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U.S. Department of
Transportation

Office of the Secretary
of Transportation

Office of Assistant Secretary

400 Seventh St., S.W.
Washington, D.C. 20590

DECEMBER 11, 1991

MEMORANDUM TO: CLAIRES SECHLER
ASSOCIATE DIRECTOR, CABINET AFFAIRS
THE WHITE HOUSE

FROM: MARION C. BLAKEY *MCB*
ASSISTANT SECRETARY FOR PUBLIC AFFAIRS

RE: SCENARIO FOR SURFACE TRANSPORTATION BILL
SIGNING CEREMONY

We are pleased that the President's calendar permits him to visit a highway construction site near Dallas, Texas for the signing of the Intermodal Surface Transportation Efficiency Act, and address a special meeting of the American Association of State Highway and Transportation Officials (AASHTO) and Federal Highway Administration.

SCENARIO ONE: STATE HIGHWAY 360 NEAR DFW AIRPORT

We anticipate the President arriving at Dallas-Fort Worth Regional Airport (DFW) at approximately 10:00 a.m. on Wednesday, December 18th. It is approximately 10 minutes by motorcade to the construction site, state highway (SH) 360, a new four lane highway just west of the airport that is designed to relieve congestion and facilitate traffic to and from DFW, a major international airport.

SH 360 is a \$31 million project initiated in March, 1990, and the new legislation includes funding for completion of the highway. The project involves 150 workers, including 105 that are directly involved in the construction of the highway, which is expected to be part of the National Highway System. The contractor, Austin Bridge Company, is one of the oldest and most respected highway construction firms in Texas. Additionally, the land on which the highway is being constructed has been donated. That, along with funds authorized in the bill for the development of a rapid-light rail system between Dallas, Fort Worth and DFW, introduces both private sector and intermodal themes for the event.

Accompanied by key congressional, transportation and industry officials, we propose that the President give brief remarks and sign the bill at the construction site. During his remarks, we suggest the President introduce an employee who most appropriately represents jobs created as a result of the bill, perhaps the most recent hire on the project or some other job-related human

interest story. We will have a large map of the National Highway System available to serve as a backdrop for the event, along with heavy equipment and signs of construction activity.

Following the bill signing, we propose the President join the construction workers for a coffee break, along the lines of the successful brown bag lunch at the Century Freeway - I-105 event held last August in Los Angeles.

After the coffee break, the President would then travel by motorcade to the Hyatt Regency Hotel at DFW for an address to AASHTO. AASHTO represents top transportation officials from each of the 50 states, and played a significant role in crafting many of policies -- including the National Highway System -- which are incorporated in the bill. The speech would focus on the economic impact of the surface bill in the states, particularly jobs being created or supported, and other aspects of the President's domestic agenda. Flanking the stage, we would suggest using a large map of the USA illustrating the number of jobs supported by the bill by region.

Following the address, the President could hold a forum with a small group of managers, workers or other local citizens at the hotel for a give-and-take session about the economy and domestic issues. A local group, such as the chambers of commerce of Fort Worth or North Dallas, could serve as the host for such a forum. Following the forum, the President would return to Air Force 1.

SCENARIO TWO: STATE HIGHWAY 170 NEAR ALLIANCE AIRPORT

An alternate site to SH 360 is a construction site at SH 170, north of Fort Worth, immediately east of Alliance Airport, which the project is designed to serve. It is located 45 minutes away from DFW by motorcade. SH 170 is a \$24 million project involving approximately 100 workers, and state officials believe it will also be part of the National Highway System. Also like SH 360, the surface bill includes funds to facilitate completion of the project.

The site provides an opportunity to highlight the kind of local economic development being fostered by the bill. Much like SH 360, the right of way and the design were furnished through private sector participation. However, there is no opportunity to emphasize a major intermodal theme, other than improving access to a local airport. The project is expected to be completed in March, 1992.

The scenario for a bill signing ceremony is the same as proposed above, except up to 1.5 hours would need to be budgeted for travel time to and from the site and DFW. We also understand the site may raise some environmental concerns.

THE WHITE HOUSE
Office of the Press Secretary

For Immediate Release

December 18, 1991

FACT SHEET

THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

President Bush today signed "The Intermodal Surface Transportation Efficiency Act of 1991." This new law, which contains most of the major innovations for restructuring Federal surface transportation programs proposed by the Administration last February, establishes the framework for the post-Interstate era in America. Its major principles are:

- focused Federal investment on a National Highway System, a network of primarily existing major highways, including the Interstate System, that carry the bulk of intercity travel,
- unprecedented flexibility for State and local governments to use a large portion of the Federal funds authorized in this legislation to solve local transportation problems in the ways that best meet local needs. Identical non-Federal matching fund requirements for most highway and transit projects will help to ensure that this local flexibility will not be influenced by funding considerations.
- new opportunities for private sector involvement in meeting surface transportation needs,
- increased funding and new incentives to promote congestion relief, environmental compatibility, and highway safety, as well as
- a new emphasis on technology development to prepare our transportation network to meet tomorrow's challenges.

When the President signed the Department of Transportation Appropriations Act for this fiscal year in October, he pointed out that there was an \$11 billion shortfall in the highway funds that Act appeared to permit the States to use and the funds the States actually had available. The law the President signed today corrects that shortfall. That additional \$11 billion in highway spending will support up to 660,000 jobs this fiscal year.

MAJOR FEATURES OF THE BILL

National Highway System. The new law establishes a National Highway System of 155,000 miles and provides funding that should ensure that conditions and performance of the System can be maintained through the life of this legislation in the face of projected increases in travel. The National Highway System (NHS) will comprise about 4 percent of public road mileage in this country, but carry 40 percent of all vehicle miles traveled and 75 percent of intercity truck travel. An efficient NHS will help keep prices of American goods down, thereby benefiting American consumers as well as American producers, whose products in turn will be more competitive in foreign markets.

Flexible Surface Transportation Program. The bill the President signed today consolidates an array of existing categorical highway programs into a new Surface Transportation Program, giving the States greater flexibility in the use of the funds for highway projects. It goes even further, though: as the Administration had proposed, these flexible funds will be available to support transit capital projects if State and local officials decide that transit is the better investment to improve surface transportation efficiency in the local area.

Bridge Program. A separate program to provide funds for the rehabilitation and replacement of existing bridges will be retained, and funding will be increased, as the Administration had proposed.

Toll Financing and Privatization. For the first time in the history of the Federal-aid highway program, State and local governments will have broad discretion to use Federal funds for the construction and reconstruction of toll roads. In many cases, toll financing can permit highway construction or reconstruction to proceed much sooner than if State and local governments had to rely on limited user fee or general revenue resources. As proposed by the Administration, the new law permits States to contract with private developers to construct or improve toll highways. State-of-the-art technology can charge tolls to motorists' credit cards without the need for them to stop at toll booths.

Improved Management and Planning. As proposed by the Administration, the new law requires States to develop and implement management systems to improve accountability and optimize investment. In addition, a much stronger planning process is proposed at the local, regional, and statewide level, incorporating environmental considerations at the earliest possible stage.

Transit Assistance. The new law authorizes a much greater portion of the program from the Mass Transit Account of the

Highway Trust Fund, but at significantly higher total levels than the Administration had proposed and earmarks a major portion of those funds for new transit projects that may not be cost-effective investments. The Administration and Congress will have to decide, through the appropriations process in the years to come, whether limited Federal funds can be effectively used as the mass transit provisions of this legislation contemplate.

Highway Safety. The new law basically continues and strengthens the current Federal highway traffic safety program, which has proven to be so successful: the fatality rate on our Nation's highways was lower in 1990 than in any year since records have been kept. Tens of thousands of lives have been saved over the past decade by increased seat belt use and a reduction in drunk driving -- both encouraged by Federal highways safety grants, safety features that have been incorporated into new cars either as the result of Federal regulations or voluntary actions of the vehicle manufacturers, and safer design of our highways. Incentive grants to encourage greater occupant protection and reduced drunk driving have been included in the legislation.

New Technology. Intelligent Vehicle and Highway Systems and magnetically levitated and other high speed ground transportation systems hold real promise to revolutionize surface transportation in the decades to come, as on-going research and demonstration efforts conducted by the Department of Transportation have shown. These efforts will be continued under the terms of the new law, and other areas of highway, highway safety, and transit research will be enhanced, in partnership with State and local governments and the private sector.

