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THE WHITE HOUSE

Office of the Press Secretary

For Immediate Release

June 21, 1991

REMARKS BY THE PRESIDENT
TO THE AMERICAN ASSOCIATION OF
STATE HIGHWAY AND TRANSPORTATION OFFICIALS

The Rose Garden

10:10 A.M. EDT

THE PRESIDENT: Thank you. Let me salute Secretary Skinner. I'll tell you, he is doing a superb job out there. And I heard about a half an hour of his remarks there -- (laughter) -- and I thought he did a great job warming up the crowd. We don't need it here, but he gave my speech. But, look, we all know that Sam is committed, doing a first-class job, overcoming obstacles along the way and making great progress on this subject that's of such concern to all of us here.

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

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

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

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

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

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

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

MORE

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

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

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

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

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

The Senate bill doesn't focus federal funds sufficiently on national needs. It allows for no differential match between the national highway system and other programs. And it shortchanges the national highway system. It calls for excessive federal spending, putting at risk other important federal programs, including programs that you all care about. Aviation safety and modernization would be ones that come to mind, as well as education, health care, fighting the war on drugs -- all these other national priorities. The Senate version doesn't lower matching ratios or eliminate operating subsidies for local transit systems.

And finally, the Senate bill directs how federal money will be distributed within states, tying the hands of state officials. State transportation officials, in our view, have the vision, the experience and, yes, the organizations to ensure that our highway funds are spent wisely.

As you all know, I challenged the Congress to pass a comprehensive crime bill and a transportation bill in 100 days -- by June 14th. And while the Senate has acted, and I give them credit for that, the House hasn't taken any official action at all. What the American people heard as a 100-day challenge, the Congress used as an excuse to complain. A challenge of 100 days became an occasion for 100 different delays and 101 excuses for inaction.

The roadblock, thank heavens, has been broken by the action in the Senate. And I urge the House now not to lose that Senate-created momentum. I also challenge the Congress not to let a fight over the allocation of resources overshadow the real issues that are at stake here. Long-term productivity and the economic -- fundamental economic health of our nation.

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

The old approaches to surface transportation just won't do it. And by any standard, the way in which we -- the federal

government -- and you, the states -- do business must change in response to new fiscal and technological challenges. We've got to take full advantage of our present opportunity to create a surface transportation program that will meet our present and future needs, not our past problems.

We've got to develop a new generation of transportation systems and solutions. And our bill recognizes that we can't just preserve the well-worn paths of the past. We must move ahead. And I do need your help -- we all need your help -- and the nation needs your expertise, needs your service.

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

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

END

10:19 A.M. EDT

WHITE HOUSE STAFFING MEMORANDUM

91 JUN 20 4 3: 10

DATE: 6/20/91 ACTION/CONCURRENCE/COMMENT DUE BY: ---

SUBJECT: PRESIDENTIAL REMARKS: STATE HIGHWAY OFFICIALS

	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"/>	PETERSMEYER	<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"/>	SMITH	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BROMLEY	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<u>SNOW</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____	<input type="checkbox"/>	<input type="checkbox"/>
GRAY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____	<input type="checkbox"/>	<input 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

91 JUN 20 PM 12:36

June 20, 1991

MEMORANDUM FOR THE PRESIDENT

THROUGH: TONY SNOW *TS*
FROM: MARK LANGE
SUBJECT: STATE HIGHWAY OFFICIALS

I. SUMMARY

On Friday, June 21, at 10:00 a.m. in Room 450, you will address 100 members of the American Association of State Highway and Transportation Officials. This includes most of the state Secretaries of Transportation.

II. DISCUSSION

The remarks (8 minutes, on cards) point out the differences between our transportation bill and the Senate bill.

(Lange/Simon)
June 20, 1991
12:30 P.M.
[AASHTO.TS]

BRIEF REMARKS: AMERICAN ASSOCIATION OF STATE HIGHWAY AND
TRANSPORTATION OFFICIALS
ROOM 450, OEOB
FRIDAY, JUNE 21, 1991
10:00 A.M.

[[Thank you, Secretary Skinner ... fellow travellers: \\
Welcome to the private screening of Road Warrior II. \\
Sorry if I'm a little late. Not that my commute is all
that long... but I do get a little steamed by the gridlock in
Congress. \\]]

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

We are the most mobile society in history -- economically,
and, of course, literally. This century, we've developed the
world's most advanced transportation system. We've done it
through strong commitment and substantial investment. We have
tried to harness the power of market forces, and we'll continue
to do so. But we also believe in solid partnerships between the
private sector and government at all levels.

No transportation partnership has endured so long or
accomplished as much as the one between the Federal Government
and AASHTO. Our organizations have worked together for 75 years
now. We have helped turn a sprawling land knitted together by

dusty backroads into a nation linked by high-performance roads and highways. Those corridors have reshaped our nation and made it possible for all of us to take mobility for granted.

When President Eisenhower first proposed a major national highway network back in 1956, he laid the groundwork for unprecedented movement, unprecedented access, all across America: to products, to services, to prosperity.

