiasm of the Panamanian people and from support that they were getting from back here, back here at home in the United States.

So, it's out of recognition of their bravery that we affix these streamers. But the greatest tribute goes to the soldiers, the sailors, the marines who fell. This streamer is, most of all, for them. It will adorn the service flags standing just a few feet from the Oval Office, next to the American flag, a flag already lined with the crimson color of sacrifice. It is in honor of every American who died in the defense of liberty that we honor our flag. That is why I am determined that the American flag will be consecrated, not desecrated.

Panama was another chapter in a great epic, an act of free men and women in the Revolution of '89—a revolution that also swept the East and that is now sweeping the globe. Because of Panamanians whose yearning for freedom is so strong that they will brave beatings to go to the polls, because of young Americans whose commitment to freedom is so strong that they will brave death to fight for it—it is because of them that the day of the dictator truly is over. And the revolution continues. The people have spoken in Nicaragua. When they speak in Cuba and Haiti, our Western Hemisphere will be entirely within the compass of freedom. And when that day comes, it will be the ultimate tribute to those who have protected our freedom so well for so long.

It is a great privilege, indeed an honor, for me to be here today to salute our Secretary, Dick Cheney; our Chairman, Colin Powell; the other members of the Chiefs; General Thurman; General Stiner; and the men and women who fought so bravely in Panama. Thank you, God bless you and God bless the United States of America.

Note: The President spoke at 10:25 a.m. in the Ceremonial Hall. In his remarks, he referred to Secretary of Defense Richard B.

Cheney; Gen. Colin L. Powell, Chairman of the Joint Chiefs of Staff; Gen. Maxwell R. Thurman, commander in chief of the U.S. Southern Command; and Lt. Gen. Carl Stiner, commanding general of the XVIII Airborne Corps.

Remarks at the National Transportation
Policy Meeting

March 8, 1990

Well, Sam, thank you very, very much. And Deputy Secretary Elaine Chao and to our able Commandant of the Coast Guard and to Dr. Larson, who did such heroic work on all this, thank you all for being here—Governor, so many Members of Congress here. And as some of you may know, after Sam Skinner, our able Secretary of Transportation, became Secretary, he took time to earn a license as a jet pilot. I've wondered: if I'd named him Secretary of Agriculture would he have been out milking the cows? [Laughter] But nevertheless, here he is.

But his leadership derives from experience. And it's experience and solid analysis that has shaped this transportation policy that we're unveiling today. No sector is more important to the American economy than transportation. It's an \$800-billion-a-year business with \$5 trillion worth of assets. To say that it's important to our quality of life, the flow of commerce, and really to our national security, is a gross understatement. As world trade grows even larger, as we continue our leadership in an increasingly global society, we will become even more dependent on transportation than we are today. And when transportation lags or is congested, when people and goods are stranded in traffic or in airports, we'll suffer. And when people and goods flow through a responsive, well-maintained, and efficient transportation system, our quality of life improves with it.

For over 200 years, since the days of barges and riverboats, America has grown and prospered with our transportation system. Our competitive stake will depend no less on American transportation leadership in the future. And still, too often we

take for granted the highways that bind America together, and the airports and harbors that bind America to the world. The institutions our forebears created, the technologies they developed, and the transportation systems they built created a new and mobile society far different from the life they knew. For example, as a young man, Dwight David Eisenhower had a vision of a nation united, of an America in which goods and people would flow from city to city, from State to State with great ease. And the vision of his youth became the reality of his Presidency.

Today, Eisenhower's vision of an interstate highway system, the most ambitious public works project in the history of man, is virtually complete—a fitting tribute in this, his centennial year. Just as the Model T and the Kitty Hawk prepared the way for today's millions of cars and thousands of passenger jets, so it is now our turn to invest in America's future, to begin to create the transportation system of the 21st century. On the ground, over the waterways, and in the air and space, our mission for this decade and the next century is to build on our achievements, to link the nations of the world as we've linked the States of this great country.

The national transportation is our blueprint, if you will, for this new world. And as I said in the State of the Union last month, it's time to act and it's time to give our State and local governments the flexibility that they need to best use Federal funds. We also have a strategy for airports and for removing economic regulation of the trucking industry—you heard the Secretary talk about those—and most of all, we have a strategy to unleash the creative genius of American technology.

This technology took us to the Moon, and now it must make travel to space economical and commonplace. And this genius built a network of highways, and now we must support and encourage advanced technologies in the whole field of transportation, from magnetically levitated trains to intelligent vehicles and highways to advanced materials and engineering.

Finally, sometimes the best transportation policy means not moving people but moving their work. Last week in Los Angeles I spoke of the growing trend in this

country toward working outside the office, a trend known as telecommuting. Millions have already found their productivity actually increases when they work nearer the people they're really working for: their families at home. The benefits in reducing congested highways and mass transit are obvious. Think of it as commuting to work at the speed of light.

As we look ahead, it's not enough to have a partnership between Federal, State, and local government. We must have the dynamic fourth partner—and that's where many of you fit in—the private sector. Such a partnership has already built a transportation system that is the envy of the world. And if we work together in this joint venture, America can continue to be the world leader in transportation.

I'm delighted to be with you. I want to congratulate the officials from the Department of Transportation. And now, let's go to work. Thank you all very, very much.

Note: The President spoke at 11:41 a.m. in Room 450 of the Old Executive Office Building. In his remarks, he referred to Deputy Secretary of Transportation Elaine L. Chao; Adm. Paul A. Yost, Jr., Commandant of the Coast Guard; Federal Highway Administrator Tom Larson; and Gov. Wallace G. Wilkinson of Kentucky.

White House Fact Sheet on the National Transportation Policy March 8, 1990

President Bush today joined Secretary of Transportation Samuel K. Skinner in releasing "Moving America," the first statement of national transportation policy issued by the Federal Government in over a decade.

Last year, President Bush made development of a new national transportation policy statement one of the administration's major objectives. In developing the policy, the Department of Transportation (DOT) conducted an extensive outreach effort involving over 100 hearings, field visits, and meetings to hear the views of the transportation community and the general public. Reflecting the central role of transportation

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on the Policy

ined Secretary of Skinner in releas-ne first statement policy issued by n over a decade. h made develop- d transportation e administration's oping the policy, portation (DOT) outhreach effort in, field visits, and s of the transpor-e general public. of transportation

in Americans' lives, and the broad range of their transportation needs and concerns, the statement issued today is designed to improve America's competitiveness, advance American technology, unleash private sector resources and initiatives, rebuild and expand the transportation infrastructure, and improve the quality of life of all Americans.

The new statement of national transportation policy is a comprehensive framework of policies for all aspects of transportation and a strategy to carry the policies into action. The policies and action strategies reflect new initiatives, such as major increases in funding for Federal aviation and research and development programs, as well as the renewal and extension of sound policies and programs that have worked well in the past, such as increased efforts to reduce highway fatalities and to achieve economic deregulation of transportation industries.

The policy provides a framework for Federal decisions. Federal actions to carry out the new policy will be built on the foundation of a strengthened transportation partnership in which Federal, State, and local governments and the private sector all participate in financing, maintaining, and operating the transportation system.

The policy statement and the action strategies focus on six themes:

- Maintain and expand the Nation's transportation system.
- Foster a sound financial base for transportation.
- Keep the transportation industry strong and competitive.
- Ensure that the transportation system supports public safety and national security.
- Protect the environment and the quality of life.
- Advance U.S. transportation technology and expertise.

Maintain and Expand the Nation's Transportation System

The policy provides a framework for re-authorizing Federal transportation programs by focusing Federal resources on facilities and projects of national significance, reducing categorical grants, and providing greater flexibility to recipients. The policy gives priority to maintaining needed trans-

portation infrastructure, encourages effective management and pricing techniques to improve use of assets and enhance capacity, promotes increased attention to intermodal and rural connections, and supports addition of new capacity where required. The Federal Government will work with its partners, State and local governments and the private sector, to address the projected transportation needs.

Strategies for action include:

- Increase Federal research and development funding and aviation capital improvements—air traffic control modernization and airport grants—by 70 percent over the amount funded during the previous 5 years.
- Focus Federal-aid highway programs on systems and projects of national significance, and provide greater flexibility to State and local governments.
- Restructure urban mass transportation programs to provide greater flexibility and increased State and local matching shares.

Foster a Sound Financial Base for Transportation

The policy supports increased reliance on user fees, reduced spending from the General Fund, and use of transportation trust funds in a fiscally responsible manner. It proposes to foster State and local financing by permitting greater use of tolls on highways and passenger facility charges at airports. It also promotes greater private investment in transportation by supporting the removal of legal and regulatory barriers to private participation in financing, building, owning, and operating facilities and services such as roads and transit systems. The policy encourages joint public-private projects at the State and local level.

Strategies for action include:

- Spend transportation trust funds for transportation purposes.
- Increase aviation user fees to finance an expanded program.
- Allow local passenger facility charges at airports, to finance increased airport capacity.
- Increase private sector participation in transportation, including local transit and airports.

- Increase State, local, and private funding of highways by, for example, opening up opportunities for toll roads.
- Establish new Federal user fees to recover a portion of Coast Guard and Federal railroad safety activities.

Keep the Transportation Industry Strong and Competitive

The policy encourages increased productivity and competitiveness in transportation. Federal budgets and programs will emphasize more cost-effectiveness and competitiveness for mass transit, the U.S. merchant marine, and commercial space services. The policy supports elimination of unnecessary and outmoded Federal regulations, including remaining ICC regulation of trucking, inconsistent State requirements and standards for truck regulation and tax reporting, and Federal requirements that impose unique cost burdens on railroads. DOT will reassess Federal user charges and subsidies affecting competition among modes and will review maritime, aviation, and other programs to ensure free and equitable competition. DOT will also participate in negotiations to improve access of U.S. transportation companies to international markets and to encourage harmonization of equipment technologies and standards domestically and internationally. Finally, the Federal transportation work force will be enhanced by increasing the number of air traffic controllers and improving the recruitment and training of controllers.