Environmental Compatibility. The Nation has recognized the need to improve air quality and preserve other environmental assets, such as wetlands. The bill the President has signed provides new tools to help ensure that transportation improvements address environmental concerns. As the Administration had proposed, the bill permits pilot programs to apply congestion pricing strategies in a limited number of urban areas. The law also permits the use of Federal highway funds in the development of wetland banks to offset the use of wetlands in highway construction. It provides funds for projects to improve air quality and, by providing broad flexibility in the use of Federal funds for highway or transit projects, permits localities to address air quality concerns as well as transportation needs.

Productivity. The new law will reduce the administrative costs to the truck and bus industry in complying with State requirements by some \$1 billion annually. The law directs States to participate in the International Registration Plan and the International Fuel Tax Agreement, permitting trucks to register and pay fuel taxes in their "base" State rather than in all the States in which they operate.

ACCELERATION PROJECT

The President directed the Department of Transportation to expedite the flow of funds authorized by this new law for highway and transit projects to the State and local governments that can use them to put people to work and renew our transportation infrastructure.

Initiatives to Accelerate Highway Funds

All of the highway funds in this new law that are available this fiscal year and that are apportioned by statutory formula or earmarked in the law are being distributed by the Federal Highway Administration (FHWA) today. The remaining discretionary funds, which require applications from the States and evaluation by FHWA, will be distributed as soon as possible. FHWA will work with the States to expedite release of those funds. As a result of FHWA's actions, approximately \$200 million in discretionary funds and \$500 million in funds for special projects will be released about two to three months sooner than normal.

This new law makes major changes in the highway program structure and in the eligibility of funds. FHWA has issued interim guidance on the use of the newly authorized funds to help States move promptly.

The new law contains a provision permitting the States to waive the non-Federal matching requirement for the next two fiscal years. The waived amount must be paid back in future years. FHWA will encourage States that are having severe financial difficulties to use this provision so that projects can be approved and funded without having to wait for matching funds to be identified.

Accelerated Transit Funds

The Federal Transit Administration (FTA) is also making formula transit grant funds, including rail modernization funds, available to its recipients today. Additionally, it will encourage use of advance construction authority and other means of making Federal commitments of future-year funds to allow projects to proceed now.

Using new procedures and guidance in this law, FTA will obligate about \$160 million more in rail modernization funds and \$140 million more in discretionary bus funds during the first half of this fiscal year than it would normally obligate.

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 Grossman456-6218

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

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.

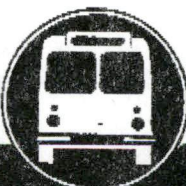
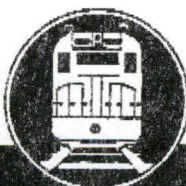
James "The problem is one of money and of priorities," said Hal Rives, President of the American Association of State Highway and Transportation Officials and Commissioner of the Georgia Department of Transportation. "And the outcome is critical to our nation's economic growth and social development."

Years of "disinvestment" in highways and transit have produced a transportation crisis in the United States. Motorists today drive twice as many 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 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.

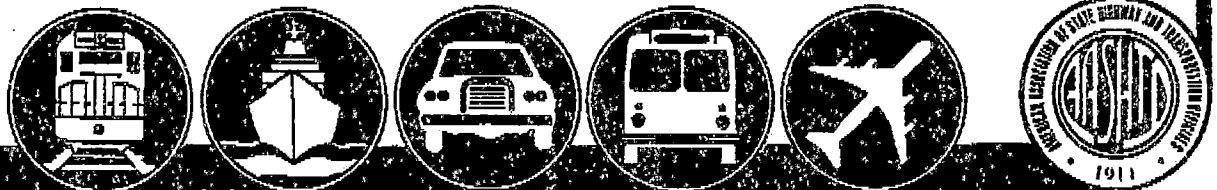
We believe this appearance demonstrates the President's dedication to the future of American transportation, and we applaud and thank him for it.

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



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.

- 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 deregulation 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:

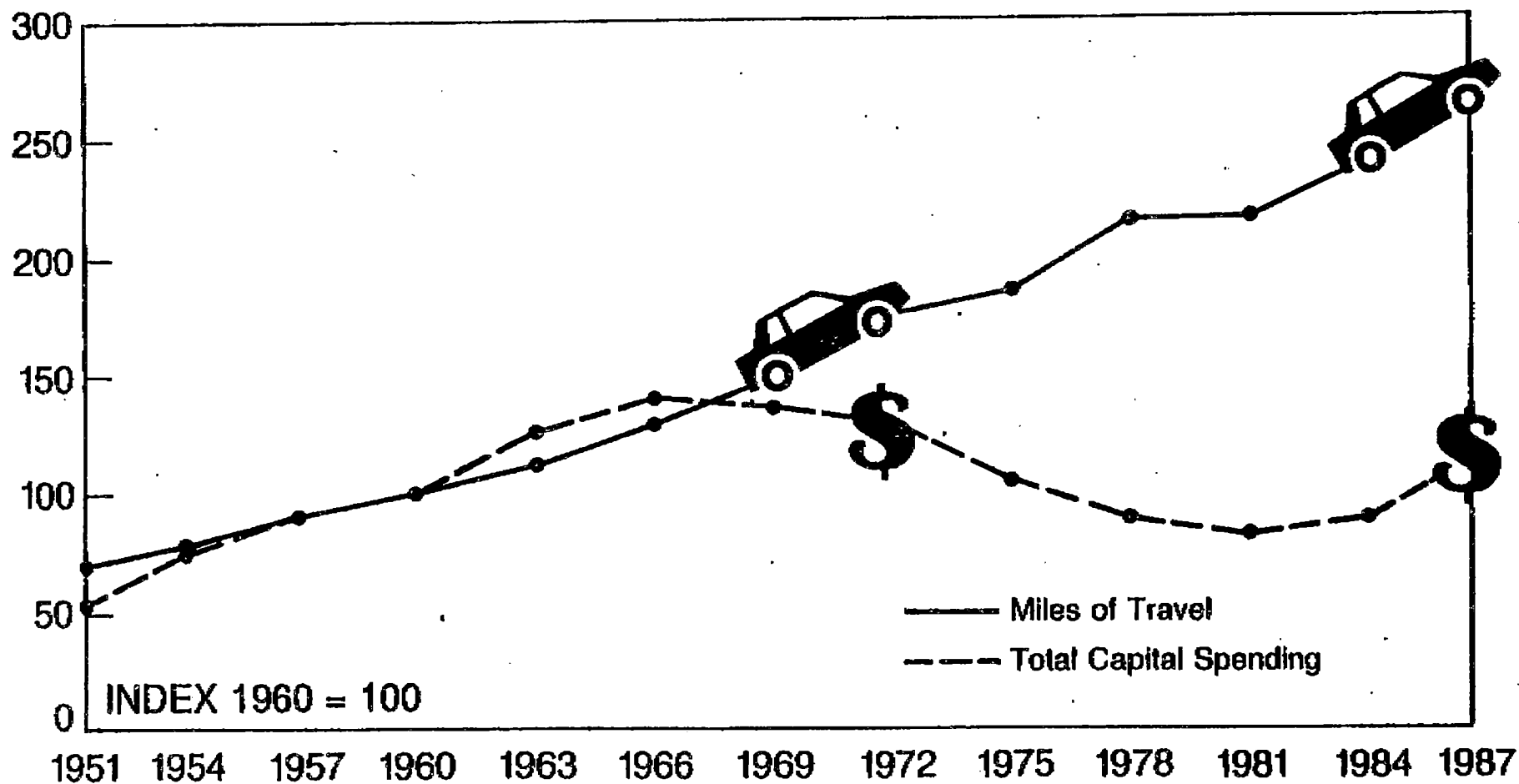
Most information in this collection was obtained from:

- 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*.

