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OA/ID Number: 13556
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Folder Title:
Transportation Briefing 2/ 13/91 [OA 6029]

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G	26	16	6	6

THE WHITE HOUSE

WASHINGTON

February 12, 1991

91 FEB 12 AM: 52

MEMORANDUM FOR CHRISS WINSTON

FROM: ROGER B. PORTER *RBP*

SUBJECT: Presidential Remarks: Transportation Briefing

The draft remarks are positive and should provide an upbeat introduction to a major administration initiative. I have three policy-related suggestions:

✓ 1. On page one in the third paragraph we should not refer to fixing potholes. This is not a Federal responsibility and is a business we have no interest in acquiring. The Federal Government does undertake rehabilitation of some highways, such as adding a lane or making a structural improvement (fixing an overpass that is about to collapse). But we do not do potholes. Most potholes are on purely local roads for which we have no responsibilities whatsoever.

✓ 2. On page two, in the third full paragraph, we talk about our spending increases over the next five years creating thousands of jobs in the short-term. This is precisely the message that we do not want to convey. These increases in spending on highways will not take place until FY 1992, after the recession is hopefully behind us. Moreover, we have strongly suggested that we are opposed to countercyclical public works jobs program, and have stated that we will not propose them and will veto them if necessary. The last sentence of this paragraph should be deleted.

✓ 3. In the next paragraph talk about conserving energy and protecting the environment. This is not the thrust of our highway proposals and could play into the hands of those who have a different agenda. The major issues in this respect are CAFE (Corporate Average Fuel Efficiency) standards, which we have opposed changing, and mass transit, which we maintain should be primarily a local responsibility.

We can talk about the modest measures we have to ease traffic jams, but we should avoid making too much out of it with respect to the environment. The reality is that by easing traffic jams we will probably encourage more driving. In any event, it is unlikely to have any major effect on total fuel consumption.

I hope these are helpful. If you have any questions, please let me know.

cc: Phillip D. Brady

WHITE HOUSE STAFFING MEMORANDUM

DATE: 02/11/91 ACTION/CONCURRENCE/COMMENT DUE BY: 11:00 a.m. 02/12

SUBJECT: PRESIDENTIAL REMARKS: TRANSPORTATION BRIEFING
(02/11 2:00 p.m. draft)

	ACTION FYI			ACTION FYI	
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	NEWMAN	<input type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UNTERMAYER	<input type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>ROGERS</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>WINSTON</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>BOSKIN</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>DELAND</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HOLIDAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u> </u>	<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:
Please forward your comments directly to Chriss Winston, Rm. 122, x 2930, no later than 11:00 a.m. on Tuesday, 02/12, with a copy to this office. Thanks.

RESPONSE:

PHILLIP D. BRADY
Assistant to the President
and Staff Secretary
Ext. 2702

91 FEB 11 PM 4:06

Grant/Dooley
February 11, 1991
2 p.m. A:ROADS

**BRIEF REMARKS: TRANSPORTATION BRIEFING
ROOM 450
WEDNESDAY, FEBRUARY 13, 1991
TIME?**

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. ///

Thirty-five years ago, President Dwight Eisenhower envisioned an Interstate Highway System that today is ^A reality. His idea spurred development in this country for a generation, and united our states as never before -- economically, politically, and socially. Take a look at ^A any map of our country, and you'll see President Eisenhower's legacy for a strong America.

Today, the Interstate System is virtually complete. But as we stand on the road to the next American Century, it seems there's **nothing but potholes** -- literally. Over 168,000 miles of highway need repair. Last year, over 134,000 bridges were structurally deficient, and 5,000 were closed to traffic. We need to move ahead -- toward **improved productivity and competitiveness** -- and to get there, we need **safe, efficient, modern roads**.

The stakes are high. Economic competition in the 21st century will be tougher than ever before. Already, transportation accounts for 17 percent of our G.N.P. and up to a quarter of our export dollars. We've got to find ways to expand

FED SUMMER
GOT TO
FIXING
POTHOLE'S
DELETS

WE DO RECONSTRUCTION - ADDING A CAME TO A HIGHWAY
A STRUCTURAL IMPROVEMENT - FIXING AN OVERPASS
ABOUT TO COLLAPSE

the nation's mobility -- for urban Americans, for rural Americans, and for disabled Americans on the move.

So today we're calling for a renewed commitment to invest in America's future -- by unveiling a blueprint for a new national highway system. We've designed new legislation, the Surface Transportation Assistance Act, to build competitiveness and improve the links between workers and jobs, and goods and markets.

This legislation encourages the use of advanced technologies; it uses modern management methods; it improves efficiency by making better use of existing highways; and it cuts red tape for those in the trucking industry. Best of all, it provides flexibility to the private sector and to the states, so that federal funds are targeted to where they are needed most.

This bill contains a 25 percent increase in highway investment over the next five years. Funds for mass transit will increase by 6 percent, with a 33 percent increase in capital investment. ~~And this investment will give a shot in the arm to American workers -- by creating thousands of jobs in the short-term, and boosting productivity in the long-term.~~

In these days of environmental terrorism -- ((and I'm not talking about my wife's accident with the tree)) -- we're all concerned about conserving energy and protecting the environment. Transportation in this country causes more than half of urban air pollution and consumes even more of our petroleum. Our aim is to reduce fuel consumption and ease traffic jams -- in order to save

SHOULD MENTION SPENDING ON HIGHWAYS WILL BE \$88 BILLION OVER 5 YRS.

do not want to position as public works for job creation purposes

Do not want to use terrorism reference

CAFFE MASS TRANSIT

energy and cut air pollution. And we want to put flexibility in the hands of the states in meeting clean air goals -- because we can strike a balance between improving mobility, protecting the environment, and saving energy.

And finally, our most important goal is to save lives. Each year, 45,000 Americans die on highways -- the equivalent of one jetliner crash every day. So we've proposed a 43 percent increase in funding for highway and rail safety programs over the next five years. This Administration supports the battle against drunk driving, and we encourage people to buckle up for safety. [Possible appearance by Vince and Larry, the safety dummies].

This bill is a good one. We believe it will draw broad support from all sectors -- the states, the transportation industry, and the Congress. As part of this Administration's National Transportation Strategy, it will move us into the Next American Century.

With this legislation, America is on the road to expanded productivity, more jobs, and a strengthened infrastructure -- for a stronger United States. Secretary Skinner, since you've already been dubbed the "Road Warrior," // I'm asking you to bring me back a bill I can sign by the end of this year.

Now, I understand Secretary Skinner will discuss this bill in greater detail with you. Thank you.

#

THE WHITE HOUSE

Office of the Press Secretary

For Immediate Release

February 13, 1991

REMARKS BY THE PRESIDENT
DURING TRANSPORTATION BRIEFING

Room 450
The Old Executive Building

10:34 A.M. EST

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

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

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

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

So today we're unveiling a blueprint for a National Highway System. This map explains it. Sam has been, I understand, briefing on that here. We've designed new legislation -- the Surface Transportation Assistance Act -- to reform existing highway programs and increase funding for what works to prepare for the next American century.

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

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

The legislation will reduce the backlog of bridges

MORE

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

Our approach will provide states and localities with flexibility to select which highways will receive targeted federal dollars, and states and localities will be able to choose whether to spend federal dollars on transit or highway solutions.

As never before, we are encouraging creative new financing and management by the states. This bill is a good one. And we believe it will draw broad support from all sectors -- the states, the cities, the transportation industry and the Congress. And as part of this administration's national transportation policy, it will move us into the next American century.

With this legislation, America is on the road to expanded productivity, more jobs, and a strengthened infrastructure for a stronger United States.

Sam, you've been dubbed the "road warrior." (Laughter.) I don't whether it's just by yourself or by all the rest of us, but nevertheless, I -- (laughter) -- since you've already been dubbed that, I want you -- and I see we've got some heavyweights here in the front rows -- to ask for their support. But I really hope that you can bring back a bill that I can enthusiastically sign this fall or perhaps sooner. I don't know what your legislative schedule is.

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

And God bless you all. Thank you very, very much.
(Applause.)

END

10:40 A.M. EST

**TRANSPORTATION BRIEFING \ ROOM 450
WEDNESDAY, FEBRUARY 13, 1991 \ 10:30 P.M.**

WELCOME TO THE WHITE HOUSE. IT'S GREAT TO HAVE ALL OF YOU HERE, AND IT'S ALWAYS A PLEASURE TO SEE OUR VERY ABLE SECRETARY OF TRANSPORTATION, SAM SKINNER. /// AND A SPECIAL WELCOME TO SENATOR PAT MOYNIHAN, WHO IS JOINING US TODAY AS WELL.

THIRTY-FIVE YEARS AGO, PRESIDENT DWIGHT EISENHOWER ENVISIONED OUR INTERSTATE HIGHWAY SYSTEM THAT TODAY IS REALITY.

- 2 -

HIS IDEA FUELED DEVELOPMENT IN THIS COUNTRY FOR A GENERATION, AND UNITED OUR STATES AS NEVER BEFORE -- ECONOMICALLY, POLITICALLY, AND SOCIALLY. TAKE A LOOK AT ANY MAP OF OUR COUNTRY, AND YOU'LL SEE PRESIDENT EISENHOWER'S LEGACY FOR A STRONG AMERICA.