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

That's why our Surface Transportation proposal calls for significant investment in the future. We propose increasing Federal highway spending by 39 percent over the next five years. The Interstate system has mapped our economic prosperity by ensuring our competitiveness and productivity.

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

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

We believe our nation is best served by providing greater

flexibility -- and greater accountability -- at the state and local level. A higher state match on urban and rural roads that are not critical to national interests will increase total infrastructure investment. It will help us build better, more efficient roads.

I'm very pleased the Senate included a National Highway System in its version of the Surface Transportation Reauthorization. The Senate's bill includes some good features - - such as increased flexibility -- that we advanced originally. We need to loosen the federal apron strings on the states' highway programs.

But at times the stretch of Pennsylvania Avenue between Congress and the White House seems like the longest street in America. And that's certainly the case with the Senate version of this bill. Its defects outweigh its virtues.

The Senate bill doesn't focus Federal funds sufficiently on national needs. It allows for no differential match between the National Highway System and other programs. It shortchanges the National Highway System.

It calls for excessive Federal spending, putting at risk other important federal programs -- including programs you care about: aviation safety and modernization, for example, as well as education and health care.

The Senate version doesn't lower matching ratios or eliminate operating subsidies for local transit systems.

And finally, the Senate bill channels money directly to the

Metropolitan Planning Organizations, bypassing the states. I believe that all highway funds should go through the state transportation authorities. You people have the vision, the experience, and the organizations to ensure that our highway funds are spent wisely to meet local, state, and national needs.

As you all know, I challenged the Congress to pass a comprehensive crime bill and a transportation bill in a hundred days -- by June 14th. While the Senate has acted, the House hasn't even begun.

Now it looks like sound transportation legislation is still on the road to nowhere. Congress continues to take its time, and unfortunately for all of us, the delays are taking their toll.

What the American people heard as a 100-day challenge, the Congress used as an excuse to complain. A challenge of hundred days became an occasion for a hundred delays -- and a hundred and one excuses for inaction. The roadblock has been broken by action in the Senate. I urge the House not to lose the momentum. I also challenge the Congress not to let a fight over the allocation of resources overshadow the real issues that are at stake: long term productivity and the economic health of our nation.

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

The old approaches to surface transportation just won't do. By any standard, the way in which we -- the Federal Government -

- and you -- the states -- do business must change in response to new fiscal and technological challenges. We must take full advantage of our present opportunity to create a surface transportation program that will meet our present and future needs -- not our past problems. We must develop a new generation of transportation systems and solutions.

Our bill recognizes that we can't just preserve the well-worn paths of the past. We must move ahead. I need your help - - and the nation needs your service and expertise.

Let's review and reinvigorate the partnership between State and Federal interests that's kept America on the move through the 20th century. Let's stop talking. Let's stop stalling. Let's just get the job done.//

With the right tools, the right investment, and the right incentives, we'll move this nation into the next American century. And I look forward to working with you, every step of the way. Thank you all very much. Godspeed to you, and God bless the United States of America.

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AM. ASSOC. OF STATE HIGHWAY AND TRANSPORTATION
OFFICIALS \ ROOM 450 \ JUNE 21, 1991 \ 10:00 A.M.

THANK YOU, SECRETARY SKINNER AND THANK YOU ALL FOR
JOINING US HERE AT THE WHITE HOUSE. BEHIND ME STAND
THE FLAGS OF EVERY STATE. THEY'RE HERE FOR A REASON
TODAY, JUST AS YOU AND SECRETARY SKINNER ARE HERE FOR A
REASON: TO SYMBOLIZE OUR COMMITMENT TO A NEW
PARTNERSHIP IN CREATING A TRULY NATIONAL HIGHWAY
SYSTEM. \ \

- 2 -

YOU ALL UNDERSTAND THE IMPORTANCE OF MOBILITY IN
OUR SOCIETY. OUR ECONOMIC GROWTH, OUR INTERNATIONAL
COMPETITIVENESS, EVEN OUR CULTURAL VITALITY -- ALL
DEPEND ON THE TRANSPORTATION LIFELINES THAT SPAN THIS
NATION, THAT LET PEOPLE GET TO WORK, HOME, TO
ENTERTAINMENT, TO FAMILY AND FRIENDS.

WE ARE THE MOST MOBILE SOCIETY IN HISTORY --
ECONOMICALLY, AND, OF COURSE, LITERALLY.

THIS CENTURY, WE'VE DEVELOPED THE WORLD'S MOST ADVANCED TRANSPORTATION SYSTEM. WE'VE DONE IT THROUGH STRONG COMMITMENT AND SUBSTANTIAL INVESTMENT. WE HAVE TRIED TO HARNESS THE POWER OF MARKET FORCES, AND WE'LL CONTINUE TO DO SO. BUT WE ALSO BELIEVE IN SOLID PARTNERSHIPS BETWEEN THE PRIVATE SECTOR AND GOVERNMENT AT ALL LEVELS.