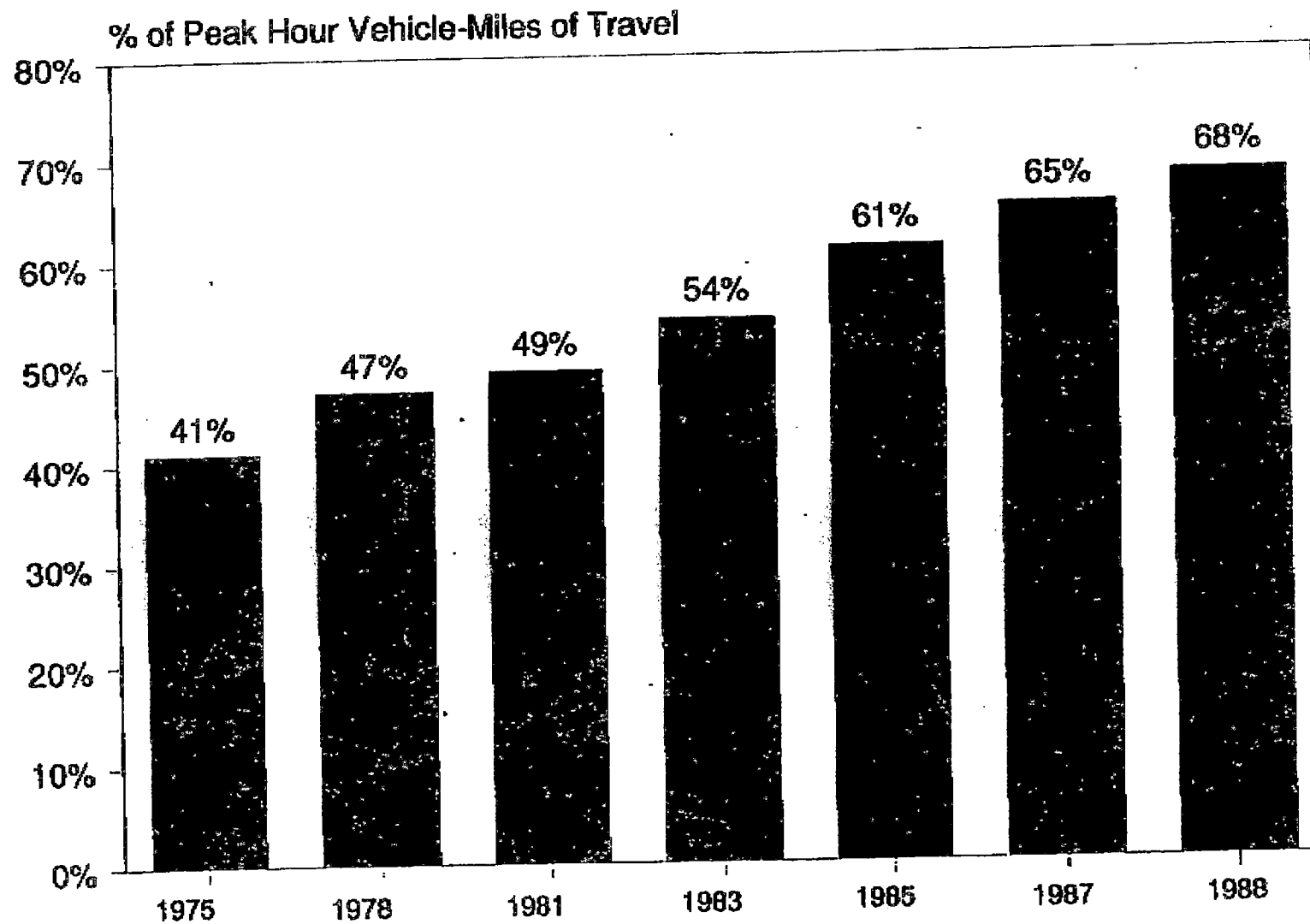
For further information, contact:

*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

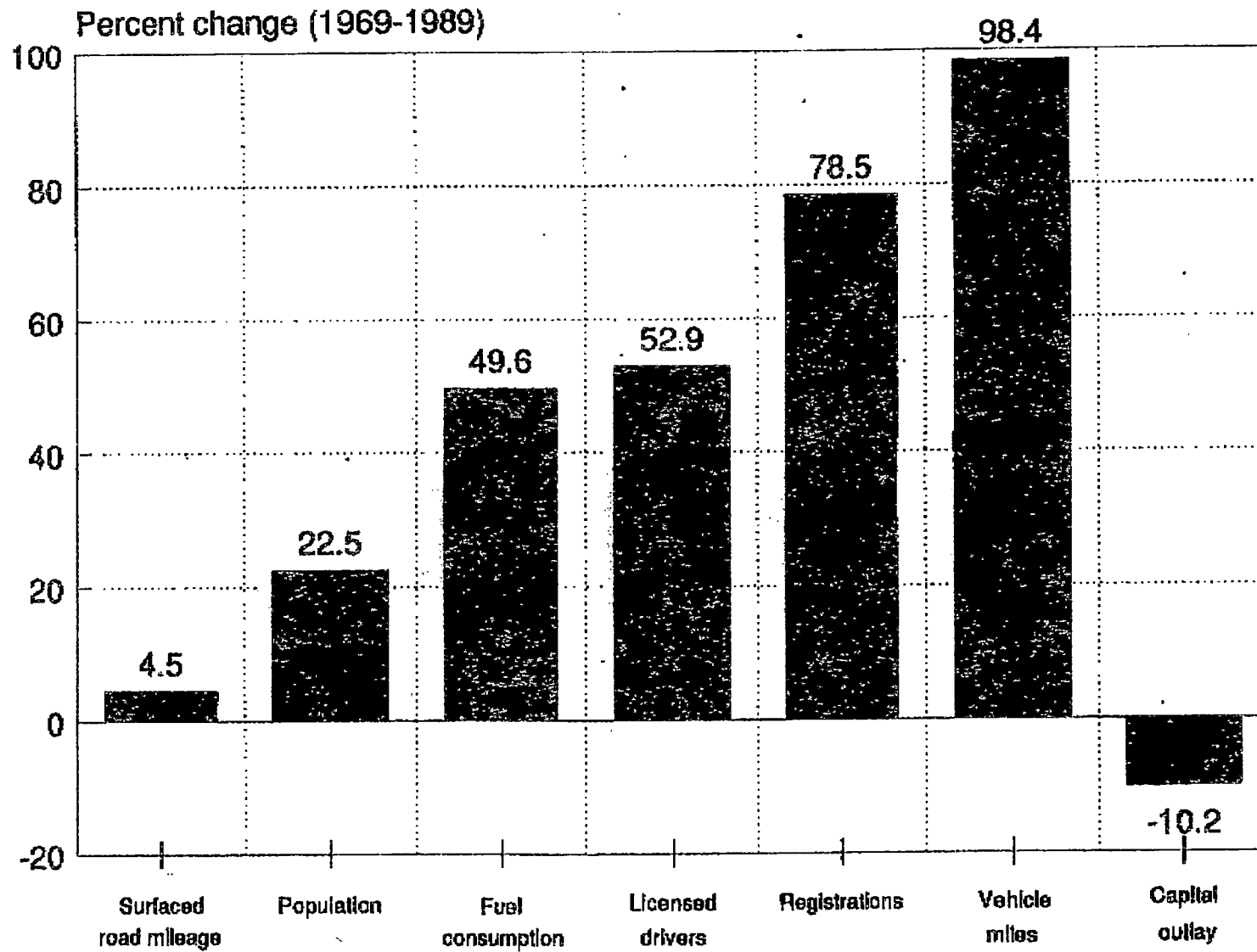


TRAVEL CONGESTION ON URBAN INTERSTATES



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.

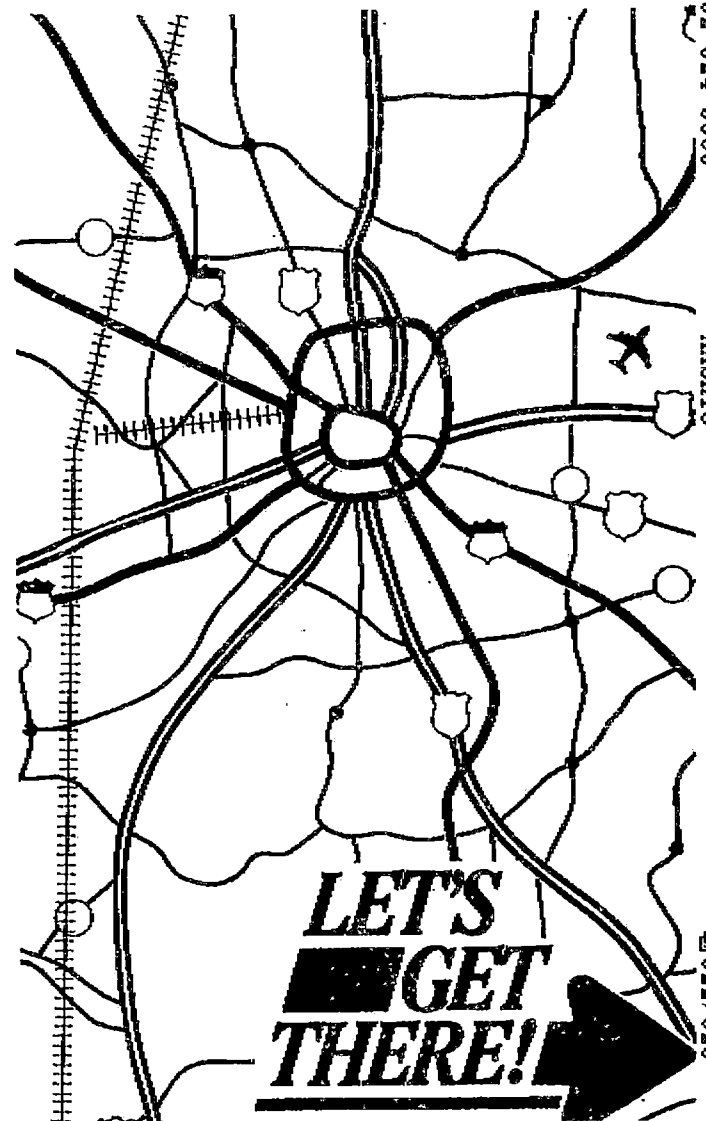
You can help. How? Speak up for more transportation funding — and join the others in your state and around the nation working to make it happen. Write today and we'll put you in touch. We've no time to waste.