TODAY, THE INTERSTATE SYSTEM IS VIRTUALLY COMPLETE AND AMERICANS ENJOY UNEQUALLED MOBILITY. BUT IN THE YEARS SINCE ITS CONSTRUCTION BEGAN, THERE HAVE BEEN MAJOR DEMOGRAPHIC SHIFTS AND TRAVEL CHANGES IN AMERICA.

WE HAVE A REMARKABLE HIGHWAY SYSTEM, BUT AS SAM HAS TOLD YOU, MUCH OF IT NEEDS IMPROVEMENT. WE NEED TO MOVE FORWARD -- TO MEET THE TRANSPORTATION NEEDS OF THE COMING GENERATIONS. IT'S TIME TO TAKE THE FIRST STEP ON THE LONG ROAD THAT LIES AHEAD. THE STATUS QUO WILL NOT GET US THERE.

ECONOMIC COMPETITION IN THE 21ST CENTURY WILL BE TOUGHER THAN EVER BEFORE.

WE CAN HELP BUILD COMPETITIVENESS AND IMPROVE THE LINKS BETWEEN WORKERS AND JOBS, AND GOODS AND MARKETS. ALREADY, TRANSPORTATION ACCOUNTS FOR 20 PERCENT OF CONSUMER SPENDING. WE'VE GOT TO FIND WAYS TO EXPAND THE NATION'S MOBILITY -- FOR URBAN AMERICANS, FOR RURAL AMERICANS, AND FOR AMERICANS WITH DISABILITIES WHO ARE ON THE MOVE.

SO TODAY WE'RE UNVEILING A BLUEPRINT FOR A
"NATIONAL HIGHWAY SYSTEM."

[GESTURE TO MAP ON YOUR RIGHT. BLUE LINES ARE
CURRENT INTERSTATE SYSTEM; RED LINES ARE NEW
NATIONAL HIGHWAY SYSTEM.]

WE'VE DESIGNED NEW LEGISLATION, THE SURFACE
TRANSPORTATION ASSISTANCE ACT, TO REFORM EXISTING
HIGHWAY PROGRAMS AND INCREASE FUNDING FOR WHAT WORKS
-- TO PREPARE FOR THE NEXT AMERICAN CENTURY.

TO DO IT, WE MUST INVEST IN AMERICA'S FUTURE. SO
WE'RE INVESTING \$105 BILLION IN OUR TRANSPORTATION
INFRASTRUCTURE OVER THE NEXT FIVE YEARS. HIGHWAY
INVESTMENT WILL INCREASE BY 39 PERCENT -- TO \$20
BILLION BY 1996 -- AND FUNDS FOR CAPITAL INVESTMENT IN
MASS TRANSIT WILL INCREASE BY 25 PERCENT. AND WE'VE
PROPOSED A 34 PERCENT INCREASE IN FUNDING FOR HIGHWAY
SAFETY PROGRAMS OVER THE NEXT FIVE YEARS.

**THE FUTURE OF AMERICA'S TRANSPORTATION RESTS ON THE
NEW FOUNDATION WE ARE LAYING TODAY. BUILDING ON THE
SUCCESS OF THE INTERSTATE SYSTEM, THIS BILL PROVIDES
FOR THE DESIGNATION OF A NEW "NATIONAL HIGHWAY SYSTEM"
WHICH CONCENTRATES FEDERAL DOLLARS ON THE
REHABILITATION AND IMPROVEMENT OF OUR MOST CRITICAL
HIGHWAYS.**

**IT CREATES A NEW URBAN/RURAL BLOCK GRANT THAT WILL
STREAMLINE NARROW HIGHWAY GRANT PROGRAMS INTO A LARGER,
MORE FLEXIBLE HIGHWAY BLOCK GRANT. THE LEGISLATION
WILL REDUCE THE BACKLOG OF BRIDGES NEEDING REPAIR AND
REPLACEMENT. IT PROMOTES EFFICIENCY BY CUTTING RED
TAPE FOR THE TRUCKING INDUSTRY.**

**THE BILL ALSO FOCUSES ATTENTION ON THE NEEDS OF OUR
CITIES, WHERE MILLIONS OF OUR CITIZENS DEPEND ON PUBLIC
TRANSIT.**

MASS TRANSIT IN URBAN AREAS WILL BE MAINTAINED AND IMPROVED, AND, UNDER THIS LEGISLATION, FUNDING FOR IT WILL BECOME MORE STABLE AND EQUITABLE.

OUR APPROACH WILL PROVIDE STATES AND LOCALITIES WITH FLEXIBILITY -- TO SELECT WHICH HIGHWAYS WILL RECEIVE TARGETED FEDERAL DOLLARS; AND STATES AND LOCALITIES WILL BE ABLE TO CHOOSE WHETHER TO SPEND FEDERAL DOLLARS ON TRANSIT OR HIGHWAY SOLUTIONS.

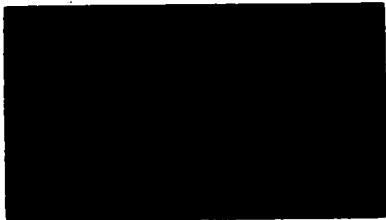
AS NEVER BEFORE, WE ARE ENCOURAGING CREATIVE NEW FINANCING AND MANAGEMENT BY THE STATES.

THIS BILL IS A GOOD ONE. WE BELIEVE IT WILL DRAW BROAD SUPPORT FROM ALL SECTORS -- THE STATES, THE CITIES, THE TRANSPORTATION INDUSTRY, AND THE CONGRESS. AS PART OF THIS ADMINISTRATION'S NATIONAL TRANSPORTATION POLICY, IT WILL MOVE US INTO THE NEXT AMERICAN CENTURY.

WITH THIS LEGISLATION, AMERICA IS ON THE ROAD TO EXPANDED PRODUCTIVITY, MORE JOBS, AND A STRENGTHENED INFRASTRUCTURE -- FOR A STRONGER UNITED STATES. SAM, SINCE YOU'VE ALREADY BEEN DUBBED THE "ROAD WARRIOR," // I'M ASKING YOU TO BRING ME BACK A BILL I CAN SIGN THIS FALL.

ONCE AGAIN, I THANK YOU ALL FOR COMING TODAY. GOD BLESS THE UNITED STATES.

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THE WHITE HOUSE

WASHINGTON

91 FEB 12 P5:17 February 12, 1991

MEMORANDUM FOR THE PRESIDENT

THROUGH: CHRISS WINSTON *cw*
FROM: MARY KATE GRANT *MKG*
SUBJECT: TRANSPORTATION BRIEFING

I. SUMMARY

Attached for your review are brief remarks for the transportation briefing to be held in Room 450, Wednesday, February 13, 1991 at 10:30 a.m. Secretary Skinner will first brief the audience on the proposed "Surface Transportation Assistance Act," introduce you, and then unveil a map of the new National Highway System upon conclusion of your remarks.

II. DISCUSSION

Your remarks, (6 minutes/speechcards), highlight the benefits of the legislation. The audience will be composed of state and local officials, transportation leaders and industry reporters.

Grant/Dooley
February 12, 1991
5 p.m. A:ROADS2

**BRIEF REMARKS: TRANSPORTATION BRIEFING
ROOM 450
WEDNESDAY, FEBRUARY 13, 1991
10:30 P.M.**

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. /// And a special welcome to Senator Pat Moynihan, who is joining us today as well.

Thirty-five years ago, President Dwight Eisenhower envisioned our Interstate Highway System that today is reality. His idea fueled development in this country for a generation, and united our states as never before -- economically, politically, and socially. Take a look at any map of our country, and you'll see President Eisenhower's legacy for a strong America.

Today, the Interstate System is virtually complete and Americans enjoy unequalled mobility. But in the years since its construction began, there have been major demographic shifts and travel changes in America. We have a remarkable highway system, but as Sam has told you, much of it needs improvement. We need to move forward -- to meet the transportation needs of the coming generations. **It's time to take the first step on the long road that lies ahead. The status quo will not get us there.**

Economic competition in the 21st century will be tougher than ever before. We can help build competitiveness and improve the links between workers and jobs, and goods and markets. Already, transportation accounts for 20 percent of consumer

spending. We've got to find ways to expand the nation's mobility -- for urban Americans, for rural Americans, and for Americans with disabilities who are on the move.

So today we're unveiling a blueprint for a "National Highway System." We've designed new legislation, **the Surface Transportation Assistance Act**, to reform existing highway programs and increase funding for what works -- to prepare for the next American century.

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

The future of America's transportation rests on the new foundation we are laying today. Building on the success of the Interstate System, this bill provides for the designation of a new **"National Highway System"** which concentrates federal dollars on the rehabilitation and improvement of our most critical highways. It creates a new Urban/Rural block grant that will streamline narrow highway grant programs into a larger, more flexible highway block grant. The legislation will reduce the backlog of bridges needing repair and replacement. It promotes efficiency by cutting red tape for the trucking industry.