Strategies for action include:

- Encourage uniform international standards for air traffic control, aircraft, and airports.
- Encourage more open skies in international agreements.
- Promote uniformity in State registration and reporting requirements for motor carriers.
- Eliminate remaining economic regulation of trucking.
- Support repeal of the Federal Employers' Liability Act for railroads.
- Achieve Amtrak self-sufficiency.
- Review and restructure maritime programs to improve competitiveness of U.S.-flag ships in world trade.

Ensure that the Transportation System Supports Public Safety and National Security

One of the chief objectives of the policy is to improve transportation safety. A major focus is reducing highway fatalities. The policy also focuses on effective handling of hazardous materials, aging aircraft and aviation security, and standards and procedures for safe construction and operation in all modes. To support national security, the policy commits DOT to work with the Department of Defense to identify defense transportation needs and carry out the new national sealift and airlift policy. Other policy commitments include working with other agencies in fighting terrorism and in battling domestic and international trafficking in illegal drugs.

Strategies for action include:

- Support reauthorization of highway safety programs to reduce highway fatalities.
- Increase the number of Federal aviation, railroad, and motor carrier safety inspectors.
- Increase public awareness and promote enforcement of State seatbelt, child safety, and motorcycle helmet laws.
- Reduce drunk and drugged driving.
- Improve safety standards for passenger cars, light trucks, and vans.
- Enhance marine safety by reducing the incidence of boating while intoxicated and supporting other safety initiatives.
- Support legislation strengthening oversight of the transportation of hazardous materials.
- Expand safety inspection and enforcement for pipelines with greatest risk.
- Improve disaster preparedness.
- Increase the level of effort for DOT drug enforcement by 10 percent in FY 1991.

Protect the Environment and the Quality of Life

An essential consideration in transportation is its effect on the environment and on the quality of life, including access and mobility for all citizens. The statement recognizes the importance of minimizing adverse effects of transportation on the environ-

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ment, and supports the administration's clean air initiatives as they relate to transportation. Under the policy, DOT will promote stronger measures for oilspill prevention, effective means of responding to spills that occur, and liability requirements for damages caused by oilspills.

Strategies for action include:

- Carry out transportation elements of the administration's clean air initiatives.
- Support and implement enhanced oilspill protection and liability legislation.
- Support no net loss goal for wetlands affected by transportation projects consistent with administration policy.
- Enforce mobility rights of disabled citizens.

Advance U.S. Transportation Technology and Expertise

The policy emphasizes the importance of renewed attention to technology and innovation, and supports increased Federal spending for transportation research, including magnetic levitation and intelligent vehicle/highway systems. The policy commits DOT to working with the academic and business communities to build awareness of transportation as a career and increase cooperative programs to prepare professionals for technologically advanced careers in transportation. The policy calls for coordination among Federal agencies and State, local, and private interests to improve collection of transportation-related data, foster more effective dissemination of data, and share knowledge of techniques for applying data in transportation planning and decisionmaking.

Strategies for action include:

- Increase overall funding for DOT research and development activities by 17 percent in FY 1991.
- Increase funding for new aviation technology and human factors research.
- Increase highway research, including intelligent vehicle/highway systems.
- Conduct research on magnetic levitation and high-speed rail.
- Develop a comprehensive assessment of data needs and priorities of DOT and the transportation community.

Remarks at a Fundraising Dinner for Senator John Warner in Tysons Corner, Virginia

March 8, 1990

Thank you all very much. My introduction to rap. John Warner, thank you for that introduction. [Laughter] And you did say Washington Post. [Laughter] And to Senator [Paul] Laxalt, my old friend—boy, do we miss him in the United States Senate, I'll tell you. But I'm delighted he's here with us tonight. And I want to pay my respects to—I see Congressman Bateman and Congressman Parris. Somebody told me Congressman Slaughter was here. We have a great Virginia delegation, incidentally, in the House. Secretaries [of Veterans Affairs and the Interior] Derwinski and Lujan were supposed to be here, and I hope they are someplace. And I'm delighted that they are. We've got a good Cabinet, too, and I'm proud of both of them, both former Members of the United States Congress.

Our vice chairman of our Republican National Committee, Jeanie Austin, is over here. And I'm delighted to see her, and I hope you'll tell Lee Atwater that I'm wishing him all the best when you see him on Monday. I think he'll be going back to work.

I want to pay my respects to Committee-woman Traywick, Marshall Coleman, an old friend. I felt somewhat overwhelmed by the members of the Redskins that were here earlier, but I was delighted to see all good candidates for the Secret Service these days, I think. [Laughter] Giants.

And Moe Bandy—that John introduced you to—he and Barbara and I, along with Loretta Lynn and Crystal Gayle, traveled all through Illinois and Iowa campaigning, and I am grateful to him, and he's a wonderful American. Besides that, he's a fellow Texan, so I've got to brag on him. But, Moe, thank you very, very much.

And it's great to be back in the heart of America—at least two blocks outside the Beltway. [Laughter] And to return, though, to one of America's fastest growing areas, certainly Virginia's. I discount the rumors that Tysons Corner will soon be changed to Buster Douglas Corner. [Laughter]

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Remarks Announcing the Proposed Surface Transportation Assistance Act of 1991

February 13, 1991

Mr. Secretary; a special welcome to Sena-
tors Riegle and Moynihan, Congressman
Larry Coughlin; and let me just welcome all
of you to the White House. It's great to
have you here. And it's great for me to be
with our able Secretary of Transportation,
whose baby we are unveiling here.

Thirty-five years ago, President Eisen-
hower envisioned an interstate highway
system that today is a reality. And his idea
fueled development in this country for a
generation and united the States as never
before—economically, politically, and social-
ly. So, take a look at any map in our coun-
try, and you'll see President Eisenhower's
legacy for a strong America.

Today the interstate system is virtually
complete, and Americans enjoy unequaled
mobility. But in the years since its construc-
tion began, there have been major demo-
graphic shifts and travel changes in our
country. And we have a remarkable high-
way system, but as Sam has told you and
certainly told me, much of it needs im-
provement. And we need to move forward
to meet the transportation needs of the
coming generations. It's time to take the
first step on the long road that lies ahead.
And the status quo will simply not get us
there.

Economic competition in the 21st centu-
ry is going to be tougher than ever before.
We can help build competitiveness and im-
prove the links between workers and jobs
and goods and markets. Already, transporta-
tion accounts for about 20 percent of total
consumer spending. And we've got to find
ways to expand our nation's mobility for
urban Americans, for rural Americans, and
for Americans with disabilities who are on
the move.

So, today we're unveiling a blueprint for
a national highway system. This map ex-
plains it. Sam has been, I understand, brief-
ing on that here. We've designed new legis-
lation—the Surface Transportation Assis-
tance Act—to reform existing highway pro-
grams and increase funding for what works,
to prepare for the next American century.

And to do it, we must invest in our
future. So, we're investing \$105 billion in
our transportation infrastructure over the
next 5 years. Highway investment will in-
crease by 39 percent to \$20 billion by 1996.
And funds for capital investment in mass
transit will increase by 25 percent. And
we've proposed a 34 percent increase in
funding for highway safety programs over
the next 5 years.

The future of Americans' transportation
rest on the new foundation that we're
laying today. Building on the success of the
interstate system, this bill provides for the
designation of a new national highway
system which concentrates Federal dollars
on the rehabilitation and improvement of
our most critical highways. It creates a new
urban-rural block grant that will streamline
narrow highway grant programs into a
larger, more flexible block grant.

The legislation will reduce the backlog of
bridges needing repair and replacement. It
promotes efficiency by cutting redtape for
the trucking industry. The bill also focuses
attention on the needs of our cities, where
millions of our citizens depend on public
transit. Mass transit in urban areas will be
maintained and improved. And under this
legislation, funding for it will become more
stable and equitable.

Our approach will provide States and lo-
calities with flexibility to select which high-
ways will receive targeted Federal dollars,
and States and localities will be able to
choose whether to spend Federal dollars on
transit or highway solutions. As never
before, we are encouraging creative new
financing and management by the States.

This bill is a good one. And we believe it
will draw broad support from all sectors:
the States, the cities, the transportation in-
dustry, and the Congress. And as part of
this administration's national transportation
policy, it will move us into the next Ameri-
can century. With this legislation, America
is on the road to expanded productivity,
more jobs, and a strengthened infrastruc-
ture for a stronger United States.

Sam, you've been dubbed the "road war-
rior." [Laughter] I don't know whether it's
just by yourself or by all the rest of us, but
nevertheless, I—[laughter]—since you've al-
ready been dubbed that, I want you—and I

see we've got some heavyweights here in the front rows—to ask for their support. But I really hope that you can bring back a bill that I can enthusiastically sign this fall or perhaps sooner. I don't know what your legislative schedule is.

But in any event, I think we're off to a good start. And I'm grateful to you and the people at the Department of Transportation who have put so much of their hearts and souls into formulating this new approach. So, to all of you who have been a part of—direct or indirect—my sincere thanks. We're going to work hard to make this become a reality. And thanks for coming over here today.

And God bless you all. Thank you very, very much.

Note: The President spoke at 10:34 a.m. in Room 450 of the Old Executive Office Building. In his remarks, he referred to Secretary of Transportation Samuel K. Skinner.

Statement by Press Secretary Fitzwater on Allied Bombing in Baghdad
February 13, 1991

Last night, coalition forces bombed a military command and control center in Baghdad that, according to press reports, resulted in a number of civilian casualties.