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

**LET'S
■ GET
THERE!**



HOW YOU CAN HELP HALT AMERICA'S TRANSPORTATION SLOWDOWN



12/12/91

11:09

202 624 5806

AASHTO

022/023

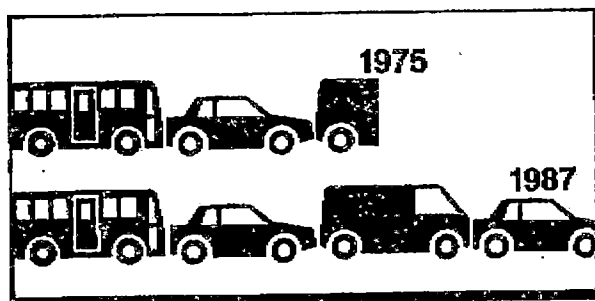
■ SLOWING DOWN?

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.

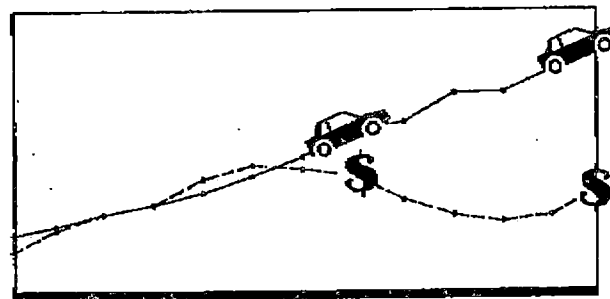
America once had the world's best transportation system, but we're falling behind. Today we drive twice as many miles as we did 20 years ago and take twice as many plane trips as 10 years ago.

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.

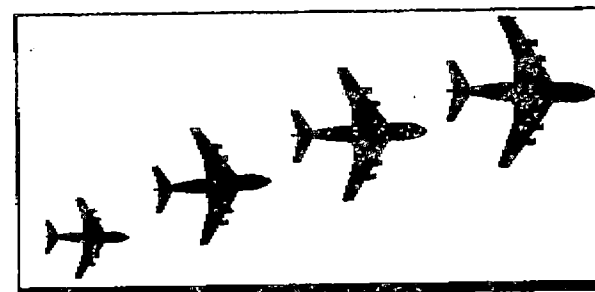
Why? Because the needed investment has not been made.



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!

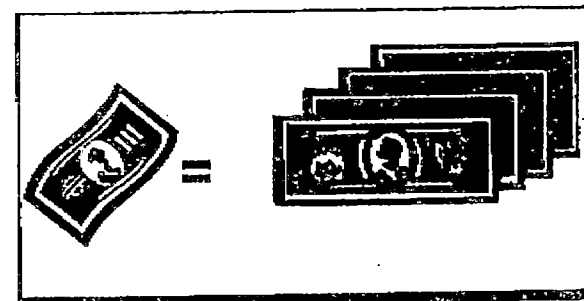
To go and grow, the nation *must* invest more. **LET'S GET THERE!**



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.



U.S. Department of
Transportation

Office of the Secretary
of Transportation

Assistant Secretary

400 Seventh St., S.W.
Washington, D.C. 20590

OFFICE OF THE ASSISTANT SECRETARY FOR PUBLIC AFFAIRS
TELECOPIER INFORMATION SHEET

12 DEC 91
DATE

THE FOLLOWING 21 PAGES (INCLUDING COVER SHEET) ARE FOR:

Leviner Grossman NAME OF INDIVIDUAL

Speechwriting COMPANY NAME

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Pete Johnston

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IF YOU DO NOT RECEIVE ALL PAGES, PLEASE CALL
AT 366-4531 PROMPTLY.

THANK YOU

DRAFT - 12-12-91 AT 4:40P.M.
REMARKS BY THE PRESIDENT
SIGNING OF INTERMODAL SURFACE TRANSPORTATION
EFFICIENCY ACT
DECEMBER 18, 1991

Thank you for being here today on this historic occasion: the launching of the post Interstate era of America's surface transportation system. The 1991 Intermodal Surface Transportation Efficiency Act is the most important transportation bill to take effect since President Eisenhower started the Interstate system 35 years ago. //

This legislation increases our investment in America's future, and provides jobs for today and tomorrow. By immediately committing \$11 billion from the Federal Highway Trust Fund, the bill will support up to 660,000 jobs during the 1992 Fiscal Year. In Texas, this year alone, the legislation will support more than 89,000 jobs. By focusing federal infrastructure investment on a National Highway System, bridges, and new technology, and through continuing support for mass transit, we will lay the foundation for new jobs and economic opportunity in the next American Century. //

Perhaps, most important, it will increase, dramatically, the total level of long-term investment in our national infrastructure. In short, it will assure improved

movement of goods, of services, of people ... to jobs, to homes and to markets ... well into the 21st century. //

The location of our event today -- on State Highway 360 near DFW Airport -- symbolizes what this bill is about. It's about jobs. This nearly \$31 million contract will provide for 150 jobs. But it means more than just jobs at highway construction sites. A few minutes from here, in Plano, a company called Luminator makes products for mass transit systems. This bill today permits them to go ahead with an expansion that provides for a 35 percent increase in their work force -- 150 new jobs. There are many companies like Luminator throughout the country that will begin putting more people to work as a result of this bill. //

This bill, however, is more than just jobs. It's about the need to reduce traffic congestion, and move America more safely and efficiently into the 21st century. It's also about fostering more effective partnerships between the federal government and state and local governments, by giving local governments greater flexibility on how transportation dollars are spent. It's about the need to increase investment in our nation's infrastructure, including new innovative finance initiatives for private sector involvement. It's about highways and mass transit working together, to solve the problem of traffic congestion that has plagued

so many parts of the country. It's about making the most effective environmentally sensitive investment decisions. //

And it's about something else I want to emphasize this morning: What can be achieved when people work together, in the national interest, in a spirit of bipartisan cooperation. //

I am especially pleased that Congress adopted our proposal to designate a National Highway System. This integrated, nationwide system of some 155,000 miles of mainly existing routes represents only about 4 percent of all public road miles in the United States, but it carries 75 percent of intercity truck traffic and 40 percent of all travel in this country. I commend Congress for ensuring adequate funding to maintain and improve this national network, which will help improve America's competitiveness in the global marketplace. //

The bill I'm signing today helps our economy in another important way: It saves money for America's trucking industry. They stand to save some \$1 billion annually on administrative costs, while realizing increased productivity, and further cost savings through paperwork reduction. These savings should result in better prices on consumer goods. //



U.S. Department of
Transportation

Office of the Secretary
of Transportation

Office of Assistant Secretary

400 Seventh St., S.W.
Washington, D.C. 20590

DECEMBER 11, 1991

MEMORANDUM TO: CLAIRES SECHLER
ASSOCIATE DIRECTOR, CABINET AFFAIRS
THE WHITE HOUSE

FROM: MARION C. BLAKEY *MCB*
ASSISTANT SECRETARY FOR PUBLIC AFFAIRS

RE: SCENARIO FOR SURFACE TRANSPORTATION BILL
SIGNING CEREMONY

We are pleased that the President's calendar permits him to visit a highway construction site near Dallas, Texas for the signing of the Intermodal Surface Transportation Efficiency Act, and address a special meeting of the American Association of State Highway and Transportation Officials (AASHTO) and Federal Highway Administration.

SCENARIO ONE: STATE HIGHWAY 360 NEAR DFW AIRPORT

We anticipate the President arriving at Dallas-Fort Worth Regional Airport (DFW) at approximately 10:00 a.m. on Wednesday, December 18th. It is approximately 10 minutes by motorcade to the construction site, state highway (SH) 360, a new four lane highway just west of the airport that is designed to relieve congestion and facilitate traffic to and from DFW, a major international airport.