The bill focuses attention on the needs of our cities, where millions of our citizens depend on public transit. Mass transit in urban areas will be maintained and improved, and, under this legislation, funding for it will become more stable and equitable.

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

This bill is a good one. We believe it will draw broad support from all sectors -- the states, the cities, the transportation industry, and the Congress. As part of this Administration's National Transportation Policy, it will move us into the Next American Century.

With this legislation, **America is on the road** to expanded productivity, more jobs, and a strengthened infrastructure -- for a **stronger United States**. Sam, since you've already been dubbed the "Road Warrior," // I'm asking you to bring me back a bill I can sign this fall.

Once again, I thank you all for coming today. Now, I'd like to turn the program back to you, Sam. Thank you all very much. [Secretary Skinner will show you graphics of the new National Highway System -- photo op for press.]

#

WHITE HOUSE STAFFING MEMORANDUM

91 FEB 13 48:37

DATE: 02/12/91 ACTION/CONCURRENCE/COMMENT DUE BY: ----

SUBJECT: PRESIDENTIAL REMARKS: TRANSPORTATION BRIEFING (02/12 5:00 p.m. draft)

	ACTION FYI			ACTION FYI	
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MCCLURE	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	NEWMAN	<input type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PORTER	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DARMAN	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGICH	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UNTERMEYER	<input type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGERS	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input type="checkbox"/>	<input checked="" type="checkbox"/>	WINSTON	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BOSKIN	<input type="checkbox"/>	<input checked="" type="checkbox"/>
GRAY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	DELAND	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HOLIDAY	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:

The attached has been forwarded to the President.

RESPONSE:

PHILLIP D. BRADY Assistant to the President and Staff Secretary Ext. 2702

THE WHITE HOUSE

WASHINGTON

February 12, 1991

91 FEB 12 PM 5:17

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#

THE PRESIDENT HAS SEEN

2/13/91

THE WHITE HOUSE
WASHINGTON
February 12, 1991

91 FEB 12 PM 5:17

MEMORANDUM FOR THE PRESIDENT

THROUGH: CHRISS WINSTON *cw*
FROM: MARY KATE GRANT *MKG*
SUBJECT: TRANSPORTATION BRIEFING

OK
[Signature]

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Today, the Interstate System is virtually complete and Americans enjoy unequalled mobility. But in the years since its construction began, there have been major demographic shifts and travel changes in America. We have a remarkable highway system, but as Sam has told you, much of it needs improvement. We need to move forward -- to meet the transportation needs of the coming generations. **It's time to take the first step on the long road that lies ahead. The status quo will not get us there.**

Economic competition in the 21st century will be tougher than ever before. We can help build competitiveness and improve the links between workers and jobs, and goods and markets. Already, transportation accounts for 20 percent of consumer

spending. We've got to find ways to expand the nation's mobility -- for urban Americans, for rural Americans, and for Americans with disabilities who are on the move.

So today we're unveiling a blueprint for a "National Highway System." We've designed new legislation, **the Surface Transportation Assistance Act**, to reform existing highway programs and increase funding for what works -- to prepare for the next American century.

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

The future of America's transportation rests on the new foundation we are laying today. Building on the success of the Interstate System, this bill provides for the designation of a new **"National Highway System"** which concentrates federal dollars on the rehabilitation and improvement of our most critical highways. It creates a new Urban/Rural block grant that will streamline narrow highway grant programs into a larger, more flexible highway block grant. The legislation will reduce the backlog of bridges needing repair and replacement. It promotes efficiency by cutting red tape for the trucking industry.

The bill focuses attention on the needs of our cities, where millions of our citizens depend on public transit. Mass transit in urban areas will be maintained and improved, and, under this legislation, funding for it will become more stable and equitable.

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

This bill is a good one. We believe it will draw broad support from all sectors -- the states, the cities, the transportation industry, and the Congress. As part of this Administration's National Transportation Policy, it will move us into the Next American Century.

With this legislation, **America is on the road** to expanded productivity, more jobs, and a strengthened infrastructure -- for a **stronger United States**. Sam, since you've already been dubbed the "Road Warrior," // I'm asking you to bring me back a bill I can sign this fall.

Once again, I thank you all for coming today. Now, I'd like to turn the program back to you, Sam. Thank you all very much. [Secretary Skinner will show you graphics of the new National Highway System -- photo op for press.]

#

WHITE HOUSE STAFFING MEMORANDUM

DATE: 02/11/91 ACTION/CONCURRENCE/COMMENT DUE BY: 11:00 a.m. 02/12

SUBJECT: PRESIDENTIAL REMARKS: TRANSPORTATION BRIEFING
(02/11 2:00 p.m. draft)

	ACTION FYI			ACTION FYI	
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	NEWMAN	<input type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ROGIC XXXXXXXXXX	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UNTERMAYER	<input type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGERS	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WINSTON	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BOSKIN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	DELAND	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HOLIDAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:

Please forward your comments directly to Chriss Winston, Rm. 122, x 2930, no later than 11:00 a.m. on Tuesday, 02/12, with a copy to this office. Thanks.

RESPONSE:

OK. S.R.

PHILLIP D. BRADY
 Assistant to the President
 and Staff Secretary
 Ext. 2702

91 FEB 11 PM 4:06

Grant/Dooley
February 11, 1991
2 p.m. A:ROADS

**BRIEF REMARKS: TRANSPORTATION BRIEFING
ROOM 450
WEDNESDAY, FEBRUARY 13, 1991
TIME?**

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. ///

Thirty-five years ago, President Dwight Eisenhower envisioned an Interstate Highway System that today is reality. His idea spurred development in this country for a generation, and united our states as never before -- economically, politically, and socially. Take a look at any map of our country, and you'll see President Eisenhower's legacy for a strong America.

Today, the Interstate System is virtually complete. But as we stand on the road to the next American Century, it seems there's **nothing but potholes** -- literally. Over 168,000 miles of highway need repair. Last year, over 134,000 bridges were structurally deficient, and 5,000 were closed to traffic. We need to move ahead -- toward **improved productivity and competitiveness** -- and to get there, we need **safe, efficient, modern roads**.

The stakes are high. Economic competition in the 21st century will be tougher than ever before. Already, transportation accounts for 17 percent of our G.N.P. and up to a quarter of our export dollars. We've got to find ways to expand

the nation's mobility -- for urban Americans, for rural Americans, and for disabled Americans on the move.

So today we're calling for a renewed commitment to invest in America's future -- by unveiling a blueprint for a new national highway system. We've designed new legislation, the **Surface Transportation Assistance Act**, to build competitiveness and improve the links between workers and jobs, and goods and markets.

This legislation encourages the use of advanced technologies; it uses modern management methods; it improves efficiency by making better use of existing highways; and it cuts red tape for those in the trucking industry. Best of all, it provides flexibility to the private sector and to the states, so that federal funds are targeted to where they are needed most.

This bill contains a **25 percent increase** in highway investment over the next five years. Funds for mass transit will increase by 6 percent, with a **33 percent increase** in capital investment. And this investment will give a shot in the arm to American workers -- by creating thousands of jobs in the short term, and boosting productivity in the long-term.

In these days of environmental terrorism -- ((and I'm not talking about my wife's accident with the tree)) -- we're all concerned about conserving energy and protecting the environment. Transportation in this country causes **more than half** of urban air pollution and consumes **even more** of our petroleum. Our aim is to reduce fuel consumption and ease traffic jams -- in order to save

energy and cut air pollution. And we want to put flexibility in the hands of the states in meeting clean air goals -- because we can strike a balance between improving mobility, protecting the environment, and saving energy.

And finally, our most important goal is to save lives. Each year, 45,000 Americans die on highways -- the equivalent of one jetliner crash every day. So we've proposed a 43 percent increase in funding for highway and rail safety programs over the next five years. This Administration supports the battle against drunk driving, and we encourage people to buckle up for safety. [Possible appearance by Vince and Larry, the safety dummies].

This bill is a good one. We believe it will draw broad support from all sectors -- the states, the transportation industry, and the Congress. As part of this Administration's National Transportation Strategy, it will move us into the Next American Century.

With this legislation, America is on the road to expanded productivity, more jobs, and a strengthened infrastructure -- for a stronger United States. Secretary Skinner, since you've already been dubbed the "Road Warrior," // I'm asking you to bring me back a bill I can sign by the end of this year.

Now, I understand Secretary Skinner will discuss this bill in greater detail with you. Thank you.

#



THE WHITE HOUSE
WASHINGTON

Tuesday, February 12, 1991

7:30 Senior Staff

9:00 Chris Mollineaux

11:00 C. Paul Luongo

12:00 Lunch with Bill
Bennett
Adams Room
Hay Adams

Chris -

Please see Phil's
comments.