The loss of civilian lives in time of war is a truly tragic consequence. It saddens everyone to know that innocent people may have died in the course of military conflict. America treats human life as our most precious value. That is why even during this military conflict in which the lives of our service men and women are at risk, we will not target civilian facilities. We will continue to hit only military targets. The bunker that was attacked last night was a military target, a command and control center that fed instructions directly to the Iraqi war machine, painted and camouflaged to avoid detection, and well-documented as a military target. We have been systematically attacking these targets since the war began.

We don't know why civilians were at this location, but we do know that Saddam Hussein does not share our value in the sanctity

of life. Indeed, he, time and again, has shown a willingness to sacrifice civilian lives and property that further his war aims.

Civilian hostages were moved in November and December to military sites for use as human shields. POW's reportedly have been placed at military sites. Roving bands of execution squads search out deserters among his own ranks of servicemen. Command and control centers in Iraq have been placed on top of schools and public buildings. Tanks and other artillery have been placed beside private homes and small villages. And only this morning we have documentation that two MIG 21's have been parked near the front door of a treasured archeologic site which dates back to the 27th century B.C.

His environmental terrorism spreads throughout the Persian Gulf, killing wildlife and threatening human water supplies. And finally, Saddam Hussein aims his Scud missiles at innocent civilians in Israel and Saudi Arabia. He kills civilians intentionally and with purpose.

Saddam Hussein created this war. He created the military bunkers. And he can bring the war to an end. We urge him once again to save his people and to comply with the U.N. resolutions.

Thank you very much.

Note: Press Secretary Fitzwater read the statement to reporters at 11:47 a.m. in the Briefing Room at the White House.

Nomination of John G. Keller, Jr., To Be an Under Secretary of Commerce
February 13, 1991

The President today announced his intention to nominate John G. Keller, Jr., of the District of Columbia, to be Under Secretary of Commerce for Travel and Tourism at the Department of Commerce. He would succeed Rockwell Anthony Schnabel.

Since 1989, Mr. Keller has served as Deputy Assistant to the President and Director of Presidential Advance. Prior to this, Mr. Keller served in the Office of the Vice President as Deputy Assistant to the Vice President and Director of Advance, 1987-

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President Yeltsin. It is my understanding that this question is also addressed to me—I have said that the Supreme Soviet of the Russian Federation has enacted a law under which all extenuous systems of all countries and all regimes is terminated. All without exception. And I am stressing that point. We only have 180 million rubles to disburse for Afghanistan. But we have warned the people that as of July 1, assistance will be terminated. We shall have to trade with them.

Afghanistan has tobacco, fruit, and vegetables and they can trade with us. More so, they are very good merchants. We want to maintain commercial relations with all the countries, not just give us help and assistance, because I do believe that charity begins at home. And in my country two out of every five persons live below the poverty line.

President Bush. May I have the last word? See, I've learned something here. If I had had that answer inside before I gave my answer I might have had a more knowledgeable answer.

So, now we're going to go in and do some work in here. And I learned something with great interest here about the laws as already passed in the Soviet Union. And I salute them. That's their decision. And it's not the United States role to fine-tune how the Soviet Union or Russia or anybody else deal with other countries. That's their business. And I'm very interested in that answer. And now we're going to go in and learn some more.

Note: President Bush spoke at 3:23 p.m. in the Rose Garden at the White House.

Remarks to the American Association of State Highway and Transportation Officials

June 21, 1991

Thank you. Let me salute Secretary Skinner. I'll tell you, he is doing a superb job out there. And I heard about a half an hour of his remarks there—[laughter]—and I thought he did a great job warming up the crowd. We don't need it here, but he gave

my speech. But look, we all know that Sam is committed, doing a first-class job, overcoming obstacles along the way and making great progress on this subject that's of such concern to all of us here.

Let me salute also Hal Rives, the AASHTO president, and thank him and all of you for being with us today. Behind me we've got the flags of all the States, and we stuck them out here for a reason, just as you and the Secretary are here for a reason, and that is to symbolize our commitment to a new partnership in creating a truly national highway system.

You all understand the importance of mobility in our society. Our economic growth, our international competitiveness, even our cultural vitality, all depend on the transportation lifelines that span this nation, that let people get to work, get home, to entertainment, to family, and friends.

We're the most mobile society in history, economically and, of course, I'd say literally as well, given our size. This century, we've developed the world's most advanced transportation system. We've done it through strong commitment; we've done it through substantial investment. We've tried to harness the power of market forces, and we're going to continue to do that. But we also believe in solid partnerships between the private sector and government at all levels.

No transportation partnership has endured so long or accomplished as much as the one between the Federal Government and AASHTO. Our organizations have worked together, I'm told, for 75 years now. We've helped turn a sprawling land knitted together by dusty back roads into a nation linked together by high-performance roads and highways. Those corridors have reshaped our nation and made it possible for all of us to take mobility for granted.

When Ike—when President Eisenhower first proposed a major national highway network back in '56, he laid the groundwork for unprecedented movement, unprecedented access all across America: to products, to services, and obviously in the process, to prosperity.

Now, as the whole world seems to shrink while the competitive pace quickens, we must make certain American business has the mobility to compete and get its goods to

market. That's why our surface transportation proposal calls for significant investment in the future. We propose, as Sam mentioned, increasing Federal highway spending by 39 percent over the next 5 years. The interstate system has mapped out our economic prosperity by ensuring our competitiveness and productivity.

We're committed to building stronger partnerships at every level. We favor giving new flexibility to the States. Let them decide how to address local needs. Our bill provides innovative features to encourage private investment in our transportation infrastructure.

We seek legislation for greater investment at the Federal level for our overall highway system to meet an important national need. We asked for a higher State matching share for local roads outside the national highway system because we believe Federal funds should stay focused on national needs.

We believe our nation is best served by providing greater flexibility—greater accountability—at the State and local level. A higher State match on roads that are critical to national interests will increase the total infrastructure investment. It will help us build better, more efficient transportation networks.

And I'm very pleased the Senate included a national highway system in its version of the Surface Transportation Reauthorization Act. The Senate's bill has some good features to it; increased flexibility was one that we put forward originally. We need to loosen the Federal strings on the States highway programs.

But at times, the stretch between Pennsylvania Avenue and the Capitol Building and the White House seems like the longest street in America—the journey from here up there. You wouldn't believe how much bills change from the time they leave the White House until the Congress finishes with them. And we know we're right all the time, you know. [Laughter] So, that's certainly the case with the Senate version of this bill that Sam has had such a hand in crafting and trying to get enacted.

The Senate bill doesn't focus Federal funds sufficiently on national needs. It allows for no differential match between the national highway system and other pro-

grams. And it shortchanges the national highway system. It calls for excessive Federal spending, putting at risk other important Federal programs, including programs that you all care about. Aviation safety and modernization would be ones that come to mind, as well as education, health care, fighting the war on drugs—all these other national priorities. The Senate version doesn't lower matching ratios or eliminate operating subsidies for local transit systems. And finally, the Senate bill directs how Federal money will be distributed within States, tying the hands of State officials. State transportation officials, in our view, have the vision, the experience, and yes, the organizations to ensure that our highway funds are spent wisely.

As you all know, I challenged the Congress to pass a comprehensive crime bill and a transportation bill in 100 days, by June 14th. And while the Senate has acted, and I give them credit for that, the House hasn't taken any official action at all. What the American people heard as a 100-day challenge, the Congress used as an excuse to complain. A challenge of 100 days became an occasion for 100 different delays and 101 excuses for inaction. The roadblock, thank heavens, has been broken by the action in the Senate. And I urge the House now not to lose that Senate-created momentum. I also challenge the Congress not to let a fight over the allocation of resources overshadow the real issues that are at stake here: long-term productivity and the fundamental economic health of our nation.

So, I say to the Congress: Don't stop. Don't pass "go." Don't collect any more dollars. Just pass our transportation bill.

The old approaches to surface transportation just won't do it. And by any standard, the way in which we—the Federal Government—and you—the States—do business must change in response to new fiscal and technological challenges. We've got to take full advantage of our present opportunity to create a surface transportation program that will meet our present and future needs, not our past problems.

We've got to develop a new generation of transportation systems and solutions. And our bill recognizes that we can't just pre-

serve the well-must move ahead help—we all Nation needs service.

So, let's renew partnership between interests. And we're going up there. We've got the job done. We've got the right investments, we're going forward to working way. I'm grateful ready taken a transportation.

So, thank you warm day. And speech is over much.

Note: The President's Rose Garden

Message to the National to Chemical Proliferation
June 21, 1991

To the Congress

1. On November 1, 1990, I issued Executive Order No. 12812, which amended the emergency economic sanctions under E.O. 12812, U.S.C. 1701, to the nation of the United States. The purpose of that order was to restrict export controls on services that facilitate the production of chemical delivery systems for the proliferation of nuclear weapons in foreign countries. I issued this order pursuant to the authority under specific provisions of the Atomic Energy Act of 1954.

2. I issued Executive Order No. 12813, which amended the emergency economic sanctions under E.O. 12812, U.S.C. 1701, to the nation of the United States. The purpose of that order was to restrict export controls on services that facilitate the production of chemical delivery systems for the proliferation of nuclear weapons in foreign countries. I issued this order pursuant to the authority under specific provisions of the Atomic Energy Act of 1954.

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serve the well-worn paths of the past. We must move ahead. And I do need your help—we all need your help—and the Nation needs your expertise, needs your service.

So, let's renew and reinvigorate the partnership between the State and Federal interests. And we've got to stop the jawboning up there. We've got to stop stalling and get the job done. With the right tools and the right investment and the right incentives, we're going to move this nation into the next American century. And I look forward to working with you every step of the way. I'm grateful to all those who have already taken a leadership role in moving our transportation system forward.