SH 360 is a \$31 million project initiated in March, 1990, and the new legislation includes funding for completion of the highway. The project involves 150 workers, including 105 that are directly involved in the construction of the highway, which is expected to be part of the National Highway System. The contractor, Austin Bridge Company, is one of the oldest and most respected highway construction firms in Texas. Additionally, the land on which the highway is being constructed has been donated. That, along with funds authorized in the bill for the development of a rapid-light rail system between Dallas, Fort Worth and DFW, introduces both private sector and intermodal themes for the event.

Accompanied by key congressional, transportation and industry officials, we propose that the President give brief remarks and sign the bill at the construction site. During his remarks, we suggest the President introduce an employee who most appropriately represents jobs created as a result of the bill, perhaps the most recent hire on the project or some other job-related human

interest story. We will have a large map of the National Highway System available to serve as a backdrop for the event, along with heavy equipment and signs of construction activity.

Following the bill signing, we propose the President join the construction workers for a coffee break, along the lines of the successful brown bag lunch at the Century Freeway - I-105 event held last August in Los Angeles.

After the coffee break, the President would then travel by motorcade to the Hyatt Regency Hotel at DFW for an address to AASHTO. AASHTO represents top transportation officials from each of the 50 states, and played a significant role in crafting many of policies -- including the National Highway System -- which are incorporated in the bill. The speech would focus on the economic impact of the surface bill in the states, particularly jobs being created or supported, and other aspects of the President's domestic agenda. Flanking the stage, we would suggest using a large map of the USA illustrating the number of jobs supported by the bill by region.

Following the address, the President could hold a forum with a small group of managers, workers or other local citizens at the hotel for a give-and-take session about the economy and domestic issues. A local group, such as the chambers of commerce of Fort Worth or North Dallas, could serve as the host for such a forum. Following the forum, the President would return to Air Force 1.

SCENARIO TWO: STATE HIGHWAY 170 NEAR ALLIANCE AIRPORT

An alternate site to SH 360 is a construction site at SH 170, north of Fort Worth, immediately east of Alliance Airport, which the project is designed to serve. It is located 45 minutes away from DFW by motorcade. SH 170 is a \$24 million project involving approximately 100 workers, and state officials believe it will also be part of the National Highway System. Also like SH 360, the surface bill includes funds to facilitate completion of the project.

The site provides an opportunity to highlight the kind of local economic development being fostered by the bill. Much like SH 360, the right of way and the design were furnished through private sector participation. However, there is no opportunity to emphasize a major intermodal theme, other than improving access to a local airport. The project is expected to be completed in March, 1992.

The scenario for a bill signing ceremony is the same as proposed above, except up to 1.5 hours would need to be budgeted for travel time to and from the site and DFW. We also understand the site may raise some environmental concerns.

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

their outstanding contributions to the health and safety of their fellow Americans.

The Congress, by House Joint Resolution 109, has designated the weeks beginning May 12, 1991, and May 10, 1992, as "Emergency Medical Services Week" and has authorized and requested the President to issue a proclamation in observance of these occasions.

Now, Therefore, I, George Bush, President of the United States of America, do hereby proclaim the week of May 12 through May 18, 1991, and the week of May 10 through May 16, 1992, as Emergency Medical Services Week. I call upon all Americans to observe this week with appropriate ceremonies and activities.

In Witness Whereof, I have hereunto set my hand this fifteenth day of May, in the year of our Lord nineteen hundred and ninety-one, and of the Independence of the United States of America the two hundred and fifteenth.

George Bush

[Filed with the Office of the Federal Register, 10:27 a.m., May 17, 1991]

Note: This proclamation was released by the Office of the Press Secretary on May 16.

Remarks on Signing the Proclamation Commemorating National Defense Transportation Day and National Transportation Week

May 17, 1991

Good morning, fellow travelers. [Laughter] It's really great to see you all here, representatives of every sector of the transportation industry: road and rail, sea and air. I feel guilty walking to work from over there—[laughter]—with all this talent here. But Sam Skinner, our very able Secretary of Transportation, I salute you, sir, and thank you for your leadership on the issue. I salute the distinguished senior DOT officials who are with us. And all our special guests, let me just say, welcome to the White House.

Among the many changes that shaped this country, transportation has really been

in the lead. And your industries—your trucks, trains, ships, and aircraft—link all 50 States, and as we've seen recently, dramatically link America to the world beyond. For this year, events far beyond our shores remind us that civil transportation sustains not simply a strong economy, but an America strong enough to defend its vital interests halfway around the world.

From the first days of Desert Shield to the final moments of Desert Storm, each of your industries made possible the most intensive military lift since the Second World War. More than 4 million tons of dry cargo, 6 million tons of fuel, thousands of troops moved across America and halfway around the world.

As President, let me say that every sector of the civil transportation system—road, rail, sea, and air—contributed to the success of Desert Shield and then Desert Storm. And that contribution didn't stop when combat began. Every American shares my pride in our men and women in uniform.

But today I want to thank the pilots and the crew of nearly 90 civil aircraft that flew support missions during Desert Storm, the civilian crew members who served at sea, and all the civilian heroes in the transportation sector who pushed the limit and ventured into harm's way to get the job done. And how well they did it.

I mentioned a moment ago the connection between transportation and America's international competitiveness. And that's why back on March 6th, in my address to the joint session, I challenged Congress to act on the urgent issues facing the Nation. And I focused, not simply on critical crime bill—that one, which we really want to have—but on transportation. And I said to Congress then, if our forces could win the ground war in 100 hours, then surely Congress can pass this legislation in 100 days.

And the clock has been ticking. And our transportation bill, thanks to Sam and many of you in this room, has made some headway in the Senate. I'm informed that the House is beginning now to move on this, but there's still a long way to go to get a satisfactory bill. And I don't have to tell you that 16 blocks between this house and the two Houses of Congress can be a long, long trip—long road in American politics. So

now's the time to motion bill out of the desk. And today as significance of transportation economic welfare and safety, I ask each one of the Secretary, join me to rise to the challenge.

And once again, it come you all here to I will now sign these ing National Maritime Defense Transportation Week. I like to suggest to the known as the White walk out of here into I'd like each one of you come by and shake hello and see my may

Note: The President in the Roosevelt Room at

Remarks and an Exchange with Reporters After a Meeting with the Secretary of State on Middle East Peace
May 17, 1991

The President. Let me just received a full report from Baker on his travels to the Middle East. He's also been on the plane with Baker, with President Bush. And my assessment is that from Secretary Baker's cause for optimism.

And we will continue to work on it. We're not about to stop. We'll continue to do that. And so, when we make this complicated decision away. And as I yesterday or the day after tomorrow got to be conducted.

It's a very difficult process. It has been working. It's a less amount of travel. The point I wanted to make in my report, is that there's a Good reason for optimism.

our industries—your aircraft—link all 50 recently, dramatically world beyond. For beyond our shores transportation sustains economy, but an America defend its vital interest world.

of Desert Shield to Desert Storm, each of possible the most in the Second World on tons of dry cargo, thousands of troops and halfway around

ay that every sector tion system—road, buted to the success hen Desert Storm. didn't stop when merican shares my women in uniform. hank the pilots and il aircraft that flew Desert Storm, the who served at sea, s in the transporta the limit and ven- get the job done.

it ago the connec- tion and America's eness. And that's in my address to nged Congress to facing the Nation. on critical crime e really want to on. And I said to es could win the then surely Con- tion in 100 days. ticking. And our o Sam and many made some head- informed that the to move on this, y to go to get a t have to tell you is house and the n be a long, long can politics. So

now's the time to move a sound transportation bill out of the Congress and onto my desk. And today as we mark the special significance of transportation to America's economic welfare and international security, I ask each one of you, please join us, join the Secretary, join me in urging Congress to rise to the challenges and act now.

And once again, it is my pleasure to welcome you all here to the White House. And I will now sign these proclamations declaring National Maritime Day, National Defense Transportation Day and National Transportation Week. And then I would like to suggest to those outside of what is known as the White House complex that I walk out of here into the Oval Office, and I'd like each one of you, if you have time, to come by and shake hands and at least say hello and see my magnificent office.

Note: The President spoke at 10:18 a.m. in the Roosevelt Room at the White House.

Remarks and an Exchange With Reporters After a Meeting With Secretary of State James A. Baker III on Middle East Peace Talks May 17, 1991

The President. Let me just say that I've just received a full report from Secretary Baker on his travels to the Middle East. I've also been on the phone, as has Secretary Baker, with President Mubarak of Egypt. And my assessment after hearing the report from Secretary Baker is that there is real cause for optimism.

And we will continue to work this process. We're not about to stop. We're going to continue to do that. And progress has been made. And so, when you're working a problem this complicated, you just keep on plugging away. And as I said to some of you all yesterday or the day before, a lot of this has got to be conducted with quiet diplomacy.