Thanks,
J.B.
2/12

Document No. 21209855

HOUSE STAFFING MEMORANDUM

ACTION/CONCURRENCE/COMMENT DUE BY: 11:00 a.m. 02/12

REMARKS: TRANSPORTATION BRIEFING
(02/11 2:00 p.m. draft)

	ACTION FYI			ACTION FYI	
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	NEWMAN	<input type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UNTERMEYER	<input type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGERS	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WINSTON	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BOSKIN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	DELAND	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HOLIDAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:

Please forward your comments directly to Chriss Winston, Rm. 122, x 2930, no later than 11:00 a.m. on Tuesday, 02/12, with a copy to this office. Thanks.

RESPONSE:

*John,
Pl. note / forward
my comments if any
you might have.*

Paul

PHILLIP D. BRADY
Assistant to the President
and Staff Secretary
Ext. 2702

91 FEB 11 PM 4:06

Grant/Dooley
February 11, 1991
2 p.m. A:ROADS

**BRIEF REMARKS: TRANSPORTATION BRIEFING
ROOM 450
WEDNESDAY, FEBRUARY 13, 1991
TIME?**

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. ///

Thirty-five years ago, President Dwight Eisenhower envisioned an Interstate Highway System that today is reality. His idea spurred development in this country for a generation, and united our states as never before -- economically, politically, and socially. Take a look at any map of our country, and you'll see President Eisenhower's legacy for a strong America.

Today, the Interstate System is virtually complete. But as we stand on the road to the next American Century, ^{we're confronted by} ~~it seems~~ ^{the reality that an estimated} ~~there's nothing but potholes -- literally.~~ Over 168,000 miles of highway need repair. Last year, over 134,000 bridges were ^{reported to be} structurally deficient, and 5,000 were closed to traffic. We need to move ahead -- toward **improved productivity and competitiveness** -- and to get there, we need **safe, efficient, modern roads.**

The stakes are high. Economic competition in the 21st century will be tougher than ever before. Already, transportation accounts for 17 percent of our G.N.P. and up to a quarter of our export dollars. We've got to find ways to expand

the nation's **mobility** -- for urban Americans, for rural Americans, and for disabled Americans on the move.

So today we're calling for a renewed commitment to **invest in America's future** -- by unveiling a blueprint for a new national highway system. We've designed new legislation, **the Surface Transportation Assistance Act**, to build competitiveness and improve the links between workers and jobs, and goods and markets.

This legislation encourages the use of advanced technologies; it uses modern management methods; it improves efficiency by making better use of existing highways; and it cuts red tape for those in the trucking industry. Best of all, it provides flexibility to the private sector and to the states, so that federal funds are targeted to where they are needed most.

This bill contains a **25 percent increase** in highway investment over the next five years. Funds for mass transit will increase by 6 percent, with a **33 percent increase** in capital investment. And this investment will give a shot in the arm to American workers -- by creating thousands of jobs in the short term, and boosting productivity in the long-term.

In these days of environmental terrorism -- ((and I'm not ^{my wife's} ~~referring to gleefully violence against a tree~~ talking about my wife's accident with the tree)) -- we're all concerned about conserving energy and protecting the environment. ~~Transportation in this country causes~~ ^{more} ~~more than half~~ of urban air pollution and ~~consumes even more of our petroleum~~. Our aim is to reduce fuel consumption and ease traffic jams -- in order to save

is transportation related and ~~consumes~~ consumes more than half of our petroleum.

energy and cut air pollution. And we want to put flexibility in the hands of the states in meeting clean air goals -- because we can strike a balance between improving mobility, protecting the environment, and saving energy.

And finally, our most important goal is to save lives. Each year, 45,000 Americans die on highways, ~~-- the equivalent of one jetliner crash every day.~~ So we've proposed a **43 percent increase** in funding for highway and rail safety programs over the next five years. This Administration supports the battle against drunk driving, and we encourage people to buckle up for safety. [Possible appearance by Vince and Larry, the safety dummies].

This bill is a good one. We believe it will draw broad support from all sectors -- the states, the transportation industry, and the Congress. As part of this Administration's National Transportation Strategy, it will move us into the Next American Century.

With this legislation, **America is on the road** to expanded productivity, more jobs, and a strengthened infrastructure -- for **a stronger United States**. Secretary Skinner, since you've already been dubbed the "Road Warrior," // I'm asking you to bring me back a bill I can sign by the end of this year.

Now, I understand Secretary Skinner will discuss this bill in greater detail with you. Thank you.

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366-
5583 Blakely

Grant/Dooley
February 12, 1991
12 p.m. A:ROADS

Magnuson

**BRIEF REMARKS: TRANSPORTATION BRIEFING
ROOM 450
WEDNESDAY, FEBRUARY 13, 1991
TIME?**

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. ///

Thirty-five years ago, President Dwight Eisenhower envisioned ^{out} an Interstate Highway System that today is reality. His idea ^{Fueled} spurred development in this country for a generation, and united our states as never before -- economically, politically, and socially. Take a look at any map of our country, and you'll see President Eisenhower's legacy for a strong America.

and Americans enjoy unregulated mobility

Today, the Interstate System is virtually complete. But in the years since its construction began, there have been major demographic shifts and travel changes in America. Our highways ^{we have} remarkable hiway system, and good prog or improve are in good shape, and we want to keep them that way. But at the same time, we need to move forward -- to meet the transportation needs of the coming generations. (It's time to take the first step on the long road that lies ahead.)

The status quo will not get us there. Economic competition in the 21st century will be tougher than ever before. ^x Already, transportation accounts for 20 percent of consumer spending. We've got to find ways to expand the nation's mobility -- for

urban Americans, for rural Americans, and ~~for disabled~~ Americans^{with disabilities} on the move.

So today we're unveiling a blueprint for a new federal highway program. We've designed new legislation, **the Surface Transportation Assistance Act**, to reform existing highway programs and increase funding for what works -- to prepare for the next American century.

To do it, we must invest in America's future. So we're investing \$105 billion in our transportation infrastructure over the next five years. Highway investment will increase by 39 percent, and funds for capital investment in mass transit will increase by 21 percent. And we've proposed a 34 percent increase in funding for highway safety programs over the next five years.

The future of America's transportation rests on the new foundation we are laying today. Building on the success of the Interstate System, this bill provides for the designation of a new "**National Highway System**" which concentrates federal dollars on the rehabilitation and improvement of our most critical highways. The legislation promotes efficiency -- and will cut the backlog of bridges needing repair and replacement. Mass transit in urban areas will ^{also} be maintained and improved.

Our approach
~~All of these features~~ will provide States with **flexibility** -- to select which highways will receive targeted federal dollars, and to use these monies in the best way possible. As never before, it encourages creative new financing and management by the States, and streamlines narrow highway grant programs into a

transport or partic on the trucking industry.

by easing reg burden help

larger, more flexible highway block grant, for urban and rural programs.

This bill is a good one. We believe it will draw broad support from all sectors -- the states, ^{the cities,} the transportation industry, and the Congress. As part of this Administration's National Transportation ^{Policy} ~~strategy~~, it will move us into the Next American Century.

With this legislation, **America is on the road** to expanded productivity, more jobs, and a strengthened infrastructure -- **for a stronger United States.** ^{Saw} ~~Secretary Skinner~~, since you've already been dubbed the "Road Warrior," // I'm asking you to bring me back a bill I can sign ^{before highway funding expires this fall.} ~~by the end of this year.~~

~~Now, I understand Secretary Skinner will discuss this bill in greater detail with you. Thank you.~~

#

closer

10:30 am

Document No. 21209855

WHITE HOUSE STAFFING MEMORANDUM
91 FEB 12 P2: 23

DATE: 02/11/91 ACTION/CONCURRENCE/COMMENT DUE BY: 11:00 a.m. 02/12

SUBJECT: PRESIDENTIAL REMARKS: TRANSPORTATION BRIEFING
(02/11 2:00 p.m. draft)

	ACTION FYI			ACTION FYI	
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	NEWMAN	<input type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UNTERMEYER	<input type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>ROGERS</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>WINSTON</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>BOSKIN</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>DELAND</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HOLIDAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u> </u>	<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:
Please forward your comments directly to Chriss Winston, Rm. 122, x 2930, no later than 11:00 a.m. on Tuesday, 02/12, with a copy to this office. Thanks.

RESPONSE: *see comments*

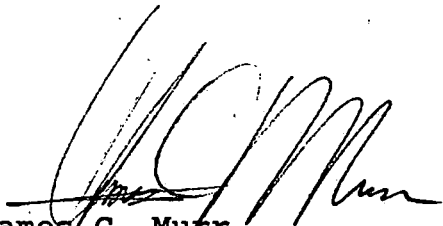
PHILLIP D. BRADY
Assistant to the President
and Staff Secretary
Ext. 2702



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

NOTICE:

Enclosed are comments from staff members of the Office of Management and Budget (OMB). Such comments do not necessarily represent the official position of the Director of OMB or of the Office of Management and Budget. If you wish to have the Director's personal comments, please let me know -- and contact me if you have any questions.