NO TRANSPORTATION PARTNERSHIP HAS ENDURED SO LONG OR ACCOMPLISHED AS MUCH AS THE ONE BETWEEN THE FEDERAL GOVERNMENT AND AASHTO. OUR ORGANIZATIONS HAVE WORKED TOGETHER FOR 75 YEARS NOW. WE HAVE HELPED TURN A SPRAWLING LAND KNITTED TOGETHER BY DUSTY BACKROADS INTO A NATION LINKED BY HIGH-PERFORMANCE ROADS AND HIGHWAYS. THOSE CORRIDORS HAVE RESHAPED OUR NATION AND MADE IT POSSIBLE FOR ALL OF US TO TAKE MOBILITY FOR GRANTED.

WHEN PRESIDENT EISENHOWER FIRST PROPOSED A MAJOR NATIONAL HIGHWAY NETWORK BACK IN 1956, HE LAID THE GROUNDWORK FOR UNPRECEDENTED MOVEMENT, UNPRECEDENTED ACCESS, ALL ACROSS AMERICA: TO PRODUCTS, TO SERVICES, TO PROSPERITY.

NOW, AS THE WORLD SEEMS TO SHRINK WHILE THE COMPETITIVE PACE QUICKENS, WE MUST MAKE CERTAIN AMERICAN BUSINESS HAS THE MOBILITY TO COMPETE AND GET ITS GOODS TO MARKET.

THAT'S WHY OUR SURFACE TRANSPORTATION PROPOSAL CALLS FOR SIGNIFICANT INVESTMENT IN THE FUTURE. WE PROPOSE INCREASING FEDERAL HIGHWAY SPENDING BY 39 PERCENT OVER THE NEXT FIVE YEARS. THE INTERSTATE SYSTEM HAS MAPPED OUR ECONOMIC PROSPERITY BY ENSURING OUR COMPETITIVENESS AND PRODUCTIVITY.

WE'RE COMMITTED TO BUILDING STRONGER PARTNERSHIPS AT EVERY LEVEL. WE FAVOR GIVING NEW FLEXIBILITY TO THE STATES. LET THEM DECIDE HOW TO ADDRESS LOCAL NEEDS.

OUR BILL PROVIDES INNOVATIVE FEATURES TO ENCOURAGE PRIVATE INVESTMENT IN OUR TRANSPORTATION INFRASTRUCTURE.

WE SEEK LEGISLATION FOR GREATER INVESTMENT AT THE FEDERAL LEVEL, FOR OUR OVERALL HIGHWAY SYSTEM -- TO MEET AN IMPORTANT NATIONAL NEED. WE ASKED FOR A HIGHER STATE MATCHING SHARE FOR LOCAL ROADS OUTSIDE THE NATIONAL HIGHWAY SYSTEM BECAUSE WE BELIEVE FEDERAL FUNDS SHOULD STAY FOCUSED ON NATIONAL NEEDS.

WE BELIEVE OUR NATION IS BEST SERVED BY PROVIDING GREATER FLEXIBILITY -- AND GREATER ACCOUNTABILITY -- AT THE STATE AND LOCAL LEVEL. A HIGHER STATE MATCH ON ROADS THAT ARE CRITICAL TO NATIONAL INTERESTS WILL INCREASE TOTAL INFRASTRUCTURE INVESTMENT. IT WILL HELP US BUILD BETTER, MORE EFFICIENT TRANSPORTATION NETWORKS.

I'M VERY PLEASED THE SENATE INCLUDED A NATIONAL HIGHWAY SYSTEM IN ITS VERSION OF THE SURFACE TRANSPORTATION REAUTHORIZATION. THE SENATE'S BILL INCLUDES SOME GOOD FEATURES -- SUCH AS INCREASED FLEXIBILITY -- THAT WE ADVANCED ORIGINALLY. WE NEED TO LOOSEN THE FEDERAL STRINGS ON THE STATES' HIGHWAY PROGRAMS.

BUT AT TIMES THE STRETCH OF PENNSYLVANIA AVENUE BETWEEN THE CAPITOL BUILDING AND THE WHITE HOUSE SEEMS LIKE THE LONGEST STREET IN AMERICA. YOU WOULDN'T BELIEVE HOW MUCH BILLS CHANGE FROM THE TIME THEY LEAVE THE WHITE HOUSE TILL CONGRESS FINISHES WITH THEM. THAT'S CERTAINLY THE CASE WITH THE SENATE VERSION OF THIS BILL.

THE SENATE BILL DOESN'T FOCUS FEDERAL FUNDS SUFFICIENTLY ON NATIONAL NEEDS.

IT ALLOWS FOR NO DIFFERENTIAL MATCH BETWEEN THE NATIONAL HIGHWAY SYSTEM AND OTHER PROGRAMS. IT SHORTCHANGES THE NATIONAL HIGHWAY SYSTEM.

IT CALLS FOR EXCESSIVE FEDERAL SPENDING, PUTTING AT RISK OTHER IMPORTANT FEDERAL PROGRAMS -- INCLUDING PROGRAMS YOU CARE ABOUT: AVIATION SAFETY AND MODERNIZATION, FOR EXAMPLE, AS WELL AS EDUCATION AND HEALTH CARE, AND FIGHTING THE WAR ON DRUGS.