It's a very difficult problem the Secretary has been working. I thank him for this endless amount of travel he's put in. But the point I wanted to make, after assessing his report, is that there's reason for optimism. Good reason for optimism.

Q. What is the reason?

The President. A lot of these things have to be quiet when you're talking about diplomacy.

Q. Why can't we have any reasons?

The President. You've got some. You can see what's already been done. Everybody was writing off Saudi Arabia earlier on, and the GCC countries have made a pretty good statement.

So, there's plenty of reason. But I'm not going to go into any detail with you, Helen [Helen Thomas, United Press International], because I've told you that the way to solve this conundrum is to not get these parties' position by public statements.

Q. Well, will there be a peace conference?

Q. What is the next step?

Q. Will Secretary Baker go on another trip?

Q. Mr. President, are you giving any thought to inviting them to a conference in Washington?

The President. We're going to keep on working it, from here, and if there's reason to go back, he will. It might kill him—been traveling all the time—but he's doing a first-class job on it.

Q. Are you going to invite anyone here?

Q. What about a Washington peace conference—are you considering that still?

The President. That's a detail I'm not discussing—along with all the other details I'm not discussing.

Q. Mr. President, is that window of opportunity that was opened after the Iraq war closing? Are you losing some of that advantage?

The President. I don't think so. I think the credibility of the United States is higher in the Middle East than it's ever been. I think it's still there, Jim. I don't think there's an erosion to it.

Q. Are you standing by [United States Security Council Resolutions] 338 and 242? Do you continue to support land for peace?

The President. Well, that's—the United States position is there.

Anybody want to ask the Secretary a question before I—before we fire this machine up?

Q. Yes, I would like to ask Mr. Baker—

(Smith/Grossman)
Draft Three
December 10, 1991
TRANS

PRESIDENTIAL REMARKS: TRANSPORTATION ACT
ROOM 450
WEDNESDAY, DECEMBER 11, 1991

Four days ago, I stood at a blessed shrine -- Pearl Harbor -- and talked of a victory for all America. / I refer to World War II -- where brave men and women gave their lives so that our Nation might be free. //

Today, we celebrate another victory for all America. It is a triumph which will build roads, fix bridges, and create new jobs -- keeping our traffic on the rise and our economy on the mend. //

((You know, when Sam Skinner told me about this transportation event, he said, "How would you like to have a moving experience?" // Who says Sam won't bring humor to the White House?)) //

What this Surface Transportation Reauthorization Act really brings is hope. // First, hope for our infrastructure. // It contains a __ percent increase in Highway Funding -- focusing federal investment in perhaps Dwight Eisenhower's greatest legacy as President -- the 150,000 mile National Highway System. //

The bill also includes more flexibility for state and local transportation officials on how federal dollars are spent / more capital investment for transit / and incentives for greater use of private funds to support our road system. // By loosening

federal strings in the state highway systems -- and showing the federal, state, and community partnership at its best -- the bill helps meet local needs, not burden local officials. //

Next, this Act brings hope to the economy. // It is part of steps we have taken to speed up a number of government programs - - putting \$9.7 billion into the economy during the first and second quarters of the fiscal year. //

In the process, this bill will bring hope to individuals -- creating an estimated __ new jobs. I don't mean make-work. I mean real work. // Half-a-millennia ago, an inscription on one of Columba's caravans read, "Following the sun, we left the old world." // The Transportation Act will keep America on the move -- spurring jobs from __ to __ to __ to __. //

((Let's be honest. The state of some of our highways is reflected in an updated version of an old song I heard the other day. // "You take the high road, and I'll take the low road, and I'll hit a pot-hole before you.")) //

Our transportation bill can help change all that. // It will increase access to American products and services -- and in the process, to prosperity. // It will enhance the transportation system which is the lifeblood of America -- allowing us to compete -- and prevail -- in the marketplace of global competition. //

Think of it. Transportation is a \$800 billion a year business with \$5 trillion worth of assets. [[]] // As world trade grows larger -- as our planet becomes smaller --

transportation will mean even more than it does now. This bill will -- literally -- help pave the way for the New American Century. //

I began by talking of Pearl Harbor. I remember how it was during World War II. Our troops -- tanks -- supplies -- materiel -- relied on the trains and planes and highways of America. // They helped win the war and, thus, the peace. Our challenge now is to help transportation make peace even better. Remember: When we move America / America moves the world. //

To the Congressional leaders, my thanks for passing this bill. To its co-sponsors -- __ and __ -- my appreciation. Most of all, to Americans who made their voices heard -- a Nation's gratitude. You showed why DeTocqueville called America "a land of wonders, in which everything is in constant motion and every change seems an improvement." //

God bless all of you, and this blessed land. Now, it is my great pleasure to officially sign the Surface Transportation Reauthorization Act.

#

the Silver Star and the Purple Heart. I met a corporal whose proudest achievement is not that he stormed the PDF [Panamanian Defense 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 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 of 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 the transportation system lags or is congested, when goods are stranded in traffic, when we'll suffer. And when people can't flow through a responsive, efficient and efficient transportation system, the quality of life improves with it.

For over 200 years, since the days of barges and riverboats, America has prospered with our transportation system. Our competitive edge is no less on American transportation in the future. And so we take for granted the high quality of life in America together, and the institutions that bind America together, the technologies they developed, the transportation systems they built, the mobile society far different from the one they knew. For example, Dwight David Eisenhower, when he was president, united, of an America where goods and people would flow from city, from State to State. And the vision of his presidency, the quality of his Presidency.

Today, Eisenhower's vision of a state highway system, the public works project in the country is virtually complete—this, his centennial year. And the Kitty Hawk project, today's millions of cars, the passenger jets, so it is to invest in America's future, to create the transportation system of the 21st century. On the ground, on the highways, and in the air and for this decade and the next, to build on our achievements, to bring the transportation of the world as we know it to this great country.

The national transportation system, if you will, for the future, I said in the State of the Union, it's time to act and it's time for State and local governments to act. We also have a strategy

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ke at 10:25 a.m. in
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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 leader-
ship in the future. And still, too often we
take for granted the highways that bind
America together, and the airports and har-
bors that bind America to the world. The
institutions our forebears created, the tech-
nologies they developed, and the transpor-
tation 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 re-
ality of his Presidency.

Today, Eisenhower's vision of an inter-
state 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 water-
ways, and in the air and space, our mission
for this decade and the next century is to
build on our achievements, to link the na-
tions of the world as we've linked the States
of this great country.

The national transportation is our blue-
print, 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 truck-
ing 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 economi-
cal and commonplace. And this genius built
a network of highways, and now we must
support and encourage advanced technol-
ogies in the whole field of transportation,
from magnetically levitated trains to intelli-
gent 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 Ange-
les 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 actu-
ally increases when they work nearer the
people they're really working for: their fam-
ilies at home. The benefits in reducing con-
gested highways and mass transit are obvi-
ous. 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 dy-
namic fourth partner—and that's where
many of you fit in—the private sector. Such
a partnership has already built a transpor-
tation system that is the envy of the world.
And if we work together in this joint ven-
ture, 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 Depart-
ment 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., Comman-
dant of the Coast Guard; Federal Highway
Administrator Tom Larson; and Gov. Wal-
lace G. Wilkinson of Kentucky.*

therein.
8

1 They shall obtain joy and gladness, and sorrow and sighing shall flee away.
10

2 Set thine house in order: for thou shalt die, and not live.
38:1

3 I shall go softly all my years in the bitterness of my soul.
15

4 Comfort ye, comfort ye my people, saith your God. Speak ye comfortably to Jerusalem, and cry unto her, that her warfare is accomplished.
40:1

5 The voice of him that crieth in the wilderness, Prepare ye the way of the Lord, make straight in the desert a highway for our God. Every valley shall be exalted, and every mountain and hill shall be made low: and the crooked shall be made straight, and the rough places plain: And the glory of the Lord shall be revealed, and all flesh shall see it together: for the mouth of the Lord hath spoken it.
3. See 63:36

6 The voice said, Cry. And he said, What shall I cry? All flesh is grass, and all the goodliness thereof is as the flower of the field: The grass withereth, the flower fadeth: because the spirit of the Lord bloweth upon it: surely the people is grass.
6. See 80:21

7 He shall feed his flock like a shepherd: he shall gather the lambs with his arm, and carry them in his bosom, and shall gently lead those that are with young.
11

8 The nations are as a drop of a bucket, and are counted as the small dust of the balance: behold, he taketh up the isles as a very little thing.
15