James C. Murr
Associate Director for
Legislative Reference
and Administration

91 FEB 11 PM 4:06

Grant/Dooley
February 11, 1991
2 p.m. A:ROADS

**BRIEF REMARKS: TRANSPORTATION BRIEFING
ROOM 450
WEDNESDAY, FEBRUARY 13, 1991
TIME?**

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The stakes are high. Economic competition in the 21st century will be tougher than ever before. Already, transportation accounts for ^{about 20} 17 percent of ^{consumer spending} our ~~G.N.P.~~ and up to a quarter of our export dollars. We've got to find ways to expand

Note:
37% of GNP, not 17%

Hale
2/3/91

the nation's mobility -- for urban Americans, for rural Americans, and for disabled Americans on the move.

So today we're calling for a renewed commitment to invest in America's future -- by unveiling a blueprint for a new ~~national~~ ^{program that will increase funding to over \$20 billion by 1996.} Federal highway system. We've designed new legislation, the Surface Transportation Assistance Act, ^{the major elements of which include:} ~~to build competitiveness and improve the links between workers and jobs, and goods and markets.~~ ^{[see insert] Last page}

Hale

This legislation encourages the use of advanced technologies; it uses modern management methods; it improves efficiency by making better use of existing highways; and it cuts red tape for those in the trucking industry. Best of all, it provides flexibility to the private sector and to the states, so that federal funds are targeted to where they are needed most.

This bill contains a ³⁹~~25~~ percent increase in highway investment over the next five years. Funds for mass transit will increase by ⁴~~6~~ percent, with a ²¹~~33~~ percent increase in capital investment. ~~And this investment will give a shot in the arm to American workers -- by creating thousands of jobs in the short term, and boosting productivity in the long-term.~~

~~In these days of environmental terrorism -- ((and I'm not talking about my wife's accident with the tree)) -- we're all concerned about conserving energy and protecting the environment. Transportation in this country causes more than half of urban air pollution and consumes even more of our petroleum. Our aim is to reduce fuel consumption and ease traffic jams -- in order to save~~

Hale

The mass transit proposal concentrates investment in maintaining and improving a mass transit infrastructure. It distributes more funds by formula and is totally financed from the Trust Fund. This will allow our urban areas to address their unique, and very difficult, transportation problems.

~~energy and cut air pollution. And we want to put flexibility in the hands of the states in meeting clean air goals -- because we can strike a balance between improving mobility, protecting the environment, and saving energy.~~

Hole
 And finally, our most important goal is to save lives. ~~Each~~ year, ~~45,000~~ Americans die on highways -- the equivalent of one ~~jetliner crash every day~~. So we've proposed a ³⁴ ~~43~~ percent **increase** in funding for highway ~~and rail~~ safety programs over the next five years. This Administration supports the battle against drunk driving, and we encourage people to buckle up for safety. [Possible appearance by Vince and Larry, the safety dummies].

This bill is a good one. We believe it will draw broad support from all sectors -- the states, the transportation industry, and the Congress. As part of this Administration's National Transportation Strategy, it will move us into the Next American Century.

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Now, I understand Secretary Skinner will discuss this bill in greater detail with you. Thank you.

#

[insert].

- o) Creation of a "National Highway System" of about 150,000 miles on which Federal resources will be concentrated. This system will include the highways which are most critical to interstate travel and commerce.
- o) establishment of a flexible Urban/Rural program to fund lower level roads.
- o) an expanded bridge program to ensure that these important transportation links be maintained and improved.

JANET HALE 'S Δ'S

Grant/Dooley
February 12, 1991
2 p.m. A:ROADS2

**BRIEF REMARKS: TRANSPORTATION BRIEFING
ROOM 450
WEDNESDAY, FEBRUARY 13, 1991
TIME?**

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The status quo will not get us there. Economic competition in the 21st century will be tougher than ever before. We can help build competitiveness and improve the links between workers and jobs, and goods and markets. Already, transportation

accounts for 20 percent of consumer spending. We've got to find ways to expand the nation's **mobility** -- for urban Americans, for rural Americans, and for Americans with disabilities who are on the move.

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To do it, we must invest in America's future. So we're investing \$105 billion in our transportation infrastructure over the next five years. Highway investment will increase by 39 percent, ^{↑ to 20 billion in '96} and funds for capital investment in mass transit will increase by ~~21~~²⁵ percent. And we've proposed a 34 percent increase in funding for highway safety programs over the next five years.

The future of America's transportation rests on the new foundation we are laying today. Building on the success of the Interstate System, this bill provides for the designation of a new **"National Highway System"** which concentrates federal dollars on the rehabilitation and improvement of our most critical highways. ^{It will create a new urban/rural block grant and} The legislation will cut the backlog of bridges needing repair and replacement, ^{The bill} ~~and~~ promotes efficiency by easing the regulatory burden on transportation -- particularly in the trucking industry. It focuses ~~now~~ attention on the needs of our cities, where millions of our citizens depend on public transit. Mass transit in urban areas will be maintained and improved, and,

under this legislation, ~~f~~unding for it will become more stable and equitable. *STET*

Our approach will provide States with flexibility -- to select which highways will receive targeted federal dollars, and to use these monies in the best way possible. As never before, it encourages creative new financing and management by the States, and streamlines narrow highway grant programs into a larger, more flexible highway block grant, for urban and rural programs.)

This bill is a good one. We believe it will draw broad support from all sectors -- the states, the cities, the transportation industry, and the Congress. As part of this Administration's National Transportation Policy, it will move us into the Next American Century.

With this legislation, **America is on the road** to expanded productivity, more jobs, and a strengthened infrastructure -- **for a stronger United States.** Sam, since you've already been dubbed the "Road Warrior," // I'm asking you to bring me back a bill I can sign before highway funding expires this fall.

Once again, I thank you all for coming today. God bless the United States of America.

#

CW -
 YOU MUST CALL
 JANET HALE (3120)
 BEFORE YOU RECONCILE.
 SHE HAS MTR PROBLEMS
 + MAY WANT A REWRITE.

Document No. 21209855

MEMORANDUM

MENT DUE BY: 11:00 a.m. 02/12

ON BRIEFING
 p.m. draft)

	ACTION FYI			ACTION FYI	
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	NEWMAN	<input type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ROGICH <i>N/C</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UNTERMAYER	<input type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGERS	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WINSTON	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>5,042</i> BOSKIN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GRAY <i>N/C</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	DELAND	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HOLIDAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:

Please forward your comments directly to Chriss Winston, Rm. 122, x 2930, no later than 11:00 a.m. on Tuesday, 02/12, with a copy to this office. Thanks.

RESPONSE:

PHILLIP D. BRADY
 Assistant to the President
 and Staff Secretary
 Ext. 2702

91 FEB 11 PM 4:06

Grant/Dooley
February 11, 1991
2 p.m. A:ROADS

**BRIEF REMARKS: TRANSPORTATION BRIEFING
ROOM 450
WEDNESDAY, FEBRUARY 13, 1991
TIME?**

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. ///

Thirty-five years ago, President Dwight Eisenhower envisioned an Interstate Highway System that today is reality. His idea spurred development in this country for a generation, and united our states as never before -- economically, politically, and socially. Take a look at any map of our country, and you'll see President Eisenhower's legacy for a strong America.

Today, the Interstate System is virtually complete. But as we stand on the road to the next American Century, it seems there's nothing but potholes -- literally. Over 168,000 miles of highway need repair. Last year, over 134,000 bridges were structurally deficient, and 5,000 were closed to traffic. We need to move ahead -- toward **improved productivity and competitiveness** -- and to get there, we need **safe, efficient, modern roads**.

The stakes are high. Economic competition in the 21st century will be tougher than ever before. Already, transportation accounts for 17 percent of our G.N.P. and up to a quarter of our export dollars. We've got to find ways to expand

the nation's mobility -- for urban Americans, for rural Americans, and for disabled Americans on the move.

So today we're calling for a renewed commitment to invest in America's future -- by unveiling a blueprint for a new national highway system. We've designed new legislation, the Surface Transportation Assistance Act, to build competitiveness and improve the links between workers and jobs, and goods and markets.

This legislation encourages the use of advanced technologies; it uses modern management methods; it improves efficiency by making better use of existing highways; and it cuts red tape for those in the trucking industry. Best of all, it provides flexibility to the private sector and to the states, so that federal funds are targeted to where they are needed most.

This bill contains a **25 percent increase** in highway investment over the next five years. Funds for mass transit will increase by 6 percent, with a **33 percent increase** in capital investment. And this investment will give a shot in the arm to American workers -- by creating thousands of jobs in the short term, and boosting productivity in the long-term.

In these days of environmental terrorism -- ((and I'm not talking about my wife's accident with the tree)) -- we're all concerned about conserving energy and protecting the environment. Transportation in this country causes **more than half** of urban air pollution and consumes **even more** of our petroleum. Our aim is to reduce fuel consumption and ease traffic jams -- in order to save

energy and cut air pollution. And we want to put flexibility in the hands of the states in meeting clean air goals -- because we can strike a balance between improving mobility, protecting the environment, and saving energy.

And finally, our most important goal is to save lives. Each year, 45,000 Americans die on highways -- the equivalent of one jetliner crash every day. So we've proposed a **43 percent increase** in funding for highway and rail safety programs over the next five years. This Administration supports the battle against drunk driving, and we encourage people to buckle up for safety. [Possible appearance by Vince and Larry, the safety dummies].