THE SENATE VERSION DOESN'T LOWER MATCHING RATIOS OR ELIMINATE OPERATING SUBSIDIES FOR LOCAL TRANSIT SYSTEMS.

AND FINALLY, THE SENATE BILL DIRECTS HOW FEDERAL MONEY WILL BE DISTRIBUTED WITHIN STATES, TYING STATE OFFICIALS' HANDS. STATE TRANSPORTATION OFFICIALS HAVE THE VISION, THE EXPERIENCE, AND THE ORGANIZATIONS TO ENSURE THAT OUR HIGHWAY FUNDS ARE SPENT WISELY.

AS YOU ALL KNOW, I CHALLENGED THE CONGRESS TO PASS A COMPREHENSIVE CRIME BILL AND A TRANSPORTATION BILL IN A HUNDRED DAYS -- BY JUNE 14TH. WHILE THE SENATE HAS ACTED, ACTION IN THE HOUSE IS JUST BEGINNING.

WHAT THE AMERICAN PEOPLE HEARD AS A 100-DAY CHALLENGE, THE CONGRESS USED AS AN EXCUSE TO COMPLAIN. A CHALLENGE OF HUNDRED DAYS BECAME AN OCCASION FOR A HUNDRED DELAYS -- AND A HUNDRED AND ONE EXCUSES FOR INACTION.

THE ROADBLOCK HAS BEEN BROKEN BY ACTION IN THE SENATE. I URGE THE HOUSE NOT TO LOSE THE MOMENTUM. I ALSO CHALLENGE THE CONGRESS NOT TO LET A FIGHT OVER THE ALLOCATION OF RESOURCES OVERSHADOW THE REAL ISSUES THAT ARE AT STAKE: LONG TERM PRODUCTIVITY AND THE ECONOMIC HEALTH OF OUR NATION.

SO I SAY TO THE CONGRESS: DON'T STOP. DON'T PASS "GO." DON'T COLLECT ANY MORE DOLLARS. JUST PASS OUR TRANSPORTATION BILL. //

THE OLD APPROACHES TO SURFACE TRANSPORTATION JUST WON'T DO. BY ANY STANDARD, THE WAY IN WHICH WE -- THE FEDERAL GOVERNMENT -- AND YOU -- THE STATES -- DO BUSINESS MUST CHANGE IN RESPONSE TO NEW FISCAL AND TECHNOLOGICAL CHALLENGES. WE MUST TAKE FULL ADVANTAGE OF OUR PRESENT OPPORTUNITY TO CREATE A SURFACE TRANSPORTATION PROGRAM THAT WILL MEET OUR PRESENT AND FUTURE NEEDS -- NOT OUR PAST PROBLEMS.

WE MUST DEVELOP A NEW GENERATION OF TRANSPORTATION SYSTEMS AND SOLUTIONS.

OUR BILL RECOGNIZES THAT WE CAN'T JUST PRESERVE THE WELL-WORN PATHS OF THE PAST. WE MUST MOVE AHEAD. I NEED YOUR HELP -- AND THE NATION NEEDS YOUR SERVICE AND EXPERTISE.

LET'S REVIEW AND REINVIGORATE THE PARTNERSHIP BETWEEN STATE AND FEDERAL INTERESTS.

**LET'S STOP TALKING. LET'S STOP STALLING. LET'S JUST
GET THE JOB DONE.//**

**WITH THE RIGHT TOOLS, THE RIGHT INVESTMENT, AND THE
RIGHT INCENTIVES, WE'LL MOVE THIS NATION INTO THE NEXT
AMERICAN CENTURY. AND I LOOK FORWARD TO WORKING WITH
YOU, EVERY STEP OF THE WAY. THANK YOU ALL VERY MUCH.
GODSPEED TO YOU, AND GOD BLESS THE UNITED STATES OF
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SO I SAY TO THE CONGRESS: DON'T STOP. DON'T PASS "GO." DON'T COLLECT ANY MORE DOLLARS. JUST PASS OUR TRANSPORTATION BILL. //

THE OLD APPROACHES TO SURFACE TRANSPORTATION JUST WON'T DO. BY ANY STANDARD, THE WAY IN WHICH WE -- THE FEDERAL GOVERNMENT -- AND YOU -- THE STATES -- DO BUSINESS MUST CHANGE IN RESPONSE TO NEW FISCAL AND TECHNOLOGICAL CHALLENGES. WE MUST TAKE FULL ADVANTAGE OF OUR PRESENT OPPORTUNITY TO CREATE A SURFACE TRANSPORTATION PROGRAM THAT WILL MEET OUR PRESENT AND FUTURE NEEDS -- NOT OUR PAST PROBLEMS.

WE MUST DEVELOP A NEW GENERATION OF TRANSPORTATION SYSTEMS AND SOLUTIONS.

