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Series: Speech File Draft Files
Subseries: Chron File, 1989-1993

OA/ID Number: 13573
Folder ID Number: 13573-007

Folder Title:
American Association of State and Highway Transportation 6/20/91 [OA 6045] [2]

Stack:	Row:	Section:	Shelf:	Position:
G	26	17	2	2

WHITE HOUSE STAFFING MEMORANDUM
 91 JUN 18 P12:43

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 <i>No faxing</i>	<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"/>
<i>254</i> 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"/>	SMITH <i>N/C</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BROMLEY	<input type="checkbox"/>	<input 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"/>	SNOW	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____	<input type="checkbox"/>	<input type="checkbox"/>
GRAY <i>N/C</i>	<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.

RESPONSE:

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

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

[[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 better partnerships at every level -- giving new flexibility to the States. We want to give people the power to use local funds to meet local needs -- and to focus federal spending on national needs.

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 -- efficiency and flexibility among them -- that we advanced originally.

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 matching share from the

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

As State transportation 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.

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 on priorities that aren't national -- on projects that could eat up funds necessary for other important transportation programs: from FAA modernization and safety improvement, to... [more examples?]

And, finally, the Senate version doesn't make new transit starts more cost-effective -- or 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 in a hundred days -- by June 14th.

Now it looks like sound transportation legislation is on the road to nowhere. Congress is taking its time, and the delays are taking their toll.

[[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. \ \]]

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.

#



THE DEPUTY SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

June 19, 1991

MEMORANDUM FOR: EDE HOLIDAY
ASSISTANT TO THE PRESIDENT
AND SECRETARY OF THE CABINET

FROM: *[Signature]* THE DEPUTY SECRETARY

SUBJECT: AASHTO EVENT SPEECH

In light of our recommendation that the President's speech be lengthened to include more substance, please find attached some suggested new language which we have woven into the body of the speech we received earlier in the day.

Our new inserts emphasize the partnership with the states and the role of the AASHTO organization, in particular. They elaborate on the importance of the National Highway System. On page 4, we hit head on the claim that mass transit is ignored. Finally, we reinforce the need to put aside parochial interests.

These new inserts are in addition to our comments earlier, specifically, the deletion of the reference to "pork" and "potholes and...the mules." (There is relatively little "pork" in the Senate bill; we view potholes as a local responsibility.)

Thanks very much for all your help.

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BRIEF REMARKS:

AMERICAN ASSOCIATION OF STATE HIGHWAY AND
TRANSPORTATION OFFICIALS
ROOM 450, OEOB
FRIDAY, JUNE 21, 1991

DRAFT

Secretary Skinner... (acknowledgments) ... 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, to 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.

And, of course, no partnership has been stronger or more
effective than the partnership enjoyed between the Federal
Government and all of you in AASHTO... This has been a continuing
relationship that spans some 75 years, since 1916, when the
framework for our joint effort was fashioned and legislated. It
has, by all counts, been a truly dynamic, cooperative enterprise.

-2-

Together, we have been able to provide this Nation with a successful, efficient, effective system of high performance roads and highways assuring that great degree of mobility and productivity to which we have all become so accustomed.

Thirty-five years ago, we took a great leap forward together, when President Eisenhower first proposed a major national highway network back in 1956. That bold step forward 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 continues to have 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 better partnerships at every level -- giving new flexibility to the States. We want to give people the power to use local funds to meet local needs -- and to focus federal spending on national needs.

-3-

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 -- efficiency and flexibility among them -- 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 seen 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 matching share from the States -- because we believe greater investment in infrastructure should be a priority at all levels.

As State transportation 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.

Unfortunately, the Senate version of our legislation 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. This is a system of national significance. It is based on a concept developed through your own Transportation 2020 Initiative, so you know, as we do, how important such a focused investment is to our citizens. We need a bill that assures its success.

-4-

The Senate bill calls for excessive federal spending which puts at risk other important Federal Programs -- including programs you care about: aviation safety and modernization for example -- or Coast Guard Search and Rescue activities.

And finally, the Senate version doesn't make new transit starts more cost-effective -- or provide adequate incentives for efficient local transit and rail systems.

We need a surface transportation program that makes sense for America now, and in the future. Some have suggested that our approach favors highways over mass transit, but that's wrong. Our legislation is both a highway bill and a transit bill. Traditional forms of mass transit -- trains and buses -- are important. The real issue, however, is increasing ridership, through use of carpool lanes, ride-sharing, and new, advanced communications systems; utilizing both highways and mass transit as partners, not as competing interests. This approach will unclog congestion and ensure efficient movement of people and goods.