This bill is a good one. We believe it will draw broad support from all sectors -- the states, the transportation industry, and the Congress. As part of this Administration's National Transportation Strategy, it will move us into the Next American Century.

With this legislation, **America is on the road** to expanded productivity, more jobs, and a strengthened infrastructure -- for a **stronger United States**. Secretary Skinner, since you've already been dubbed the "Road Warrior," // I'm asking you to bring me back a bill I can sign by the end of this year.

Now, I understand Secretary Skinner will discuss this bill in greater detail with you. Thank you.

#

Document No. 21209855

WHITE HOUSE STAFFING MEMORANDUM

DATE: 02/11/91 ACTION/CONCURRENCE/COMMENT DUE BY: 11:00 a.m. 02/12

SUBJECT: PRESIDENTIAL REMARKS: TRANSPORTATION BRIEFING
(02/11 2:00 p.m. draft)

	ACTION FYI			ACTION FYI	
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	NEWMAN	<input type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UNTERMAYER	<input type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGERS	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WINSTON	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BOSKIN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	DELAND	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HOLIDAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:

Please forward your comments directly to Chriss Winston, Rm. 122, x 2930, no later than 11:00 a.m. on Tuesday, 02/12, with a copy to this office. Thanks.

RESPONSE:

*more formal
flex
now highway says
Anita said that it was due by 10:00 PM
butcher*

PHILLIP D. BRADY
Assistant to the President
and Staff Secretary
Ext. 2702

the nation's mobility -- for urban Americans, for rural Americans, and for disabled Americans on the move.

So today we're calling for a renewed commitment to invest in America's future -- by unveiling a blueprint for a new national highway system. ^{program that will increase funding to over \$20 billion by 1996.} We've designed new legislation, the Surface Transportation Assistance Act, ^{X We can help} to ~~build competitiveness and improve the links between workers and jobs, and goods and markets.~~ } the major elements of which include: [insert]

This legislation encourages the use of advanced technologies; it uses modern management methods; it improves efficiency by making better use of existing highways; and it cuts red tape for those in the trucking industry. Best of all, it provides flexibility to the private sector and to the states, so that federal funds are targeted to where they are needed most.

This bill contains a ³⁹ 25 percent increase in highway investment over the next five years. Funds for mass transit will increase by ⁴ 5 percent, with a ²¹ 25 percent increase in capital investment. [And this investment will give a shot in the arm to American workers -- by creating thousands of jobs in the short term, and boosting productivity in the long-term.]

In these days of environmental terrorism -- ((and I'm not talking about my wife's accident with the tree)) -- we're all concerned about conserving energy and protecting the environment. Transportation in this country causes more than half of urban air pollution and consumes even more of our petroleum. Our aim is to reduce fuel consumption and ease traffic jams -- in order to save

More stable + equitable funding for mass transit

more stable + equitable funding for mass transit

The transit proposal concentrates investment in maintaining and improving the mass transportation infrastructure. It distributes more funds by formula and is totally financed from the Trust funds. This will allow our urban areas to address their unique, and very difficult, transportation problems.

3

~~energy and cut air pollution. And we want to put flexibility in the hands of the states in meeting clean air goals -- because we can strike a balance between improving mobility, protecting the environment, and saving energy.~~

And finally, our most important goal is to save lives. [~~Each year, 45,000 Americans die on highways -- the equivalent of one jetliner crash every day.~~] So we've proposed a ²⁴ 43 percent increase in funding for highway ~~[and rail]~~ safety programs over the next five years. This Administration supports the battle against drunk driving, and we encourage people to buckle up for safety. [Possible appearance by Vince and Larry, the safety dummies].

This bill is a good one. We believe it will draw broad support from all sectors -- the states, the transportation industry, and the Congress. As part of this Administration's National Transportation Strategy, it will move us into the Next American Century.

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Now, I understand Secretary Skinner will discuss this bill in greater detail with you. Thank you.

[insert].

Designation

- o) Creation of a "National Highway System" of about 150,000 miles on which Federal resources will be concentrated. This system will include the highways which are most critical to interstate travel and commerce.
- o) establishment of a flexible Urban/Rural program to fund lower level roads.
- o) an expanded bridge program to ensure that these important transportation links be maintained and improved.

What we have is good
keep in good condition - deterior
selectively improve part

Focus fed money to serve
in state + in region transp.
flexibility for states to main or expand
their own roads
partnership w/ states - always has been

Chair - 5704

WHITE HOUSE STAFFING MEMORANDUM

91 FEB 12 All: 39

DATE: 02/11/91 ACTION/CONCURRENCE/COMMENT DUE BY: 11:00 a.m. 02/12

SUBJECT: PRESIDENTIAL REMARKS: TRANSPORTATION BRIEFING
(02/11 2:00 p.m. draft)

	ACTION FYI			ACTION FYI	
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	NEWMAN	<input type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UNTERMAYER	<input type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>ROGERS</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>WINSTON</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>BOSKIN</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>DELAND</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HOLIDAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u> </u>	<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:
Please forward your comments directly to Chriss Winston, Rm. 122, x 2930, no later than 11:00 a.m. on Tuesday, 02/12, with a copy to this office. Thanks.

RESPONSE:
*See comments. Thanks.
Holly Williamson
2-12-91*

PHILLIP D. BRADY
Assistant to the President
and Staff Secretary
Ext. 2702

Grant/Dooley
February 11, 1991
2 p.m. A:ROADS

91 FEB 11 PM 4:06

**BRIEF REMARKS: TRANSPORTATION BRIEFING
ROOM 450
WEDNESDAY, FEBRUARY 13, 1991
TIME?**

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. ///

Thirty-five years ago, President Dwight Eisenhower envisioned an Interstate Highway System that today is reality. His idea spurred development in this country for a generation, and united our states as never before -- economically, politically, and socially. Take a look at any map of our country, and you'll see President Eisenhower's legacy for a strong America.

Today, the Interstate System is virtually complete. ^{and Americans enjoy} But as ^{unexcelled} we stand on the road to the next American Century, it seems ^{mobility.} there's nothing but potholes -- literally. Over ^{165,000} ~~168,000~~ miles of ^{DOT} highway need repair. Last year, over 134,000 bridges were structurally deficient, and 5,000 were closed to traffic. We need to move ahead -- toward improved productivity and competitiveness -- and to get there, we need safe, efficient, modern roads, ^{Complimented by systems of mass transit.} ^{DOT}

The stakes are high. Economic competition in the 21st century will be tougher than ever before. ~~Already,~~ ^{DOT} transportation accounts for 17 percent of our G.N.P. and up to a quarter of our export dollars. We've got to find ways to expand

the nation's mobility -- for urban Americans, for rural Americans, and for ~~disabled~~ ^{with disabilities} Americans ^{on the move}.

✓ DOT + OCA

So today we're calling for a renewed commitment to invest in America's future -- by unveiling a blueprint for a new national highway system. We've designed new legislation, the Surface Transportation Assistance Act, to build competitiveness and improve the links between workers and jobs, and goods and markets.

This legislation encourages the use of advanced technologies; it uses modern management methods; it improves efficiency by making better use of existing highways ^{and mass transit systems} and it cuts red tape for those in the trucking industry. Best of all, it provides flexibility to the private sector and to ~~the~~ ^{and localities,} states, so that federal funds are targeted ^{to} where they are needed most.

✓ DOT
✓ DOT
✓ DOT

This bill contains a 25 percent increase in highway investment over the next five years. ^{see Insert Below *} Funds for mass transit will increase by 6 percent, with a 33 percent increase in capital investment. And this investment will give a shot in the arm to American workers -- by creating thousands of jobs in the short term, and boosting productivity in the long-term.

✓ DOT

^{ot} In these days ^{We face unprecedented challenges} of environmental terrorism -- ((and I'm not talking about my wife's accident with the tree)) -- we're all concerned about conserving energy and protecting the environment. Transportation in this country causes more than half of urban air pollution and consumes even more of our petroleum. Our aim is to reduce fuel consumption and ease traffic jams -- in order to save

✓ DOT

✓ DOT insert

* And it focuses new attention on the needs of our cities where millions of our citizens depend on public transit.

energy and cut air pollution. And we want to ^{provide} ~~put~~ flexibility ^{to} ~~in~~ ✓ DOT
~~the hands of the states~~ ^{by giving them highways + transit options} in meeting clean air goals -- because we ✓ DOT
can strike a balance between improving mobility, protecting the
 environment, and saving energy.

And finally, our most important goal is to save lives. Each ✓ DOT + OCA
 year, 45,000 Americans die on ^{our nation's (DOT)} highways, ~~the equivalent of one~~ ✓ DOT
~~jetliner crash every day~~. So we've proposed a 43 percent ✓ DOT
 increase in funding for highway ~~and rail~~ safety programs over the ✓ DOT
 next five years. This Administration supports the battle against
drunk driving, and we encourage people to buckle up for safety.
 [Possible appearance by Vince and Larry, the safety dummies].