So, thank you for coming down on this warm day. And you'll be glad to know the speech is over. Thank you all very, very much.

Note: The President spoke at 10:10 a.m. in the Rose Garden at the White House.

Message to the Congress Reporting on the National Emergency With Respect to Chemical and Biological Weapons Proliferation

June 21, 1991

To the Congress of the United States:

1. On November 16, 1990, in Executive Order No. 12735, I declared a national emergency under the International Emergency Economic Powers Act ("IEEPA") (50 U.S.C. 1701, *et seq.*) to deal with the threat to the national security and foreign policy of the United States caused by the proliferation of chemical and biological weapons. In that order I directed the imposition of export controls on goods, technology, and services that can contribute to the proliferation of chemical and biological weapons and delivery systems. I also directed the imposition of sanctions on foreign persons and foreign countries involved in chemical and biological weapons proliferation activities under specified circumstances.

2. I issued Executive Order No. 12735 pursuant to the authority vested in me as President by the Constitution and laws of

the United States, including IEEPA, the National Emergencies Act (50 U.S.C. 1601 *et seq.*), and section 301 of title 3 of the United States Code. At that time I also submitted a report to the Congress pursuant to section 204(b) of IEEPA (50 U.S.C. 1703(b)). Section 204 of IEEPA requires follow-up reports, with respect to actions or changes, to be submitted every 6 months. This report is submitted in compliance with that requirement.

3. Since the issuance of Executive Order No. 12735, the United States Government has implemented additional export controls under the Enhanced Proliferation Controls Initiative (EPCI), announced on December 13, 1990. Three provisions implementing EPCI and Executive Order No. 12735 amend the Export Administration Regulations and were published in the *Federal Register* (56 FR 10756-10770, March 13, 1991), copies of which are attached. These regulations impose additional controls on exports that would assist a country in acquiring the capability to develop, produce, stockpile, deliver, or use chemical or biological weapons or ballistic missiles. The first two regulations were issued in interim form for public comment and implemented immediately. The third regulation was issued in proposed form for public comment.

The three regulations can be described as follows:

The first regulation expands from 11 to 50 the number of chemical weapons precursors whose export is controlled by the United States Government to all countries except the 20-member Australia Group of countries that cooperate against chemical and biological weapons proliferation and the NATO member countries. Prior to this regulation the United States had controlled the 39 additional chemical weapons precursors only to Iran, Iraq, Syria, and Libya, and the four embargoed countries of Cuba, Vietnam, Cambodia, and North Korea.

The second regulation imposes a requirement for individual validated licenses for export of certain chemical and biological weapons-related dual-use equipment to 28 designated destinations.

The third regulation will impose a requirement for individual validated licenses where an exporter knows or is informed by

Form 1781
11-91

Texas Department Of Transportation

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FROM: Name Carl R Utley Div./Dist. Dist. 02

Telephone (817) 370-6515 FAX number (817) 370-6581

Comments More information to follow.

Time 11:48 Sent by J. Aron Authorized by CLW

**DISTRICT FACTS
DISTRICT 2, FORT WORTH**

[] Consists of 9 counties in North Central Texas: Erath, Hood, Jack, Johnson, Palo Pinto, Parker, Somervell, Tarrant, and Wise

TOTAL POPULATION.....1,460,954 (1990)
 VEHICLES REGISTERED.....1,313,837
 CENTERLINE MILES.....3,069
 LANE MILES.....7,893
 TOTAL DAILY TRAVEL (STATE HIGHWAY SYSTEM).....24,997,325
 CONSTRUCTION EXPENDITURE (FY 1990).....\$139,968,719
 MAINTENANCE EXPENDITURE (FY 1990).....\$34,438,496
 CONSTRUCTION UNDER CONTRACT APRIL, 1991, 58 CONTRACTS.....
 \$345,795,211
 EMPLOYEES - 776, INCLUDING 424 IN HIGHWAY MAINTENANCE
 NUMBER OF BRIDGES, STATE HIGHWAY SYSTEM, 1,815 (320 OBSOLETE)
 NUMBER OF DEFICIENT BRIDGES, STATE HIGHWAY SYSTEM 76
 NUMBER OF BRIDGES, OFF-SYSTEM, 1279 (332 OBSOLETE)
 NUMBER OF DEFICIENT BRIDGES, OFF-SYSTEM 370
 BUSIEST ROADWAY, SH 183 NEAR I 820, 145,000 ADT (1989)
 TOP THREE PROJECTS IN THE DISTRICT: I-35W/I-20 INTERCHANGE,
 I-20 HEMPHILL TO McCART, & I-20 McCART TO WEST OF SH 183

FORT WORTH DISTRICT COUNTY DATA

COUNTY	POPULATION (1990 EST)	HIGHWAY C/L-LANE MILES	DAILY MILES TRAVELED 1990	VEHICLES REGISTERED 1990	HWY. EXPENDITURES 1990
ERATH	27,991	386-784	721,737	25,315	\$4,236,819
HOOD	28,981	173-375	713,685	31,677	2,312,398
JACK	6,835	266-564	256,556	7,793	2,983,279
JOHNSON	97,165	384-876	1,715,370	89,976	10,850,636
PALO PINTO	25,055	385-829	697,321	24,618	5,788,330
PARKER	64,785	344-847	1,682,376	63,072	7,151,791
SOMERVELL	5,360	92-184	202,662	5,472	815,377
TARRANT	1,170,103	683-2,598	17,757,082	1,028,001	129,852,983
WISE	34,679	356-836	1,250,536	<u>37,913</u>	<u>10,415,596</u>
				1,313,837	174,407,215

Form 1781
11-91

Texas Department Of Transportation

Pages sent 2 (includes this cover sheet) Date 12-12-91

IF YOU DO NOT RECEIVE ALL THE PAGES, CALL AS SOON AS POSSIBLE.

TO: ATTENTION: Jennifer Grossman

Telephone () _____ FAX number (202) 456-6212

FROM: Name Carl R. Utley Div./Dist. Dist. 02

Telephone (817) 370-6515 FAX number (817) 370-6581

Comments More information to follow.

Time 10:50 Sent by JG/Am Authorized by Ch

PROJECT INFORMATION
SH 360
Project: F 1128(10)

The project is on SH 360 from SH 121 in the City of Grapevine to SH 183 in the City of Fort Worth and passing through the City of Euless. The site for the President's visit is in Euless, Texas.

The total Contract cost is \$30,982,363.21. Federal participation is 75%.

There are 767 working days allowed to complete this project.
(Approximately 30 months)

The Contractor is Austin Bridge Company of Dallas, Texas.

The project was let on January 10, 1990 and work began on March 21, 1990.

To date the project is 83% complete and 69% of the time has been used.

There are 18 Subcontractors working for the Prime Contractor on this project. These Subcontractors will accomplish approximately 40% of the work on the contract.

There are 9 Disadvantaged Businesses working on this project. They will perform approximately 15.5% (\$4.8 million) of the total work on the project. These businesses perform work such as steel tying, seeding, hauling, small structures, and barricades.

There are 30 required trainees on the project. To date 37 employees have been enrolled in an approved training program and 17 have graduated to journeyman status.

There are approximately 130 employees of the Contractor and 30 employees of the Subcontractor working on the project at this time. The average number of employees working on the job is about 100.

When the Contractor started this job he had several other projects underway. He had to hire his labor force for this project. The Contractor estimates this project created about 70 new jobs.

STATUS OF STATE HIGHWAY 360
Tarrant and Ellis Counties

SH 360 is planned to be 28 miles long, in Tarrant and Ellis Counties, between its northern terminus at SH 121 in Grapevine and its southern terminus at US 287 in Mansfield. Upon completion of the projects now on the drawing board, it will furnish the main link in an important access route between Dallas-Fort Worth International Airport and the national Superconducting Supercollider being built at Waxahachie. It passes through the cities of Grapevine, Euless, Fort Worth, Grand Prairie, Arlington, and Mansfield. This highway serves as the axis for transportation through the center of the metroplex.

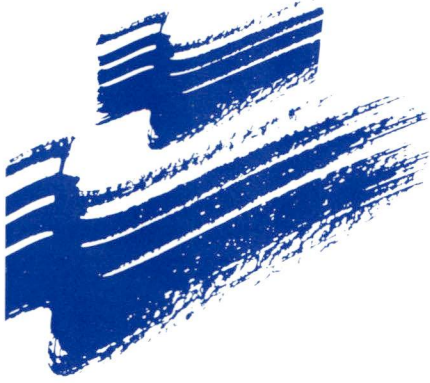
Construction has been in progress almost continuously on some part of SH 360 since 1958. Construction is currently in progress at three locations along the route. Two interchange improvement projects are underway in Arlington, where initial construction was planned for this additional stage of construction.

From SH 121 in Grapevine through Euless to SH 183 in Fort Worth, a length of approximately 6 miles, the highway is being built in stages. The contract for this initial work includes completion of the interchanges at each end, with only the frontage roads being built along the rest of the project. A later contract will provide the freeway lanes when traffic growth requires additional capacity.

SH 360 is open as a controlled access highway from SH 183 across Interstate 30 to Interstate 20 for a length of about 10 miles. Additional work is needed along this section to construct more adequate interchange ramps for IH 30 and for US 80, plus additional freeway lanes for part of that length. The interchange at IH 20 is complete. The above additional work is estimated to cost approximately \$92 million.

South of IH 20, detailed plans are in progress for stage construction of frontage roads for the 12 mile length to US 287 in Ellis County, to open the link from DFW airport to the Superconducting Supercollider. This work will total approximately \$48 million. The first part of this work is planned for letting in the summer of 1992. Freeway lanes will be added in the future when traffic growth requires greater capacity.