9 Have ye not known? have ye not heard? hath it not been told you from the beginning?
21

10 But they that wait upon the Lord shall renew their strength: they shall mount up with wings as eagles; they shall run, and not be weary; and they shall walk, and not faint.
31

11 A bruised reed shall he not break, and the smoking flax shall he not quench.
42:3

12 He warmeth himself, and saith, Aha, I am warm, I have seen the fire.
44:16

13 Woe unto him that striveth with his maker! Let the potsherd strive with the potsherd of the earth. Shall the clay say to him that fashioneth it, What makest thou?
45:9

14 I have chosen thee in the furnace of affliction.
48:10

15 O that thou hadst hearkened to my commandments! then had thy peace been as a river, and thy

righteousness as the waves of the sea.
18

16 There is no peace, saith the Lord, unto the wicked.
22

17 Can a woman forget her sucking child, that she should not have compassion on the son of her womb? yea, they may forget, yet will I not forget thee.
49:15

18 How beautiful upon the mountains are the feet of him that bringeth good tidings, that publisheth peace; that bringeth good tidings of good, that publisheth salvation; that saith unto Zion, Thy God reigneth!
52:7

19 For they shall see eye to eye, when the Lord shall bring again Zion. Break forth into joy, sing together, ye waste places of Jerusalem: for the Lord hath comforted his people, he hath redeemed Jerusalem.
8

20 Who hath believed our report? and to whom is the arm of the Lord revealed?
53:1

21 He hath no form nor comeliness; and when we shall see him there is no beauty that we should desire him. He is despised and rejected of men; a man of sorrows, and acquainted with grief: and we hid as it were our faces from him; he was despised, and we esteemed him not. Surely he hath borne our griefs, and carried our sorrows.
2

22 But he was wounded for our transgressions, he was bruised for our iniquities: the chastisement of our peace was upon him; and with his stripes we are healed. All we like sheep have gone astray; we have turned every one to his own way; and the Lord hath laid on him the iniquity of us all. He was oppressed, and he was afflicted, yet he opened not his mouth: he is brought as a lamb to the slaughter, and as a sheep before her shearers is dumb, so he openeth not his mouth.
5

23 He was cut off out of the land of the living.
8

24 He was numbered with the transgressors; and he bare the sin of many, and made intercession for the transgressors.
12

25 Ho, every one that thirsteth, come ye to the waters, and he that hath no money; come ye, buy, and eat; yea, come, buy wine and milk without money and without price. Wherefore do ye spend money for that which is not bread? and your labour for that which satisfieth not?
55:1

26 Seek ye the Lord while he may be found, call ye upon him while he is near.
6

27 For my thoughts are not your thoughts, neither are your ways my ways, saith the Lord.
8

28 Instead of the thorn shall come up the fir tree, and

hands,
their r

ain
224

- 1 Remember the Alamo!²
Battle cry, San Jacinto [April 21, 1836]; attributed

Alexis de Tocqueville
1805–1859

- 2 I know of no country, indeed, where the love of money has taken stronger hold on the affections of men and where a profounder contempt is expressed for the theory of the permanent equality of property.
Democracy in America,³ pt. I [1835], ch. 3
- 3 Within these limits the power vested in the American courts of justice of pronouncing a statute to be unconstitutional forms one of the most powerful barriers that have ever been devised against the tyranny of political assemblies.
Ib. 6
- 4 I have never been more struck by the good sense and the practical judgment of the Americans than in the manner in which they elude the numberless difficulties resulting from their Federal Constitution.
Ib. 8
- 5 In order to enjoy the inestimable benefits that the liberty of the press ensures, it is necessary to submit to the inevitable evils that it creates.
Ib. 9
- 6 They [the Americans] have all a lively faith in the perfectibility of man, they judge that the diffusion of knowledge must necessarily be advantageous, and the consequences of ignorance fatal; they all consider society as a body in a state of improvement, humanity as a changing scene, in which nothing is, or ought to be, permanent; and they admit that what appears to them today to be good, may be superseded by something better tomorrow.
Ib. 18

¹See Wycliffe, 143:12; Webster, 450:14; Disraeli, 501:6; Lincoln, 523:4; and Parker, 537:15.

²On March 6, 1836, five days after Texas declared her independence from Mexico, President Antonio López de Santa Anna attacked the Alamo, the fortified mission at San Antonio; captured it after every Texan had been killed or wounded; and put the wounded to death. He was defeated and captured at San Jacinto [April 21, 1836] by the Texas army under Commander in Chief Samuel Houston. Sidney Sherman was a colonel in the army.

³The Henry Reeve text, as revised by Francis Bowen, corrected and edited by Phillips Bradley [1945].

7 America is a land of wonders, in which everything is in constant motion and every change seems an improvement. The idea of novelty is there indissolubly connected with the idea of amelioration. No natural boundary seems to be set to the efforts of man; and in his eyes what is not yet done is only what he has not yet attempted to do.
Ib.

8 Democratic nations care but little for what has been, but they are haunted by visions of what will be; in this direction their unbounded imagination grows and dilates beyond all measure. . . . Democracy, which shuts the past against the poet, opens the future before him.
Ib. pt. II [1840], bk. I, ch. 17

9 Thus not only does democracy make every man forget his ancestors, but it hides his descendants and separates his contemporaries from him; it throws him back forever upon himself alone and threatens in the end to confine him entirely within the solitude of his own heart.
Ib. II, 2

10 If I were asked . . . to what the singular prosperity and growing strength of that people [the Americans] ought mainly to be attributed, I should reply: To the superiority of their women.
Ib. III, 12

11 The love of wealth is therefore to be traced, as either a principal or accessory motive, at the bottom of all that the Americans do; this gives to all their passions a sort of family likeness. . . . It may be said that it is the vehemence of their desires that makes the Americans so methodical; it perturbs their minds, but it disciplines their lives.
Ib. 17

12 Democracy and socialism have nothing in common but one word: equality. But notice the difference: while democracy seeks equality in liberty, socialism seeks equality in restraint and servitude.

Speech in the Constituent Assembly
[September 12, 1848]

Elizabeth Barrett Browning
1806–1861

13 Thou large-brained woman and large-hearted man.

To George Sand, A Desire [1844]

14 Or from Browning some "Pomegranate,"
which, if cut deep down the middle,
Shows a heart within blood-tinctured of a
veined humanity.

Lady Geraldine's Courtship
[1844], st. 41

Form 1781
11-91

Texas Department Of Transportation

Pages sent 4 (includes this cover sheet) Date 12-12-91

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

TO: ATTENTION: Jennifer GrossmanTelephone () _____ FAX number (202) 456-6218FROM: Name Carl R Utley Div./Dist. Dist. 02Telephone (817) 370-6515 FAX number (817) 370-6581Comments If you have any questions please callTime 2:15pm Sent by Jo Anne Authorized by CUH

PROJECT INFORMATION
SH 360
Project: F 1128(10)

The SH 360 project should be complete and open to traffic in Mary 1992.

The total length of the project is 6.34 miles.

From IH 20 to US 287, private donations of ROW have also been important toward beginning construction. Twenty-seven property owners have donated approximately 494 acres, 59 percent of the total ROW for the project.

This route serves as a route for intermodal access to DFW Airport for a large area of North Central Texas. Airport access busses and vans now use the route, and it is expected to become a route for scheduled bus service. A station is anticipated near SH 360 on the commuter rail service that is under planning between Fort Worth and Dallas, as well as a station at DFW Airport on the Texas TGV high speed rail system.

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.

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11-91

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Comments _____

More information to followTime 10:50 Sent by Jo Ann Authorized by CRU

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.

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11-91

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This route serves as a route for intermodal access to DFW Airport for a large area of North Central Texas. Airport access busses and vans now use the route, and it is expected to become a route for scheduled bus service. A station is anticipated near SH 360 on the commuter rail service that is under planning between Fort Worth and Dallas, as well as a station at DFW Airport on the Texas TGV high speed rail system.

(DC)
BLS 523-
1222

8:30 - 7:30

→ Austin ←
DOT

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Gamble

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records
of highway mi

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(512)
463-8946

Bureau of Census

Construction Division

(512) 463-8864

Efram Cassette
Harry Stahl

Industry Employment Data
Total Non-agric employee

$\frac{20}{10}$
 $\frac{5}{2}$

Bureau of Stats
Labor

8:430

(214) 767
6974

Mr. St. Angelo, Chief
Economist

→ job creation in general
→ growth

→ Marty Stranz, Greater Dallas & Tarrant Committee
COC (214) 746-6724

Bob O'Neil

N Texas convention - Govts

817 640 3300

Local
Council

Dallas Census Bureau (214) 767-7500
~~0621~~

767-7105
library

① Fed Hwy
Administrator
Tom Larson
a Dr. Larson

② Nat'l Hwy
Traffic Safety
Administrator
~~Terry~~ Gen
Curry

③ Urban
Mass Transit
Administrator

Brian Clymer

Kelly Johnston
366-4531

- will get acks

- [unclear]

(Smith/Grossman)

Draft Six

December 13, 1991

TRANS

PRESIDENTIAL REMARKS: TRANSPORTATION ACT
DALLAS, TEXAS
WEDNESDAY, DECEMBER 18, 1991

Acting Sec Busey
COC

Secretary Skinner. [[Other Acknowledgments]] Honored

guests. Fellow Texans. Fellow Americans. Ladies and gentlemen.