This bill is a good one. We believe it will draw broad ✓ DOT
 support from all sectors -- the states, ^{the cities,} the transportation ✓ DOT
 industry, and the Congress. As part of this Administration's
 National Transportation ^{Policy} ~~Strategy~~, it will move us into the Next ✓ DOT
 American Century. * please see note at bottom of page.

With this legislation, America is on the road to expanded ✓ DOT
 productivity, more jobs, and a strengthened infrastructure ^{and improved mobility} -- for ✓ DOT
 a stronger United States. ^{Sam,} ~~Secretary Skinner~~, since you've
 already been dubbed the "Road Warrior," // I'm asking you to
 bring me back a bill I can sign ^{before highway funding expires this fall,} ~~by the end of this year.~~ ✓ DOT

~~Now, I understand Secretary Skinner will discuss this bill~~
~~in greater detail with you. Thank you.~~

###

DOT + OCA
 do not think
 this is the
 right sequence of
 events. The
 Sec. briefs before
 the Pres' remarks.
 Mark Osborne is
 the action officer --
 might confirm with
 her.

* DOT NOTES that there may be several members of Congress
 present & that this may be a good time to recognize them &
 offer the Admin's hand in working close with them.
 idea should be carried in at the end of next discussion - to Sam to be my point person

Document No. 21209855

WHITE HOUSE STAFFING MEMORANDUM
91 FEB 12 AM: 28



DATE: 02/11/91 ACTION/CONCURRENCE/COMMENT DUE BY: 11:00 a.m. 02/12

SUBJECT: PRESIDENTIAL REMARKS: TRANSPORTATION BRIEFING
(02/11 2:00 p.m. draft)

	ACTION FYI			ACTION FYI	
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MCCLURE	<input type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	NEWMAN	<input type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UNTERMEYER	<input type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>ROGERS</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>WINSTON</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>BOSKIN</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>DELAND</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HOLIDAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u> </u>	<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:

Please forward your comments directly to Chriss Winston, Rm. 122, x 2930, no later than 11:00 a.m. on Tuesday, 02/12, with a copy to this office. Thanks.

RESPONSE:

Account

*Please see suggestions
2/12/91*

PHILLIP D. BRADY
Assistant to the President
and Staff Secretary
Ext. 2702

*Mr. Member Acknowledgments:
Only Sen. Moynihan has responded favorably as of 2/12 10:45 am. Pending are Senators Dole, Riegle and Reps. Hammerschmidt and Conyers*

91 FEB 11 PM 4:06

Grant/Dooley
February 11, 1991
2 p.m. A:ROADS

**BRIEF REMARKS: TRANSPORTATION BRIEFING
ROOM 450
WEDNESDAY, FEBRUARY 13, 1991
TIME?**

And a special welcome to Senator Poirer de Moynihan here in the front row.

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. ///

Thirty-five years ago, President Dwight Eisenhower envisioned an Interstate Highway System that today is reality. His idea spurred development in this country for a generation, and united our states as never before -- economically, politically, and socially. Take a look at any map of our country, and you'll see President Eisenhower's legacy for a strong America.

Today, the Interstate System is virtually complete. But ^{this vital} ~~we stand on the road to the next American Century, it seems~~ ~~national resources~~ ~~we stand on the road to the next American Century, it seems~~ ~~requires~~

~~there's nothing but potholes -- literally.~~ Over 168,000 miles of highway need repair. Last year, over 134,000 bridges were structurally deficient, and 5,000 were closed to traffic. We need to move ahead -- toward improved productivity and competitiveness -- and to get there, we need safe, efficient, modern roads.

The stakes are high. Economic competition in the 21st century will be tougher than ever before. Already, transportation accounts for 17 percent of our G.N.P. and up to a quarter of our export dollars. We've got to find ways to expand

goes too far - needs to be careful on Bush-Reagan fed. highway program.

a new infusion of resources, some road modernization and maintenance

2

the nation's mobility -- for urban Americans, for rural Americans, and for disabled Americans on the move.

So today we're calling for a renewed commitment to invest in America's future -- by unveiling a blueprint for a new national highway system. We've designed new legislation, the Surface Transportation Assistance Act, to build competitiveness and improve the links between workers and jobs, and goods and markets.

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congestion 7

3

energy and cut air pollution. And we want to put flexibility in the hands of the states in meeting clean air goals -- because we can strike a balance between improving mobility, protecting the environment, and saving energy.

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Grant/Dooley
February 11, 1991
2 p.m. A:ROADS

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WEDNESDAY, FEBRUARY 13, 1991
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#



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

Revised draft reflecting
OMB changes 2/12

The Honorable Dan Quayle
President of the Senate
United States Senate
Washington, D.C. 20510

Dear Mr. President:

Enclosed for introduction and referral to the appropriate committee is a draft bill, entitled the

"Surface Transportation Assistance Act of 1991."

This legislation proposes a comprehensive restructuring of our nation's highway, highway safety, and transit assistance programs. Through this proposal, the Administration and Congress will define a new vision for the coming generation of surface transportation - a vision that will meet the evolving mobility needs of the next American century. It will put into place some of the major principles of the Statement of National Transportation Policy, which the President announced almost a year ago. The bill will provide a total of approximately \$105 billion in authorizations for these programs over the period from FY 1992 through FY 1996. All funding will come from the Highway Trust Fund, thus ensuring that users pay for the costs of services and facilities they use. In addition, a five year authorization of these programs will provide the necessary time for a transition to the "post-Interstate" era. Such a timeframe provides needed funding and stability so States can adequately plan and manage their programs, and is consistent with past authorizations.

The biggest challenge for transportation in the coming decade is to provide adequate resources to maintain and improve national infrastructure and to expend those resources for maximum benefit. The conclusions of the National Transportation Policy make it abundantly clear that the status quo will not do the job. Sound management techniques that keep our roads and transit working must be employed. We must strengthen our safety efforts including our campaign against drunk driving. We must provide flexibility in our Federal transportation programs to empower State and local governments to make more efficient use of scarce resources and make environmentally sound transportation decisions. Innovative

strategies, including expanded use of traffic operational improvements, toll financing and private sector participation, also need to be encouraged.

The future of our transportation system depends on our laying the foundation for it now. This bill meets that challenge by proposing several fundamental changes to our current system.

First, the highway title of the bill focuses Federal highway resources on facilities of national significance. Building on the success of the Interstate System, the National Highway System will incorporate the Interstate System, and through the addition of mileage, reflect the major demographic and travel changes that have occurred since the Interstate routes were designated some 40 years ago. The National Highway System will be developed in consultation with the States and will include up to 150,000 miles of principal arterial routes that serve major population centers, ports, airports, and international border crossings; meet national defense requirements; and serve interstate and interregional travel.

Second, the focus on national priorities will be accompanied by the provision for greater flexibility in the use of transportation funds at all levels of government, permitting investment in facilities and services in modes that offer the most cost-effective solution to mobility needs. A new Urban and Rural program will provide enhanced flexibility by merging programs and by allowing all of the funds to be used for either highway or transit projects. The program will also feature reduced Federal oversight by eliminating project-by-project reviews and various project associated requirements. This will enable local decision makers to use funds more efficiently.

States will also have flexibility in the selection of financing techniques. For example, States will be permitted to use Federal funds for the construction of toll roads including those in which there is private participation. This will encourage efforts by private entrepreneurs to plan and finance toll roads like those already underway in Virginia and California.

Third, we recognize that the competitiveness of the U.S. economy in the global marketplace is linked to the efficiency of our transportation system. Fostering a competitive environment will require changing not only the way we invest in our physical infrastructure but also reforming the regulatory and administrative infrastructure that goes hand-in-hand in defining the efficiency of the nation's transportation system. This bill, in carrying out the recommendations of the National Transportation Policy, would prohibit unnecessary and burdensome State and local economic regulation of interstate motor carriers and would establish greater uniformity in State truck registration and fuel tax reporting requirements. These State regulations and administrative requirements impede our ability to compete on a "level playing field" with our global trading partners.

Fourth, highway safety is an integral part of the entire program and will be stressed even further through a safety management system that will fully integrate safety decisions in the project development process. The goal is to eliminate or reduce existing and potential highway hazards so the number and severity of traffic accidents can be minimized. In addition, we will provide safety funding bonuses from existing programs, that will focus attention on high priority safety needs at the State level. We will award bonuses to those States that take specific actions to advance highway safety measures.

Finally, our experience shows there are program reforms that can and should be made to increase the efficiency and effectiveness of Federal resources. To that end, the transit title of the bill provides for restructuring funding sources for the transit program. Under the bill, the transit formula program (now almost entirely financed from general revenue) and the discretionary program will be funded entirely from the Trust Fund, and distribution of a larger share of the entire transit program will be formula-based. This will further two important policy goals by providing for (1) more stability in funding for transit, and (2) a more equitable distribution across the country of user fee revenues. Such funds, collected as part of the federal gas tax, now almost all go to only a small number of cities for discretionary transit grants.

We believe restructuring the surface transportation programs now is essential. By October 1991, the current programs will have expired. At that time we hope that a new program will be in place to carry the Nation forward and to help it continue to compete internationally. Our proposal is a balanced plan to achieve this end. We look forward to working with you in the coming year on this important legislation.