The project now under contract included a boost from the private sector, through donation of right-of-way. Three property owners donated a total of approximately 80 acres, which was 23 percent of the ROW of the project, in order to help get the project underway.



Moving America

To jobs . . . To homes . . . To market
Surface Transportation '91



U.S. Department
of Transportation

**Federal Highway
Administration**



President Bush renews challenge to Congress during visit to Los Angeles freeway/transitway construction site. (Official White House photo by Susan Biddle.)



President greets guests at September 19th event.

President Bush P Assuring Pass Surface Transp Keep America Moving

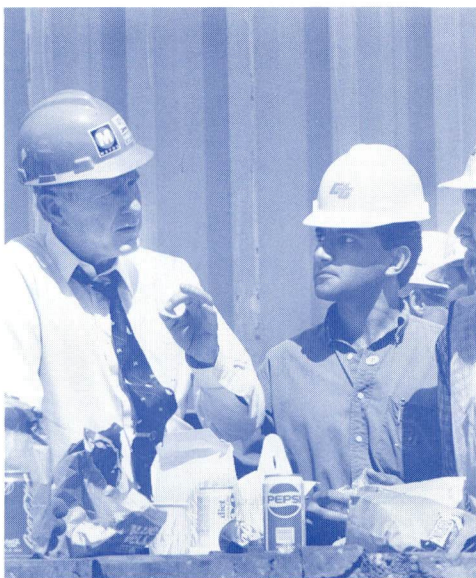
What other President since Dwight D. Eisenhower legislation? Check it out!

- 3/8/90 Announces National Transportation Policy
- 1/29/91 Mentions highway needs in State of the Union Address.
- 2/13/91 Proposes Surface Transportation Assistance Act of 1991.
- 3/6/91 Challenges Congress to enact STAA '91 during Desert Storm victory speech to Joint Session of Congress.
- 6/21/91 Underscores the importance of a successful bill in speech to leaders of American Association of State Highway and Transportation Officials in the Rose Garden.
- 8/1/91 In letter to Speaker Foley, the President vows he will veto legislation that includes a budget busting nickel gas tax increase. The House drops the tax increase.



Caltrans salutes the President's "Moving America" in one of two banners beneath I-105 freeway.

Thank you



President shares lunch and views on transportation with project construction workers.



President, accompanied by Governor Wilson, chats with Steve Rados, Green Line contractor.

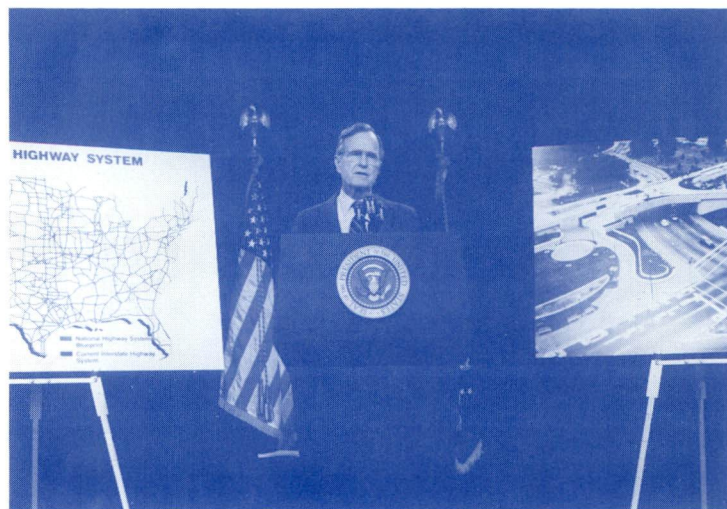


California's Secretary of Business, Transportation and Housing points out construction progress to Secretary Samuel Skinner.

ays Major Role in ge of the 1991 ortation Bill to Into the 21st Century

as done so much to advance surface transportation

- 8/17/91 Makes a positive endorsement of the surface transportation bill to National Governors' Association via live teleconference; again calling for prompt, decisive Congressional action.
- 9/6/91 Addresses National Association of Towns and Townships encouraging them to get behind a strong bill.
- 9/19/91 Renews Challenge to Congress during visit to Los Angeles freeway/transitway construction site.
- 10/25/91 Lists surface transportation bill as essential ingredient in his plan to improve the economy.
- 12/91 Signs surface transportation legislation of 1991 in a White House ceremony!



President Bush proposes Surface Transportation Assistance Act of 1991 on February 13 (Official White House photo by Carol T. Powers).



Los Angeles area contractors, construction workers, business leaders and local officials await arrival of President.

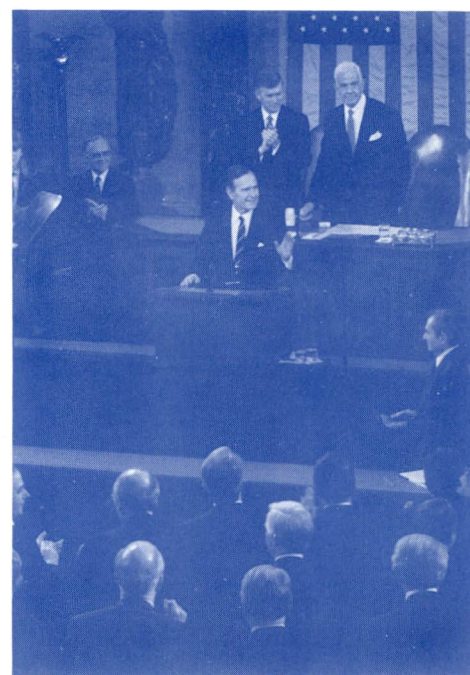
Mr. President.



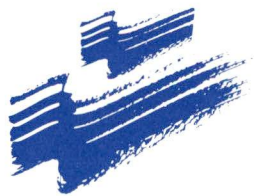
President, flanked by other officials including Mayor Tom Bradley, Senator Jon Seymour, Governor Pete Wilson, gets project briefing from Caltrans District Engineer, Jerry Baxter.



President addresses leaders of American Association of State Highway and Transportation Officials in the Rose Garden in June (Official White House photo by Susan Biddle).



In Desert Storm victory speech to a joint session of Congress, the President challenges Congress to enact Surface Transportation bill in 100 days (Official White House photo by Susan Biddle).



*Moving America
Into the 21st Century*



U.S. Department of
Transportation

DRAFT - 12/12/91 at 4:45 p.m.
PRESIDENT GEORGE BUSH
AMERICAN ASSOCIATION OF STATE
HIGHWAY AND TRANSPORTATION OFFICIALS
DECEMBER 18, 1991
DALLAS, TEXAS

Acknowledgements

- This morning, I signed into law the **Intermodal Surface Transportation Efficiency Act** -- the most comprehensive surface transportation bill since the **Interstate Highway program** was authorized in **1956**.
- Unfortunately, I am not able to thank everyone here by name who played a role in getting this bill to my desk. But I must at least recognize **AASHTO's president, Hal Rives**. He was indispensable in the long, hard battle we all fought to get this bill through the Congress.
- So I salute him, and each one of you, for this tremendous victory. As I told you last summer, "no transportation partnership has endured so long or accomplished as much as the one between the federal government and AASHTO."

Promises Made, Promises Kept

- The story of the Surface Transportation bill is a story of promises made, and promises kept.

- Not long after taking the oath of office, I asked my Transportation Secretary, Sam Skinner -- now my Chief of Staff -- to develop a comprehensive national transportation strategy. That was my first promise. We needed a strategic vision to take American transportation and commerce into the 21st century.
- And we promised to include you -- to bring in the transportation industry -- to help us craft that vision. And over the course of our first summer in office, we did just that. We heard from all sectors of the industry, from all parts of the country, as we gathered the information we needed.
- On March 8, 1990, we unveiled our new National Transportation Policy. A promise was made, a promise was kept.
- A month later, ^{JUNE} the Federal Highway Administration began crafting a new surface transportation bill. You came to us with America's needs, and we made a commitment to you that we would propose legislation adequate to the task at hand.
- Again: Promises made, promises kept. On February 13 of this year, I introduced our comprehensive surface initiative at a special White House ceremony. It was a bold proposal, calling for a 39 percent increase in federal highway spending over the next

five years, and a continuation of funding for transit and highway safety.

- We were unrelenting in our commitment to this bill. Whether it was my State of the Union Address in January, my Desert Storm victory speech in March, or my Rose Garden speech to AASHTO in June, I kept hammering home the importance of this legislation to America -- to infrastructure maintenance, to jobs, to economic growth, to U.S. competitiveness.
- Finally, the bill was passed by the Congress on November 27.

Administration's Scorecard

- How did we fare in the final bill compared to our original proposals? Once again, I'm proud we can say: Promises made, promises kept. Twelve out of the 16 major elements in our original bill -- and part of one other -- made it through the legislative process. Considering how much bills typically change from the time they leave the White House until Congress finishes with them, that's a remarkable accomplishment.
- We promised a new adequately-funded National Highway System. And we got it.

- We promised dramatically increased spending for infrastructure. The final bill provides \$38 billion of dedicated funding to improve the NHS.
- We promised state and local officials -- those of you here today -- that we would give you the flexibility to address your unique transportation problems in innovative and responsive ways. The final bill consolidated a number of categories into a new \$24 billion program to fund a variety of highway and transit uses.
- We promised to increase spending and expand programs for highway safety. The new law sets aside \$150 million for a new incentive grant program directed at drunk driving and improved occupant protection.
- We promised to enhance the environmental compatibility of U.S. transportation systems. The law I signed today contains a host of measures to help states meet their environmental needs, including making funds available for wetlands mitigation.
- We also promised to advance the development of U.S. transportation technology. The new law provides increased funds to do that. A major emphasis will be on research for intelligent vehicle and highway systems. The bill also invests in our future in another

way: It provides the impetus for the research and development of high speed rail systems, including magnetically-levitated trains.