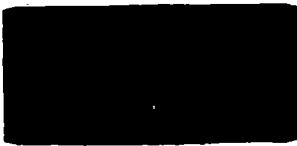
OUR BILL RECOGNIZES THAT WE CAN'T JUST PRESERVE THE WELL-WORN PATHS OF THE PAST. WE MUST MOVE AHEAD. I NEED YOUR HELP -- AND THE NATION NEEDS YOUR SERVICE AND EXPERTISE.

LET'S ^{NEW}~~REVIEW~~ AND REINVIGORATE THE PARTNERSHIP BETWEEN STATE AND FEDERAL INTERESTS.

LET'S STOP TALKING. LET'S STOP STALLING. LET'S JUST
GET THE JOB DONE.//

WITH THE RIGHT TOOLS, THE RIGHT INVESTMENT, AND THE
RIGHT INCENTIVES, WE'LL MOVE THIS NATION INTO THE NEXT
AMERICAN CENTURY. AND I LOOK FORWARD TO WORKING WITH
YOU, EVERY STEP OF THE WAY. THANK YOU ALL VERY MUCH.
GODSPEED TO YOU, AND GOD BLESS THE UNITED STATES OF
AMERICA.

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THE PRESIDENT HAS SEEN

5:45 p.m. 6/20/91 - POTUS SPOKE TO D.DEMAREST ON PHO
RE THIS.

THE WHITE HOUSE

WASHINGTON

P.Presock

91 JUN 20 PM 12:36

June 20, 1991

MEMORANDUM FOR THE PRESIDENT

THROUGH: TONY SNOW *TS*
FROM: MARK LANGE
SUBJECT: STATE HIGHWAY OFFICIALS

I. SUMMARY

On Friday, June 21, at 10:00 a.m. in Room 450, you will address 100 members of the American Association of State Highway and Transportation Officials. This includes most of the state Secretaries of Transportation.

II. DISCUSSION

The remarks (8 minutes, on cards) point out the differences between our transportation bill and the Senate bill.

(Lange/Simon)
June 20, 1991
12:30 P.M.
[AASHTO.TS]

BRIEF REMARKS: AMERICAN ASSOCIATION OF STATE HIGHWAY AND
TRANSPORTATION OFFICIALS
ROOM 450, OEOB
FRIDAY, JUNE 21, 1991
10:00 A.M.

[[Thank you, Secretary Skinner ... fellow travellers: \\
Welcome to the private screening of Road Warrior II. \\
~~Sorry if I'm a little late. Not that my commute is all~~
that long... but I do get a little steamed by the gridlock in
~~Congress.~~ \\]]

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

We are the most mobile society in history -- economically, and, of course, literally. This century, we've developed the world's most advanced transportation system. We've done it through strong commitment and substantial investment. We have tried to harness the power of market forces, and we'll continue to do so. But we also believe in solid partnerships between the private sector and government at all levels.

No transportation partnership has endured so long or accomplished as much as the one between the Federal Government and AASHTO. Our organizations have worked together for 75 years now. We have helped turn a sprawling land knitted together by

dusty backroads into a nation linked by high-performance roads and highways. Those corridors have reshaped our nation and made it possible for all of us to take mobility for granted.

When President Eisenhower first proposed a major national highway network back in 1956, he laid the groundwork for unprecedented movement, unprecedented access, all across America: to products, to services, to prosperity.

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

That's why our Surface Transportation proposal calls for significant investment in the future. We propose increasing Federal highway spending by 39 percent over the next five years. The Interstate system has mapped our economic prosperity by ensuring our competitiveness and productivity.

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

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

We believe our nation is best served by providing greater

flexibility -- and greater accountability -- at the state and local level. A higher state match on urban and rural roads that are not critical to national interests will increase total infrastructure investment. It will help us build better, more efficient roads.

I'm very pleased the Senate included a National Highway System in its version of the Surface Transportation Reauthorization. The Senate's bill includes some good features -- such as increased flexibility -- that we advanced originally. We need to loosen the federal apron strings on the states' highway programs.

But at times the stretch of Pennsylvania Avenue between Congress and the White House seems like the longest street in America. And that's certainly the case with the Senate version of this bill. (Its defects outweigh its virtues.)

The Senate bill doesn't focus Federal funds sufficiently on national needs. It allows for no differential match between the National Highway System and other programs. It shortchanges the National Highway System.

It calls for excessive Federal spending, putting at risk other important federal programs -- including programs you care about: aviation safety and modernization, for example, as well as education and health care, fighting the war on drugs.

The Senate version doesn't lower matching ratios or eliminate operating subsidies for local transit systems.

And finally, the Senate bill channels money directly to the

You wouldn't believe how much bills Δ from the time bills leave the WH ↓ Congress

Metropolitan Planning Organizations, bypassing the states. I believe that all highway funds should go through the state transportation authorities. You people have the vision, the experience, and the organizations to ensure that our highway funds are spent wisely to meet local, state, and national needs.

As you all know, I challenged the Congress to pass a comprehensive crime bill and a transportation bill in a hundred days -- by June 14th. While the Senate has acted, the House hasn't even begun. *Detete*

Now it looks like sound transportation legislation is still on the road to nowhere. Congress continues to take its time, and unfortunately for all of us, the delays are taking their toll.