The Office of Management and Budget advises that the enactment of this legislative proposal would be in accord with the President's program.

Sincerely,

Samuel K. Skinner

Enclosures:
Draft bill
Section-by-section analysis

WHITE HOUSE STAFFING MEMORANDUM

91 FEB 12 09:35

DATE: 02/11/91 ACTION/CONCURRENCE/COMMENT DUE BY: 11:00 a.m. 02/12

SUBJECT: PRESIDENTIAL REMARKS: TRANSPORTATION BRIEFING
(02/11 2:00 p.m. draft)

	ACTION FYI			ACTION FYI	
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	NEWMAN	<input type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	UNTERMAYER	<input type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>ROGERS</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>WINSTON</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>BOSKIN</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>DELAND</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HOLIDAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u> </u>	<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:
Please forward your comments directly to Chriss Winston, Rm. 122, x 2930, no later than 11:00 a.m. on Tuesday, 02/12, with a copy to this office. Thanks.

RESPONSE:
Minor comments
AA

PHILLIP D. BRADY
Assistant to the President
and Staff Secretary
Ext. 2702

91 FEB 11 PM 4:06

Grant/Dooley
February 11, 1991
2 p.m. A:ROADS

**BRIEF REMARKS: TRANSPORTATION BRIEFING
ROOM 450
WEDNESDAY, FEBRUARY 13, 1991
TIME?**

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. ///

Thirty-five years ago, President Dwight Eisenhower envisioned an Interstate Highway System that today is reality. His idea ^{fuelled} spurred development in this country for a generation, and united our states as never before -- economically, politically, and socially. Take a look at any map of our country, and you'll see President Eisenhower's legacy for a strong America.

Today, the Interstate System is virtually complete. But as we stand on the road to the next American Century, it seems there's nothing but potholes -- literally. Over 168,000 miles of highway need repair. Last year, over 134,000 bridges were structurally deficient, and 5,000 were closed to traffic. We need to move ahead -- toward improved productivity and competitiveness -- and to get there, we need safe, efficient, modern roads.

The stakes are high. Economic competition in the 21st century will be tougher than ever before. Already, transportation accounts for 17 percent of our G.N.P. and up to a quarter of our export dollars. We've got to find ways to expand

the nation's mobility -- for urban Americans, for rural Americans, and for disabled Americans on the move.

So today we're calling for a renewed commitment to invest in America's future -- by unveiling a blueprint for a new national highway system. We've designed new legislation, the **Surface Transportation Assistance Act**, to build competitiveness and improve the links between workers and jobs, and goods and markets.

This legislation encourages the use of advanced technologies; it uses modern management methods; it improves efficiency by making better use of existing highways; and it cuts red tape ^{particularly} for those in the trucking industry. Best of all, it provides flexibility to the private sector and to the states, so that federal funds are targeted to where they are needed most.

This bill contains a **25 percent increase** in highway investment over the next five years. Funds for mass transit will increase ^{too} by ~~6~~ percent, with a **33 percent increase** in capital investment. And this investment will give a shot in the arm to American workers -- by creating thousands of jobs in the short term, and boosting productivity in the long-term.

In these days of environmental terrorism -- ((and I'm not talking about my wife's accident with the tree)) -- we're all concerned about conserving energy and protecting the environment. Transportation in this country causes **more than half** of urban air pollution and consumes **even more** of our petroleum. Our aim is to reduce fuel consumption and ease traffic jams -- in order to save

segue
to
draft

energy and cut air pollution. And we want to put flexibility in the hands of the states in meeting clean air goals -- because we can strike a balance between improving mobility, protecting the environment, and saving energy.

And finally, our most important goal is to save lives. Each year, 45,000 Americans die on highways -- the equivalent of one jetliner crash every day. So we've proposed a 43 percent increase in funding for highway and rail safety programs over the next five years. This Administration supports the battle against drunk driving, and we encourage people to buckle up for safety. [Possible appearance by Vince and Larry, the safety dummies].

This bill is a good one. We believe it will draw broad support from all sectors -- the states, the transportation industry, and the Congress. As part of this Administration's National Transportation Strategy, it will move us into the Next American Century.

With this legislation, America is on the road to expanded productivity, more jobs, and a strengthened infrastructure -- for a stronger United States. Secretary Skinner, since you've already been dubbed the "Road Warrior," // I'm asking you to bring me back a bill I can sign by the end of this year.

Now, I understand Secretary Skinner will discuss this bill in greater detail with you. Thank you.

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x6218

FEB 11 1991

Document No. 21209855

12 AIO: 24

WHITE HOUSE STAFFING MEMORANDUM

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(02/11 2:00 p.m. draft)

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VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>ROGERS</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>WINSTON</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>BOBRIN</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>DELANO</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HOLIDAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>

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RESPONSE:

PHILLIP D. BRADY
Assistant to the President
and Staff Secretary
Ext. 2702

CW -
I think a lot of these
changes are unnecessary -

MK.

PS: 54 51

CEQ Markup
Dale Curtis, x5750

Grant/Deoley
February 11, 1991
2 p.m. AIRROADS

91 FEB 11 PM 4:06

Hope this helps!
Dah C.

BRIEF REMARKS: TRANSPORTATION BRIEFING
ROOM 450
WEDNESDAY, FEBRUARY 13, 1991
TIMMY

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. III

longue-twister

Thirty-five years ago, President Dwight Eisenhower envisioned ^{our} ~~the~~ Interstate Highway System that ~~today is reality.~~ His idea spurred ~~development in this country for a generation,~~ ^{stronger} and united our states as never before -- economically, politically, and socially. Take a look at any map of our country, and you'll see President Eisenhower's legacy for a strong America.

too negative

Today, the Interstate system is virtually complete. / But as ^{we're likely to get hit by passing cars!} ~~we stand on the road~~ to the next American Century, it seems ^{verb tense} ~~there's nothing but potholes~~ -- literally. / Over 168,000 miles of highway need repair. Last year, over 134,000 bridges were structurally deficient, and 5,000 were closed to traffic. We need to move ahead -- toward improved productivity and competitiveness, ~~and~~ ^{and} to get there, we need safe, efficient, modern roads.

The stakes are high. Economic competition in the 21st century will be ^{steeper} ~~tougher~~ than ever before. Already, transportation accounts for 17 percent of our G.N.P. and up to a quarter of our export dollars. We've got to find ways to expand

** How about: "But what concerns me is that without the same kind of foresight and action today, we may be in for a rough ride on the road to the next Am. Century."

and competitiveness

2

the nation's mobility -- for urban Americans, for rural Americans, and for disabled Americans on the move.

So today we're calling for a renewed commitment to invest in America's future -- by unveiling a blueprint for a new national highway system. We've designed new legislation, the Surface Transportation Assistance Act, to build competitiveness and improve the links between workers and jobs, and goods and markets.

stronger without this

This legislation encourages the use of advanced technologies; It uses modern management methods; It improves efficiency by making better use of existing highways; and it cuts red tape for those in the trucking industry. Best of all, it provides flexibility to the private sector and to the states, so that federal funds are targeted to where they are needed most.

areas of greatest need

This bill contains a 33 percent increase in highway investment over the next five years. Funds for mass transit will increase by ~~6 percent~~ with a 33 percent increase in capital investment. And this investment will give a shot in the arm to American workers -- by creating thousands of jobs in the short term, and boosting productivity in the long-term.

stronger without the 6 percent figure

In these days of environmental terrorism -- (~~stand like a tree~~ talking about my wife's accident with the tree) -- we're all concerned about conserving energy and protecting the environment. Transportation in this country causes more than half of urban air pollution and consumes ~~even more~~ ^{be specific} of our petroleum. Our aim is to reduce fuel consumption and ease traffic jams -- in order to save

humor deflates the message

and using energy more efficiently

*reverse order
1) consumes oil
2) causes pollution*

Our Administration has already taken several actions to boost energy efficiency, and more are forthcoming.

3

energy and cut air pollution. And we want to put flexibility in the hands of the states in meeting clean air goals -- because we ~~can strike a balance between improving mobility, protecting the environment, and saving energy.~~ ^{and we must}

~~and finally,~~ ^{with this legislation} our most important goal is to save lives. Each year, 45,000 Americans die on highways -- the equivalent of one jetliner crash every day. So we've proposed a 43 percent increase in funding for ^{transportation} ~~highway and rail~~ safety programs over the next five years. This Administration supports the battle against drunk driving, and we encourage people to buckle up for safety.

~~[Possible appearance by Vince and Larry, the safety dummies].~~ ^{NO}

This bill is a ~~good one. We believe it will draw broad support from all sectors -- the states, the transportation industry, and the Congress. As part of this Administration's National Transportation Strategy, it will move us into the Next American Century.~~ ^{product of consultation with many}

With this legislation, America is on the road to expanded productivity, more jobs, and a strengthened infrastructure -- for a stronger United States. Secretary Skinner, since you've already been dubbed the "Road Warrior," // I'm asking you to bring me back a bill I can sign by the end of this year.

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urban/rural block grant -

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