A New Jobs Bill to Help Put America Back to Work

- So our new transportation bill is a highway bill, a mass transit bill, an environmental bill, and a safety bill all wrapped up into one. Above all, though, it's a jobs bill. That's why it's just the right present America needs this Christmas season.
- In fact, there are three things I would like to underscore about the importance of our new transportation bill. It will create jobs. It will create jobs. It will create jobs.
- Just how many jobs? When I signed the DOT Appropriations Bill, I pointed out that we had an \$11 billion shortfall between what appeared to be available for highway projects and what the states could actually spend. This bill corrects that shortfall and will support up to 660,000 jobs over the fiscal year.
- But I know, as you do, that we need to get these new funds in the pipeline just as soon as possible. I am directing the Department of Transportation to expedite the implementation of this new act. We will

also encourage states experiencing financial difficulties to exercise a provision of the new act to waive the state and local matching requirements for new projects for up to two years. While those matching funds will need to be provided in the out-years, this too should permit projects to begin right away, during what I know are tough budgetary times for many states.

- By the beginning of the new year, the vast majority of each state's allocation from the Highway Trust Fund will be available for immediate investment.
- Additionally, I am directing the Federal Transit Administration to accelerate the release of \$300 million for local mass transit projects.
- We will do everything within our power to put these dollars to work as fast as we can. And I know the states and transit agencies will want to do their part, too.

Investment in America's Future

- All told, this bill represents a watershed for U.S. productivity and competitiveness. It's an investment in America's future, and lays the foundation for U.S. competitiveness into the 21st century.

- In the state versus state battle for foreign investment dollars, it should be no surprise that one of the first things state governors promise is a good road system -- particularly one linking a proposed facility to the present Interstate System.
- We all know that if the roads are there, the jobs and commerce will come. And that's what we're all striving for -- jobs.
- The simple fact is, we can only retain a world class economy if we maintain a world class transportation system. The Interstates have helped give us perhaps our greatest competitive advantage in the world marketplace, a point not lost on some of our Asian and European competitors. Focusing federal investment in a National Highway System will help us keep that competitive edge.
- With a National Highway System to connect that new plant or facility, potential investors -- domestic and foreign -- will become much more enthused about investing in your state or city.
- We all know that deteriorating roads, bridges, and other transportation facilities mean a significant drop in the performance of the entire system. Safe driving speeds fall, travel times go up, accidents increase, and

congestion swells. In the end, America's economic vitality is drained.

Cost of Congestion

- For example, in 1988, congestion caused more than eight billion hours of delay on our Interstate System and other major highways. In the nation's 39 largest metropolitan areas, the cost of such congestion, including costs for delay and fuel consumption, was estimated to be \$34 billion.
- The cost to interstate commerce is estimated to be \$150 billion a year. About a third of this cost occurs on trips of over 50 miles, mostly by trucks whose operating costs increase in low speed, stop and go traffic.
- No nation will be able to compete effectively in the global economy of the 21st century with inefficiencies like that. That's why the Intermodal Surface Transportation Efficiency Act lays the cornerstone for America's future productivity and competitiveness.

Enhancing Transportation Efficiency

- We will enhance transportation efficiency principally by investing in a new National Highway System. This network of 155,000 miles will carry 75 percent of the intercity truck traffic and more than 40 percent of all

travel in this country on only four percent of public road mileage. This is without question the most efficient approach for federal investment.

- America has changed significantly since our Interstate system was planned more than 40 years ago. There are more than 200 new population centers of at least 50,000 people that are not being served by high standard highways. We cannot rely on a system planned in the 1940s to carry the nation's economy into what I have called the next American century.
- It will greatly benefit the U.S. trucking industry through elimination of red tape. Industry experts estimate that the nation's truckers stand to save an estimated \$1 billion annually on administrative costs, while realizing increased productivity, and further cost savings through paperwork reduction.
- Several economists argue that America's slow rate of growth in productivity can be attributed to inadequate investment in our transportation infrastructure.
- Just-in-time delivery is a case in point. This relatively new production method would be impossible without state-of-the-art highways. So-called "flexible manufacturing" allows manufacturers to customize one product line or shift quickly from product to

product with virtually the same equipment. This technique developed in part because of just-in-time delivery and the capabilities of modern transportation. One survey found that 19 percent of the volume of goods shipped in 1987 went by just-in-time delivery. That volume was expected to rise to 32 percent by 1995.

- It should be obvious that the expansion of the economy must be accompanied by a corresponding expansion of supporting infrastructure.
- Another important feature of our new bill is its emphasis on efficient connections between our different modes of transportation. In September, I had the opportunity to see the kind of intermodalism, or connectivity, that I'm talking about.
- Sam Skinner and Governor Pete Wilson invited me to visit a major highway and transit project at the Los Angeles International Airport. At that site, I saw how the connecting of the L.A. airport to the Interstate freeway system and the L.A. metro line will facilitate the efficiency of moving people and cargo from Los Angeles to the rest of the nation and the world. It is that kind of seamless movement that our new bill promises to deliver.

Conclusion

- At the moment, our national transportation system may be the best competitive advantage we have -- and one we must preserve.
- The bottom line, then, is that our new surface transportation bill provides the foundation for moving American onward -- into an era in which we will face greater competition in the world economy, continued federal budget constraints, and growing demand for mobility.
- As we conclude the process that began at least two years ago -- and for some of our partners even longer -- we can say with great confidence to the American people, that the transportation system for the future has begun today.

###

THE WHITE HOUSE
WASHINGTON

*Office of Cabinet Affairs
Fax Transmission Cover*

TO: Jennifer Grossman

LOCATION: _____

FAX NUMBER: 6218

FROM: Claire Sechler

Number of pages to follow: 1

Office of Cabinet Affairs
Telephone: (202) 456-2800
Fax: (202) 456-2223

Comments:

12-13-91 01:42 PM

12/13/91 13:14

202 366 7339

FHWA PUBLIC AFF.

P02

002

The American Association of State Highway and Transportation Officials (AASHTO) is an organization representing state transportation agencies to counsel the Congress on transportation legislation, study problems connected with transportation, and to develop guidance in a variety of technical areas. Each of the states, Puerto Rico, and the District of Columbia is represented in this association. In addition, officials of the U.S. Department of Transportation serve as ex officio members.

The purpose of the AASHTO-sponsored surface transportation legislation briefing on December 17 and 18 in Dallas, Texas is for Federal program experts to present an overview of the new legislation, discuss the implementation schedule for new provisions, and provide preliminary responses to questions from state officials.



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

December 11, 1991

TO: David Demarest

REF: 12/09/91 - Memorandum from Michael R. Deland,
Chairman, Council on Environmental Quality

SUBJECT: Bush Environmental Record

ACTION: Secretary Skinner writes, "For our speech writers"

DUE DATE: NA

A handwritten signature, possibly 'K. J.', written in dark ink.



EXECUTIVE OFFICE OF THE PRESIDENT
COUNCIL ON ENVIRONMENTAL QUALITY
WASHINGTON, D.C. 20500

Michael R. Deland
Chairman

December 9, 1991

(202) 395-5080

MEMORANDUM TO: The Honorable Samuel K. Skinner *Sam*
FROM: Michael R. Deland *M.R.D.*
SUBJECT: Bush Environmental Record

While I don't believe in environmental "score cards" - unless the results happen to be right - I thought you'd be interested in perusing this one. ENVIRONMENT TODAY, a news magazine for environmental professionals, lists some of the President's initiatives and awarded a, "B+, Mr. President, for taking the high road."

We are beginning, bit by bit, to get more positive coverage and recognition of the President's environmental record. We will continue to spread the word and would welcome your suggestions.

The President finally is beginning to get a bit of credit in this arena...

Environment Today

THE NEWSMAGAZINE FOR ENVIRONMENTAL AND POLLUTION CONTROL

November/December 1991

Vol. 2, No. 9

Editor's Letter

Not bad at all, George

1992 is an election year and enviropolitics will no doubt get mired in lots of emotional muck before it's over. So let *ET* be the first to inventory George Bush's E-record in a calm light:

- the sweeping Clean Air amendments. (If "environmentalists" don't think they're tough enough on industry, they should

be allowed to sit in on corporate planning meetings);

- a moratorium on offshore oil and gas development until after the year 2000 for 99% of the California coast, most of Florida and the entire coasts of Washington, Oregon, and New England;

- a major \$750 million addi-

tion to U.S. national parks, forests and public lands;

- a two year EPA civil penalty assessment record equalling all those levied against industry in the agency's prior years;

- an agreement in 1990 to phase out of substances that deplete the Earth's ozone layer;

- a pledge to sign a global climate change treaty at the June 1992 U.N. "Earth Summit" in Brazil.

- sponsorship of legislation (passage expected soon) to elevate EPA to cabinet level status;

- promoting environmental concerns within the World Bank, including a \$50 million Green Fund for developing countries.

Let's admit it: lots of White House press releases never see the light of day because they can't compete with Saddam Hussein,

Madonna and Clarence Thomas. Consider please: a reforestation program to plant a billion trees a year across America (first time you heard of it?); an new international protocol requiring double hulled oil transport; a farm bill providing a one million acre "wetlands reserve"; an international accord to protect Antarctica; a 48% boost in funds for wetlands protection; new authorization for AID to swap debt in developing countries for local currency spending on environmental projects.