What the American people heard as a 100-day challenge, the Congress used as an excuse to complain. A challenge of hundred days became an occasion for a hundred delays -- and a hundred and one excuses for inaction. The roadblock has been broken by action in the Senate. I urge the House not to lose the momentum. I also challenge the Congress not to let a fight over the allocation of resources overshadow the real issues that are at stake: long term productivity and the economic health of our nation.

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

The old approaches to surface transportation just won't do. By any standard, the way in which we -- the Federal Government -

- and you -- the states -- do business must change in response to new fiscal and technological challenges. We must take full advantage of our present opportunity to create a surface transportation program that will meet our present and future needs -- not our past problems. We must develop a new generation of transportation systems and solutions.

Our bill recognizes that we can't just preserve the well-worn paths of the past. We must move ahead. I need your help - - and the nation needs your service and expertise.

Let's review and reinvigorate the partnership between State and Federal interests that's kept America on the move through the 20th century. Let's stop talking. Let's stop stalling. Let's just get the job done.//

With the right tools, the right investment, and the right incentives, we'll move this nation into the next American century. And I look forward to working with you, every step of the way. Thank you all very much. Godspeed to you, and God bless the United States of America.

#

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It calls for excessive Federal spending, putting at risk other important federal programs -- including programs you care about: aviation safety and modernization, for example, as well as education and health care. *stay*

The Senate version doesn't lower matching ratios or eliminate operating subsidies for local transit systems.

And finally, the Senate bill ~~channels money directly to the~~ *directs how Federal money will be distributed to ~~states~~ within states, tying state officials' hands.*

4

~~Metropolitan planning organizations, bypassing the state~~
~~decision that all highway funds should go through the state~~
 transportation ^{officials} ~~substitutions~~. ~~Not people~~ have the vision, the
 experience, and the organizations to ensure that our highway
 funds are spent wisely to meet local, state, and national needs.

As you all know, I challenged the Congress to pass a
 comprehensive crime bill and a transportation bill in a hundred
 days -- by June 15th. While the Senate has acted, the House
 hasn't even begun.

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 I also challenge the Congress not to let a fight over the
 allocation of resources overshadow the real issues that are at
 stake: long term productivity and the economic health of our
 nation.

So I say to the Congress: Don't stop. Don't pass "no."
 Don't collect any more dollars. Just pass our transportation
bill. //

The old approaches to surface transportation just won't do.
 By any standard, the way in which we -- the Federal Government --



U.S. Department of
Transportation

Office of the Secretary
of Transportation

Assistant Secretary

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

June 20, 1991

TO: HOLLY WILLIAMSON
SPECIAL ASSISTANT TO THE PRESIDENT
OFFICE OF CABINET AFFAIRS

FR: KELLY JOHNSTON *KJ*
DEPUTY ASSISTANT SECRETARY
FOR PUBLIC AFFAIRS

RE: ADDITIONAL COMMENTS FROM SECRETARY SKINNER FOR
AASHTO/ROSE GARDEN SPEECH FRIDAY, JUNE 21

Thanks again, Holly, for your patience and help with the AASHTO address tomorrow.

The Secretary called me this morning with the following additions he would like to see added to the draft remarks faxed to Ede last night by the Deputy Secretary.

On page two, second paragraph, insert the following as the third sentence: "The Interstate system has mapped our economic prosperity by ensuring our competitiveness and productivity."

On page four, fifth paragraph ("What the American people heard . . ."), add the following: "The roadblock has been broken by action in the Senate. I urge the House not to lose the momentum. I also challenge the Congress not to let a fight over the allocation of resources overshadow the real issues that are at stake: long term productivity and the economic health of our nation."

Let us know any other way we can be helpful. Thank you again.

THE WHITE HOUSE

WASHINGTON

June 20, 1991

MEMORANDUM FOR THE PRESIDENT

THROUGH: TONY SNOW *TS*
FROM: MARK LANGE
SUBJECT: STATE HIGHWAY OFFICIALS

I. SUMMARY

On Friday, June 21, at 10:00 a.m. in Room 450, you will address 100 members of the American Association of State Highway and Transportation Officials. This includes most of the state Secretaries of Transportation.

II. DISCUSSION

The remarks (8 minutes, on cards) point out the differences between our transportation bill and the Senate bill.

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When President Eisenhower first proposed a major national highway network back in 1956, he laid the groundwork for unprecedented movement, unprecedented access, all across America: to products, to services, to prosperity.

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

That's why our Surface Transportation proposal calls for significant investment in the future. We propose increasing Federal highway spending by 39 percent over the next five years.

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

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

We believe our nation is best served by providing greater flexibility -- and greater accountability -- at the state and local level. A higher state match on urban and rural roads that

are not critical to national interests will increase total infrastructure investment. It will help us build better, more efficient roads.