That great observer of democracy, Alexis DeTocqueville, once called America "a land of wonders, in which everything is in constant motion and every change seems an improvement." //

Today, we celebrate an improvement that can keep America in motion: The most important transportation bill since President Eisenhower started the Interstate system 35 years ago. //

This bill will launch the post-Interstate era of America's surface transportation system. // It will build roads, fix bridges, improve railroads, and create new jobs -- keeping our traffic on the move and our economy on the mend. //

((I'm pleased former Transportation Secretary and my new Chief of Staff Sam Skinner is here. / Sam is from Chicago, and while he gives me advice, today I gave him some. / I said it probably wasn't a good idea here for him to wear his Chicago Bears' cap.)) //

This morning we are not Bears' or Cowboys' fans -- but Americans united by the idea that tomorrow will be even better than today. / Shortly, I will sign a bill which puts that idea into law. Its full name is the Intermodal Surface Transportation

² FOR PROGRESS

Efficiency Act. Its short-hand is hope: Hope for our

infrastructure / the economy / hope for each American. //

DOT draft
This Act will pump ^{an additional} \$11 billion into the economy immediately -- creating up to 660,000 jobs in the 1992 Fiscal Year -- in Texas alone, more than ~~89,000~~ ^{41,000} jobs. // Many of them will develop sites like these -- showing the kind of transportation planning, high technology, and teamwork America needs to prevail in the world marketplace. //

DOT draft
Today's event confirms that ^{is already providing} America will prevail. // This nearly \$31 million ^{project} ~~contract~~ will produce 150 jobs -- but it means more than just jobs at highway construction sites. // Not far from here, in Plano, a company called Luminator ^{Mark 4 Transportation Products} makes products for mass transit systems. This bill lets Luminator expand its work force by 35 percent -- that's another 150 new jobs. //

11/5 Press Conf
Across America, the Transportation Act will help companies put people back to work. It is among the government programs I have ordered speeded up -- putting \$9.7 billion extra into the economy during the first two quarters of the fiscal year. // Yet as crucial as jobs are -- this bill means more than jobs alone. //

This bill loosens federal strings in the state highway system -- giving state and local transportation officials more freedom in spending federal dollars. // Each year, ^{Eight billion} ~~two billion~~ hours are wasted in traffic delays. So this Act will also curb congestion through projects which link highways like SH 360 and mass transit like the rapid-light rail system between Dallas, Fort Worth, and DFW. //

So our bill gives the private sector new incentives to support our road system. // For instance, this land has been donated by local business. And I am especially proud that Congress accepted our proposal to let private firms build and operate new private toll roads in rapidly-evolving high-transit areas. // Private toll roads pay their way -- creating higher state and local revenues, better services, more investment, and again, more jobs. // Finally, by improving our transportation system, today's signing will help America compete in the global marketplace. When we move America -- America moves the world. //

All of us know the state of some of our highways. I'm reminded of them when I read in Isaiah of the admonition that "The crooked shall be made straight, and the rough places plain." // Our Transportation Act will straighten / smooth out / modernize / and build. It increases highway spending by 48 percent over the next five years -- enhancing transportation efficiency -- preserving the integrated system of 155,000 miles of mainly existing roads that we call the National Highway System. //

I want to salute Congress for passing our proposal to designate this system. I am pleased that the increased funding will improve road conditions / ease traffic flow / and aid the trucking industry -- thus, producing better prices on consumer goods. // The national system represents only 4 percent of all public roads -- but carries 75 per cent of intercity truck traffic and 40 per cent of all travel. Improving it will

that's what we proposed
not actual bill

Original
Bill
p59

investing in new
National Highway System
New National System
or 2 B built
old?

not building,
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(CASHED)

→ Americans spend nearly \$800 billion ~~per~~ on transportation -- ~~is that equivalent to world~~ increase access to American products and services -- and, ~~below?~~ ultimately, prosperity. //

~~Transportation is an \$800 billion a year business with \$5 trillion worth of assets.~~ [[That's almost as much money as the total of all the gifts on my grandkids' Christmas wish list this year.]] // Some say we cannot afford to preserve our rail, car, bus, and air transportation. I say we cannot afford not to. As world trade grows larger -- as our planet becomes smaller -- transportation will mean even more than it does today. //

Eleven days ago, I attended the 50th anniversary of Pearl Harbor. I remember how it was during World War II. Our troops - - tanks -- supplies -- materiel -- relied on trains and planes and cars and highways. // America's transportation helped win the war. Our task today is to help transportation build an even better peace. //

I want to congratulate you, Sam, and the congressional leaders who got the job done on this legislation. To the rest of you here -- our many partners in this process -- my appreciation for the tireless effort -- long hours -- and determination you invested in the bill. // I also want to thank the state highways and transportation administrators -- indeed, every American. // You knew that transportation can help keep America "a land of wonders" -- and you made your voices heard. //

The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we

can get some projects underway and start putting people back to work. // Thank you again for being here.

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EISENHOWER EXCHANGE FELLOWSHIPS, INC.

256 SOUTH 16TH STREET

PHILADELPHIA, PA. 19102

(215) 546-1738

FAX COVER SHEETDATE : 12/17/91

TIME : _____

TO : Jennifer CrossmanWhite House202-456-6218FROM : Laura Laughlin for Theodore FriendPAGES TO FOLLOW: 3

Description _____

Mr. President, Mr. [Name of Master of Ceremonies], workers on the job site, and fellow Americans....

....It is a great privilege to be here and to commemorate this moment. All we see here closely links our federal chief executive with his own favorite American President. I have heard the enthusiasm with which President Bush says, "I like Ike." I like him too. And as the person responsible for leading Eisenhower Fellowships, I strive to follow through on the values of President Dwight D. Eisenhower.

Eisenhower Exchange Fellowships was founded in 1953, in the private sector, to honor Ike. We work with young professionals, emerging leaders in the USA and 98 other countries. We are privileged, in the spirit of President Eisenhower, to connect free markets, free minds, and free men and women everywhere. We travel on the world's highways of thought, where new ideas gather speed and meaning.

I am grateful to be the one to draw the connection between this occasion, and the time when, thirty-five years ago, President signed into law what was then *the largest public works program in history*. It was called the "National System of Interstate and Defense Highways." And in the Senate a spearhead of this sweeping legislation was Senator Prescott Bush, our President's father. I dare to think that both our President's father, and his model as a President, smile upon him now, upon this moment, and on what it

means for the American people.

The national highway system was President Eisenhower's favorite piece of legislation. He said he got the idea from the autobahnen of Germany, the highways of a defeated adversary in World War II. They exceeded anything America then had. President Eisenhower struggled for his idea for many reasons. He said, "You have to have roads to get to schools." He was right. And he was also right to see the inter-regional travel these highways would facilitate: the patterns of visiting and recreation that help bind us Americans together. Still further, he saw roads to connect farmers to their markets, to connect city to city, and to augment interstate commerce: the kind of commerce that is only a goal of the European Community, but is a continuing source of strength for the USA.

Now, as we look at the Soviet republics, we may wonder: had they had such a system of highways linking their travel and their commerce, would it have helped them remain a union? Instead of pulling apart from the center? Now, as we enjoy the breath of peace that President Bush has given us -- a triumph of American courage in the Persian Gulf, and of diplomatic stamina in the long struggle with the Soviet Empire -- now we may look within and ask, how are we bound together? How are we connected? The highway symbolizes it all: President Bush, like President Eisenhower, gives us peace, gives us connection, gives us a working federalism.

The new highway act and this new highway itself, symbolize federal success: one nation, indivisible. The men [and women?] on this job stand for the many other jobs that the new Highway Transportation Act will mean. The men and women on this job mean roads to connect our farms and schools and cities, our commerce and our citizens, our states and our very civilization itself. And the foremen of these workers is [NAME?]. It is now my privilege to introduce the foreman of this project. He, in turn, will introduce the leader of our nation. [repeat NAME].