All in all, not a bad job of balancing concerns for economic stability and world competitiveness with demands that he recreate the Garden of Eden in his first term. A B+, Mr. President, for taking the high road. ■



REGION 6
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U.S. Department of Labor
Bureau Of Labor Statistics
Southwest Regional Office
525 Griffin Street, Room 221
Dallas, Texas 75202



DATE: 12/13/91

TIME: _____

TO: Jennifer Grossman
NAME
White House Presidential
Speech Writing Staff
ORGANIZATION

FROM: Nic Santangelo
BLS-Dallas

FAX #: (202) 456-6218

FAX #: 214-767-3720

PHONE: _____

PHONE: _____

COMMENTS: _____

TOTAL PAGES SENT AFTER COVER SHEET: 3

NONAGRICULTURAL WAGE AND SALARY EMPLOYMENT GROWTH
DALLAS-FORT WORTH CMSA
ANNUAL AVERAGES

10 YEAR

<u>YEAR</u>	<u>METROPOLITAN STATISTICAL AREA</u>	<u>LEVEL OF EMPLOYMENT</u>
1980	DALLAS	1,026,300
	FORT WORTH-ARLINGTON	+ 417,800
	DALLAS-FORT WORTH CMSA	1,444,100
1990	DALLAS	1,372,600
	FORT WORTH-ARLINGTON	+ 587,900
	DALLAS-FORT WORTH CMSA	1,960,500

JOBS CREATED

1990	DALLAS-FORT WORTH CMSA	1,960,500
1980	DALLAS-FORT WORTH CMSA	- 1,444,100
TEN YEAR JOB GROWTH		516,400
ANNUAL AVERAGE GROWTH RATE IN NEW JOBS		3.6%

NONAGRICULTURAL WAGE AND SALARY EMPLOYMENT GROWTH
DALLAS-FORT WORTH CMSA
ANNUAL AVERAGES

5 YEAR

<u>YEAR</u>	<u>METROPOLITAN STATISTICAL AREA</u>	<u>LEVEL OF EMPLOYMENT</u>
1985	DALLAS	1,309,300
	FORT WORTH-ARLINGTON	+ 516,700
	DALLAS-FORT WORTH CMSA	1,826,000
1990	DALLAS	1,372,600
	FORT WORTH-ARLINGTON	+ 587,900
	DALLAS-FORT WORTH CMSA	1,960,500

JOBS CREATED

1990	DALLAS-FORT WORTH CMSA	1,960,500
1985	DALLAS-FORT WORTH CMSA	- 1,826,000
FIVE YEAR JOB GROWTH		134,500
ANNUAL AVERAGE GROWTH RATE IN NEW JOBS		1.5%

NONAGRICULTURAL WAGE AND SALARY EMPLOYMENT GROWTH
DALLAS-FORT WORTH CMSA
ANNUAL AVERAGES

2 YEAR

<u>YEAR</u>	<u>METROPOLITAN STATISTICAL AREA</u>	<u>LEVEL OF EMPLOYMENT</u>
1988	DALLAS	1,328,200
	FORT WORTH-ARLINGTON	+ 549,000
	DALLAS-FORT WORTH CMSA	1,877,200
1990	DALLAS	1,372,600
	FORT WORTH-ARLINGTON	+ 587,900
	DALLAS-FORT WORTH CMSA	1,960,500

JOBS CREATED

1990	DALLAS-FORT WORTH CMSA	1,960,500
1988	DALLAS-FORT WORTH CMSA	- 1,877,200
TWO YEAR JOB GROWTH		83,300
ANNUAL AVERAGE GROWTH RATE IN NEW JOBS		2.2%

SENT BY:DOT S-1

;12-11-91 ; 2:44PM ;

2023883956-

4562983:# 1



THE SECRETARY OF TRANSPORTATION
 WASHINGTON, D.C. 20590
 December 11, 1991

Copy Tony
read well

MEMORANDUM TO DAVID F. DEMAREST, JR.

FROM: Samuel K. Skinner

SUBJECT: The President's Remarks Regarding the Surface
 Transportation Bill

As you know, the President plans to sign the Intermodal Surface Transportation Efficiency Act at a ceremony in Dallas, Texas and address a special meeting of the American Association of State Highway and Transportation Officials (AASHTO). I understand that the signing statement is undergoing clearance, and my staff is involved in that process. As for the AASHTO speech, I believe that the President's remarks should focus on two major themes and avoid getting into minor details of the Act. The two themes are as follows:

- o Short-Term Effects: This bill will very quickly inject billions of dollars into our Nation's economy, providing stimulus to economic growth and creating hundreds of thousands of construction jobs in the coming year. The President has ordered the Department of Transportation to expedite the approval of projects so that the bureaucracy does not get in the way of the economic recovery.
- o Long-Term Effects: This bill will have even greater effects in the long term, by helping to increase America's productivity and international competitiveness. Studies have shown that a Nation's level of investment in transportation infrastructure has a direct effect on that Nation's productivity. In passing the bill, the Administration and Congress have begun the job by passing a bill which will give American workers the tools to do their job; it is up to AASHTO and American workers to finish it.

I have no doubt that you intended to include these themes in the President's remarks, but I just wanted to ensure that they are the major thrust of the speech.

TONY -- HERE ARE THE FIGURES FOR A FEW SELECT INDUSTRIES:

AUTO INDUSTRY	798,000	(workers or work years)
ELECTRONICS	1,572,000	" "
TEXTILES	672,000	
INDUSTRIAL EQUIP.	1,958,000	
LUMBER	699,000	

BUREAU OF LABOR STATISTICS
WASHINGTON, D.C. 20212

FACSIMILE TRANSMISSION COVER SHEET

TO:

NAME and/or ORGANIZATION Carly Burns

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TELEPHONE 456-7750 FAX No. 456-6218

FROM:

NAME & ORGANIZATION _____

TELEPHONE 523-1327 FAX NUMBER 523-5136

REMARKS:

This documents consists of 1 pages (excluding this page).

Note: Please call sender if there are any problems with this transmission.

Table B-1. Employees on nonfarm payrolls by industry
(In thousands)

1,000 = mil
100 = 100
3 05
at
end

Industry	Not seasonally adjusted				Seasonally adjusted					
	Nov. 1990	Sept. 1991	Oct. 1991 ^p	Nov. 1991 ^p	Nov. 1990	July 1991	Aug. 1991	Sept. 1991	Oct. 1991 ^p	Nov. 1991 ^p
Total.....	110,691	109,421	109,795	109,803	109,761	108,859	108,971	109,066	109,070	108,829
Total private.....	91,937	91,257	91,090	90,952	91,406	90,439	90,557	90,642	90,610	90,378
Goods-producing industries.....	24,680	24,205	24,068	23,798	24,481	23,798	23,826	23,797	23,723	23,593
Mining.....	719	693	686	681	712	701	693	684	678	676
Oil and gas extraction.....	402.3	387.0	383.8	382.8	398	394	390	385	382	380
Construction.....	5,085	4,948	4,886	4,700	4,962	4,695	4,691	4,699	4,671	4,576
General building contractors.....	1,273.9	1,208.6	1,191.1	1,157.9	1,251	1,170	1,165	1,161	1,152	1,136
Manufacturing.....	18,876	18,564	18,496	18,417	18,807	18,402	18,442	18,414	18,374	18,341
Production workers.....	12,788	12,606	12,553	12,484	12,715	12,448	12,488	12,456	12,437	12,412
Durable goods.....	10,903	10,580	10,545	10,503	10,867	10,546	10,553	10,531	10,494	10,462
Production workers.....	7,210	7,008	6,988	6,950	7,172	6,971	6,983	6,954	6,936	6,914
Lumber and wood products.....	718.8	713.0	704.7	699.2	719	699	700	696	698	699
Furniture and fixtures.....	500.7	484.0	485.0	484.2	496	478	483	482	481	479
Stone, clay, and glass products.....	548.4	531.2	529.2	523.9	543	520	523	522	522	518
Primary metal industries.....	746.9	720.7	714.5	710.2	747	721	722	719	714	709
Blast furnaces and basic steel products.....	274.0	260.3	256.8	256.7	274	260	260	260	258	257
Fabricated metal products.....	1,409.7	1,365.9	1,364.9	1,359.4	1,402	1,339	1,361	1,358	1,355	1,350
Industrial machinery and equipment.....	2,061.6	1,971.7	1,964.7	1,956.0	2,063	1,984	1,980	1,980	1,969	1,958
Electronic and other electrical equipment.....	1,643.9	1,583.9	1,584.3	1,579.9	1,636	1,589	1,585	1,581	1,576	1,572
Transportation equipment.....	1,903.6	1,872.3	1,859.2	1,856.0	1,897	1,861	1,868	1,861	1,848	1,850
Motor vehicles and equipment.....	761.4	806.7	797.8	799.6	758	791	797	795	788	798
Instruments and related products.....	991.4	963.8	962.7	961.7	991	968	966	967	964	961
Miscellaneous manufacturing.....	378.4	371.1	375.5	372.7	373	367	365	365	367	366
Nondurable goods.....	7,973	7,984	7,951	7,914	7,940	7,856	7,889	7,883	7,880	7,879
Production workers.....	5,578	5,598	5,570	5,534	5,543	5,477	5,505	5,502	5,501	5,498
Food and kindred products.....	1,682.7	1,759.8	1,719.5	1,686.1	1,669	1,660	1,685	1,676	1,671	1,673
Tobacco products.....	50.6	51.1	50.5	49.1	49	49	50	49	48	47
Textile mill products.....	679.9	675.0	675.5	675.1	677	671	670	670	672	672
Apparel and other textile products.....	1,030.4	1,040.5	1,048.1	1,048.6	1,023	1,032	1,031	1,034	1,039	1,039
Paper and allied products.....	697.3	692.9	691.7	690.5	697	689	692	692	691	691
Printing and publishing.....	1,573.9	1,523.9	1,524.4	1,529.1	1,568	1,532	1,531	1,530	1,526	1,523
Chemicals and allied products.....	1,091.1	1,090.6	1,089.3	1,088.6	1,095	1,084	1,088	1,090	1,091	1,092
Petroleum and coal products.....	159.3	161.6	160.7	158.7	159	159	160	159	159	158
Rubber and misc. plastics products.....	880.5	865.9	869.9	866.5	877	857	861	862	864	863
Leather and leather products.....	127.1	122.4	121.1	121.7	126	123	121	121	119	121
Service-producing industries.....	86,011	85,216	85,727	86,005	85,280	85,061	85,145	85,269	85,347	85,236
Transportation and public utilities.....	5,897	5,877	5,879	5,874	5,852	5,809	5,820	5,829	5,829	5,826
Transportation.....	3,628	3,615	3,625	3,630	3,582	3,550	3,564	3,569	3,575	3,580
Communications and public utilities.....	2,269	2,262	2,254	2,244	2,270	2,259	2,256	2,260	2,254	2,246
Wholesale trade.....	6,193	6,067	6,061	6,048	6,180	6,064	6,050	6,049	6,043	6,032
Durable goods.....	3,606	3,495	3,489	3,484	3,604	3,509	3,500	3,495	3,489	3,481
Nondurable goods.....	2,587	2,572	2,572	2,564	2,576	2,555	2,550	2,554	2,554	2,551
Retail trade.....	19,950	19,377	19,294	19,509	19,628	19,347	19,343	19,358	19,294	19,183
General merchandise stores.....	2,644.9	2,306.5	2,339.4	2,457.1	2,470	2,347	2,349	2,342	2,323	2,292
Food stores.....	3,286.0	3,216.7	3,229.1	3,256.1	3,243	3,232	3,227	3,226	3,219	3,214
Automotive dealers and service stations.....	2,069.0	2,053.2	2,045.8	2,037.2	2,070	2,038	2,038	2,035	2,038	2,037
Eating and drinking places.....	6,554.5	6,700.6	6,538.8	6,504.6	6,596	6,578	6,563	6,569	6,558	6,544
Finance, insurance, and real estate.....	6,716	6,707	6,678	6,681	6,740	6,688	6,687	6,692	6,698	6,702
Finance.....	3,295	3,280	3,269	3,277	3,301	3,275	3,276	3,283	3,282	3,280
Insurance.....	2,122	2,118	2,117	2,118	2,128	2,122	2,123	2,122	2,123	2,124
Real estate.....	1,299	1,309	1,292	1,286	1,311	1,291	1,288	1,287	1,293	1,298
Services.....	28,501	29,024	29,110	29,042	28,525	28,733	28,831	28,937	29,023	29,042
Business services.....	5,327.7	5,416.2	5,449.4	5,408.6	5,287	5,280	5,321	5,336	5,379	5,360
Health services.....	7,990.7	8,320.5	8,358.4	8,394.2	7,997	8,249	8,289	8,321	8,367	8,403
Government.....	18,754	18,164	18,705	18,851	18,355	18,420	18,414	18,424	18,460	18,451
Federal.....	2,949	2,973	2,971	2,973	2,964	2,963	2,967	2,979	2,986	2,988
State.....	4,471	4,263	4,426	4,450	4,345	4,338	4,337	4,328	4,322	4,325
Local.....	11,334	10,928	11,308	11,428	11,046	11,119	11,110	11,117	11,152	11,138