I'm very pleased the Senate included a National Highway System in its version of the Surface Transportation Reauthorization. The Senate's bill includes some good features - - such as increased flexibility -- that we advanced originally. We need to loosen the federal apron strings on the states' highway programs.

But at times the stretch of Pennsylvania Avenue between Congress and the White House seems like the longest street in America. And that's certainly the case with the Senate version of this bill. Its defects outweigh its virtues.

The Senate bill doesn't focus Federal funds sufficiently on national needs. It allows for no differential match between the National Highway System and other programs. It shortchanges the National Highway System.

It calls for excessive Federal spending, putting at risk other important federal programs -- including programs you care about: aviation safety and modernization, for example, as well as education and health care.

The Senate version doesn't lower matching ratios or eliminate operating subsidies for local transit systems.

And finally, the Senate bill channels money directly to the Metropolitan Planning Organizations, bypassing the states. I believe that all highway funds should go through the state

transportation authorities. You people have the vision, the experience, and the organizations to ensure that our highway funds are spent wisely to meet local, state, and national needs.

As you all know, I challenged the Congress to pass a comprehensive crime bill and a transportation bill in a hundred days -- by June 14th. While the Senate has acted, the House hasn't even begun.

Now it looks like sound transportation legislation is still on the road to nowhere. Congress continues to take its time, and unfortunately for all of us, the delays are taking their toll.

What the American people heard as a 100-day challenge, the Congress used as an excuse to complain. A challenge of hundred days became an occasion for a hundred delays -- and a hundred and one excuses for inaction.

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

The old approaches to surface transportation just won't do. By any standard, the way in which we -- the Federal Government -- and you -- the states -- do business must change in response to new fiscal and technological challenges. We must take full advantage of our present opportunity to create a surface transportation program that will meet our present and future needs -- not our past problems. We must develop a new generation of transportation systems and solutions.

Our bill recognizes that we can't just preserve the well-

worn paths of the past. We must move ahead. I need your help -
- and the nation needs your service and expertise.

Let's review and reinvigorate the partnership between State and Federal interests that's kept America on the move through the 20th century. Let's stop talking. Let's stop stalling. Let's just get the job done.//

With the right tools, the right investment, and the right incentives, we'll move this nation into the next American century. And I look forward to working with you, every step of the way. Thank you all very much. Godspeed to you, and God bless the United States of America.

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WHITE HOUSE STAFFING MEMORANDUM

DATE: 6/18/91 ACTION/CONCURRENCE/COMMENT DUE BY: WED. 6/19/91 NOON

PRESIDENTIAL REMARKS: AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

SUBJECT: _____

	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"/>	PETERSMEYER	<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"/>	SMITH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BROMLEY	<input type="checkbox"/>	<input 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>SNOW</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____	<input type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____	<input 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 Tony Snow, Rm. 122, x2930 no later than NOON, Wednesday, June 19, with a copy to this office. Thank youj.

MASTER

RESPONSE: *See comments.*

OMB wants to be called if comments not taken.

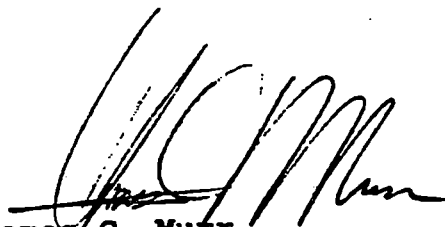
PHILLIP D. BRADY
Assistant to the President
and Staff Secretary
Ext. 2702



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 JUN 18 AM 11:48

(Lange/Simon)
June 18, 1991
11:00 A.M.
[AASHTO.DOC]

BRIEF REMARKS:

AMERICAN ASSOCIATION OF STATE HIGHWAY AND
TRANSPORTATION OFFICIALS
ROOM 450, OEOB
FRIDAY, JUNE 21, 1991
10:00 A.M.

[[Secretary Skinner... ~~(acknowledgements)~~ ... fellow
travellers: \\

Welcome to the private screening of Road Warrior II. \\

Sorry if I'm a little late. Not that my commute is all
that long... but I do get a little steamed by the gridlock in
Congress. \\]]

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

We are the most mobile society in history -- economically,
and, of course, literally. Over the course of this century,
we've developed the world's most advanced transportation system.
We've done it through strong commitment and equally strong
investment. We have tried to harness the power of market forces,
and we'll continue to do so. But we also believe in the absolute
importance of solid partnerships between the private sector and
government at all levels.

When President Eisenhower first proposed a major national highway network back in 1956, he laid the groundwork for unprecedented movement, unprecedented access, all across America: to products, to services, to prosperity.

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

That's why our Surface Transportation Proposal called for significant investment in the future. We propose increasing Federal highway spending by 39 percent over the next five years.

We're committed to building ^{stronger} ~~better~~ partnerships at every level. ^{We favor} giving new flexibility to the States. ^{to allow them to decide how to meet local needs} ~~We want to give~~ people the power to use local funds to meet local needs -- and to ~~focus federal spending on national needs.~~ ^{Our bill provides innovative features to encourage private investment in our transportation infrastructure.}

Porter

I'm very pleased the Senate included a National Highway System in its version of the Surface Transportation Reauthorization. The Senate's bill includes some good features - ^{such as increased} ~~efficiency and~~ flexibility among them -- that we advanced originally. ^{We need to loosen the Fed. Apron strings on the states highway programs. (DOT)}

Porter

moved to
on p. 3
(Simon)

But at times the stretch of Pennsylvania Avenue between Congress and the White House seems like the longest street in America.