^p = preliminary.

U. S. Department of Labor
 Bureau of Labor Statistics
 Office of Employment and Unemployment Statistics



441 G Street N. W. Room 2919
 Washington, D. C. 20212

FAX # : 202-523-4558

Date 12-13-91

Name Mary Lee Seifert

Division DMIES

Phone # 202-523-1172

TO:

Name Jennifer Grossman

Office Office of Presidential Speechwriting

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Comments : for production and nonsupervisory workers,
each industry in manufacturing, and
also construction and mining, worked
(1990 yearly aggregate hours) less than the 8 billion
hours you quoted.

Number of pages including cover sheet = 2

ESTABLISHMENT DATA

Table B-2. Average weekly hours of production and nonsupervisory workers

These numbers are annual averages (1990) of weekly aggregate hours of production and nonsupervisory workers.

I divided your 8 billion by 52 to compare these (my #s are in thousands)

8 billion ÷ 52 = 153,846,154

= 153,846 to compare to my #s

All industries with * have annual hours less than the # you used

Total private.....		
Mining.....	*	22,476 *
Construction.....	*	152,388 *
Manufacturing.....		
Overtime hours.....		
Durable goods.....		
Overtime hours.....		
Lumber and wood products.....	*	24,519 *
Furniture and fixtures.....	*	15,760 *
Stone, clay, and glass products.....	*	18,169 *
Primary metal industries.....	*	24,504 *
Blast furnaces and basic steel products.....	*	9,181 *
Fabricated metal products.....	*	15,760 43,260 *
Industrial machinery and equipment.....	*	52,815 *
Electronic and other electrical equipment.....	*	43,047 *
Transportation equipment.....	*	51,224 *
Motor vehicles and equipment.....	*	26,074 *
Instruments and related products.....	*	20,444 *
Miscellaneous manufacturing.....	*	10,789 *
Nondurable goods.....		
Overtime hours.....		
Food and kindred products.....	*	48,911 *
Tobacco products.....	*	1,427 *
Textile mill products.....	*	23,674 *
Apparel and other textile products.....	*	31,855 *
Paper and allied products.....	*	22,721 *
Printing and publishing.....	*	33,109 *
Chemicals and allied products.....	*	25,652 *
Petroleum and coal products.....	*	45,94 *
Rubber and misc. plastics products.....	*	28,284 *
Leather and leather products.....	*	4,069 *
Transportation and public utilities.....		188,135

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Wholesale trade.....	189,783
Retail trade.....	502,195
Finance, insurance, and real estate.....	14,925
Services.....	802,311

1/ Data relate to production workers in mining and manufacturing; construction workers in construction; and nonsupervisory workers in transportation and public utilities; wholesale and retail trade; finance, insurance, and real estate; and services. These groups account for...

2/ These series are adjusted since the season to the trend-cycle and/or consequently cannot be se

Form 1781
11-91

Texas Department Of Transportation

Pages sent 2 (includes this cover sheet) Date 12-12-91

IF YOU DO NOT RECEIVE ALL THE PAGES, CALL AS SOON AS POSSIBLE.

TO: ATTENTION: Jennifer Grossman

Telephone () _____ FAX number (202) 456-6218

FROM: Name Carl R. Utley Div./Dist. Dist. 02

Telephone (817) 370-6515 FAX number (817) 370-6581

Comments More information to follow.

Time 11:48 Sent by J. Utley Authorized by CUU

**DISTRICT FACTS
DISTRICT 2, FORT WORTH**

[] Consists of 9 counties in North Central Texas: Erath, Hood, Jack, Johnson, Palo Pinto, Parker, Somervell, Tarrant, and Wise

TOTAL POPULATION.....1,460,954 (1990)
 VEHICLES REGISTERED.....1,313,837
 CENTERLINE MILES.....3,069
 LANE MILES.....7,893
 TOTAL DAILY TRAVEL (STATE HIGHWAY SYSTEM).....24,997,325
 CONSTRUCTION EXPENDITURE (FY 1990).....\$139,968,719
 MAINTENANCE EXPENDITURE (FY 1990).....\$34,438,496
 CONSTRUCTION UNDER CONTRACT APRIL, 1991, 58 CONTRACTS.....\$345,795,211

EMPLOYEES - 776, INCLUDING 424 IN HIGHWAY MAINTENANCE

NUMBER OF BRIDGES, STATE HIGHWAY SYSTEM, 1,815 (320 OBSOLETE)

NUMBER OF DEFICIENT BRIDGES, STATE HIGHWAY SYSTEM 76

NUMBER OF BRIDGES, OFF-SYSTEM, 1279 (332 OBSOLETE)

NUMBER OF DEFICIENT BRIDGES, OFF-SYSTEM 370

BUSIEST ROADWAY, SH 183 NEAR I 820, 145,000 ADT (1989)

TOP THREE PROJECTS IN THE DISTRICT: I-35W/I-20 INTERCHANGE, I-20 HEMPHILL TO McCART, & I-20 McCART TO WEST OF SH 183

FORT WORTH DISTRICT COUNTY DATA

COUNTY	POPULATION (1990 EST)	HIGHWAY C/L-LANE MILES	DAILY MILES TRAVELED 1990	VEHICLES REGISTERED 1990	HWY. EXPENDITURES 1990
ERATH	27,991	386-784	721,737	25,315	\$4,236,819
HOOD	28,981	173-375	713,685	31,677	2,312,398
JACK	6,835	266-564	256,556	7,793	2,983,279
JOHNSON	97,165	384-876	1,715,370	89,976	10,850,636
PALO PINTO	25,055	385-829	697,321	24,618	5,788,330
PARKER	64,785	344-847	1,682,376	63,072	7,151,791
SOMERVELL	5,360	92-184	202,662	5,472	815,377
TARRANT	1,170,103	683-2,598	17,757,082	1,028,001	129,852,983
WISE	34,679	356-836	1,250,536	<u>37,913</u>	<u>10,415,596</u>
				1,313,837	174,407,215

We propose that all the events be open to the media. My staff is preparing draft presidential remarks for the bill signing ceremony and talking points for his speech to AASHTO. Suggested invitation lists and a draft fact sheet for the event will follow shortly.

We have enjoyed working with you on this matter, and look forward to a successful event on December 18th. Do not hesitate to contact me or my deputy, Kelly Johnston, with any questions you or others might have.

cc: David Demerest
Sig Rogich