We sought legislation for greater investment at the Federal level, for our overall highway system --, to meet an important national need. ~~We asked for a higher~~ ^{State} matching share ~~from the~~

for local roads outside the National Highway System

We understand
AASHTO actively opposes
the state match proposal.
(McClure)

Federal funds should be
focused on national needs

3

~~States~~ -- because we believe ~~greater investment in infrastructure~~
~~should be a priority at all levels.~~ Delete - McClure

Porter

As State ~~transportation~~ ^{highway} officials, you can appreciate the
~~value of changing the State match. We want to leave a legacy of~~
~~greater commitment to transportation at every level of~~
~~government. A higher Federal matching requirement will help you~~
~~win greater levels of State funding -- greater levels of~~
~~accountability -- and greater levels of public confidence.~~
~~infrastructure investment and improve the efficiency of our highway system.~~

Unfortunately,
there are
some major
problems with
the Senate
version of the
surface trans-
portation bill.

(Ditto - DOT)
(Porter)

Porter

Porter

~~Unfortunately, the Senate version of our legislation wants~~
~~to pave roads with pork.~~ It doesn't focus Federal funds
sufficiently on national needs. It allows for no differential
match between the National Highway System and other programs. It
shortchanges the National Highway System.

It calls for excessive Federal spending, ^{Putting at risk other} on priorities that
aren't national -- ^{including programs you care about:} on projects that could eat up funds necessary
for other important ^{domestic} transportation programs: from ^{FAA} ^{education to} ^{Coast Guard} ^{search +} ^{rescue} ^{activities}
health care and other high-priority transportation programs. ^[more examples?] ^(DOT)
modernization and safety improvement, to...

~~And, finally, the Senate version doesn't~~ ^{lower matching ratios} ~~make new transit~~
~~starts more cost-effective~~ -- or ^{eliminate operating subsidies} ~~provide adequate incentives for~~
~~efficient local transit and rail systems.~~

As you all know, I challenged the Congress to pass a
comprehensive crime bill and a transportation ^{bill} in a hundred days
-- by June 14th. ^{While the Senate has acted, the House hasn't}
^{even begun.} (McClure)

~~Now it looks like sound transportation legislation is on the~~
~~road to nowhere. Congress~~ ^{continues to take} ~~its time, and the delays are~~
~~taking their toll.~~ (Too strong - DOT)

~~And, finally, the Senate bill channels money directly to the Metropolitan Planning Organi-~~
~~zations, bypassing the States. I believe that all highway funds should go through the State~~
~~Transportation Authorities. You people have the vision, the experience, and the organizations~~
~~to ensure that our highway funds~~

Unfortunately
for all Americans.
(McClure)

*(Federal funds are not used to repair potholes.)

~~[[Things have gotten bad. So bad, I'm told, that the potholes in some states are so big that tourists are coming in for mule tours.]] *~~

Too strong (DOT) Porter

What the American people heard as a 100-day challenge, the Congress used as an excuse to complain. A challenge of hundred days became an occasion for a hundred delays -- and a hundred and one excuses for inaction.

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

We need a surface transportation program that makes sense for America now, and in the future.

Rather than simply trying to preserve the well-worn paths of the past, we've got to move ahead. We've got to create a new generation of transportation systems and solutions. Let's review and reinvigorate the partnership between State and Federal interests that's kept America on the move through the 20th century. Let's stop talking, and get the job done.//

With the right tools, the right investment, and the right incentives, I believe we'll move this nation into the next American century. And I look forward to working with you, every step of the way.

Thank you all very much.

#

Note:

Take credit for the nat'l highway system (NHS). It's a critical part of this legislation in order to compete as a nation and in the world economy. (They sent over something talking pts last wk that include a bullet or two.) OCA

TRANSFER SHEET
BUSH PRESIDENTIAL MATERIALS PROJECT

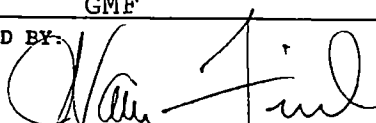
COLLECTION Bush Presidential Records
Office of Speechwriting

ACC.NO: 93-01

The following material was withdrawn from this segment of the collection and transferred to the _____AUDIOVISUAL COLLECTION
_____BOOK COLLECTION _____MUSEUM COLLECTION
OTHER (SPECIFY: Computer)

DESCRIPTION:

Computer Diskette

SERIES Speech File - drafts	BOX NO. 100
FILE FOLDER TITLE: American Assoc. of State Highway and Transportation Officials	
TRANSFERRED BY: GMF	DATE OF TRANSFER: 5/14/96
RECEIVED BY: 	DATE RECEIVED 5/14/96