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.

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

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

-5-

We're at a crossroads in transportation, By any standard, the way we -- the Federal government -- and you -- the states -- do business is going to change. For proof, just look at the Senate bill, our bill and reports of what is likely to come out of the House. We must take full advantage of this opportunity to shape a surface transportation program that makes sense for America -- not simply try to preserve the way the program has been done in the past. This require a willingness to move ahead, to move America swiftly and smoothly into a new generation of transportation systems and solutions.

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.

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(Lange/Simon)
June 20, 1991
9:00 A.M.
[AASHTO.ts]

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

[[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 see family and friends.

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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 partnerships at every level. We favor giving new flexibility to the States to allow them to decide how to meet local needs. Our bill provides innovative features to encourage private investment in our transportation infrastructure.

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 for local roads outside the National Highway System because we believe federal funds should be focused on national needs.

As State highway officials, you can appreciate the need to increase highway investment by all groups -- Federal, state and local governments, and the private sector. We want to leave a legacy of greater commitment to transportation at every level. We believe our nation is best served by providing greater flexibility at the state and local level, but with greater accountability. A higher state match on urban and rural roads that are not critical to national interests will increase total infrastructure investment and improve the efficiency of our

highway system.

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.

Unfortunately, there are some major problems with the Senate version of the Surface Transportation bill. 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 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. //

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.

Snow/Simon
Radio
June 19, 1991
Draft One

PRESIDENTIAL ADDRESS: RADIO ADDRESS TO THE NATION
JUNE 22, 1991

My fellow Americans, I'd like to talk with you on this Midsummer's Day about some things that are very important to me: families and homes, futures and hopes -- the ways in which we, as Americans, can turn this year's battlefield triumphs into tomorrow's conquest of problems at home.

The collapse of communism and the suppression of Saddam have ~~proved to the world that American ideals have consequences.~~ World events have generated a ^{stirring} new kind of American optimism -- and determination. We see ineffective schools and say: We can do better. We see highways jammed with traffic and say: We can do better. We see neighborhoods riddled with crime and say: We can do better. We look around. We see problems large and small, and we say: We will do better.

How?

For starters, we need put things in perspective. For the past quarter-century, we politicians in Washington have acted as if we could solve every problem facing every American -- from a child's scraped elbow to the crack epidemic. We have called upon you to pay high taxes, to submit yourselves to new laws and regulations, to march along quietly, while fieldmarshalls of the bureaucracy bark out orders. We have done everything but listen.

Our system of government was designed to protect liberty, and our federal government was supposed to serve as the bulwark of individual freedom. But ~~too often,~~ in well-meaning acts of legislation, we have turned government into a vine that chokes off freedom and strangles initiative.

Creeping-vine government robs everyone of the time, the energy, the opportunity to make good on their dreams and ambitions.

My fellow Americans, we can do better, and I'd like to ask your help today in unleashing an Operation Domestic Storm. This operation would restrain the growth of government, encourage service, and give Americans the elbow room they need to do great deeds. This battle will get underway the moment Congress acts upon the domestic agenda I have set before it.

Our administration has proposed an education package that doesn't cost much, but our opponents accuse us of lacking will.

We have proposed a transportation package that enhances local power and options, but we can't get Congress to let go of ~~its~~^{the} ~~power.~~ *purse strings* ⊗

We have proposed a crime package that tries to help policemen, citizens, victims of crime -- but Congress seems more interested in narrow bills than comprehensive approaches.

We have proposed the most dramatic reform in public housing ever -- and the Congress that seems to measure will in dollars refuses to fund it.

We have submitted a banking package that attempts to limit the costs of bringing our financial system to full health -- but we

can't seem to get it out of the House.

And we have submitted a civil rights package that aims at punishing actual discrimination and building a new atmosphere of trust and shared interest. For this, we have been branded ~~as~~ racists.

The truth is, we have a Congress that seems interested in everyone's business but its own. We hear complaints that Americans have "more will than wallet." But if mere wallet were the key to success, pickpockets would rule. Spending doesn't guarantee a thing ~~— except that your money goes somewhere.~~ ^{that it's} ~~Let's~~ ^{we should make sure} ~~it must be~~ ^{something other than appearances.} ~~the~~ ^{When we spend,}

As a nation, we must make choices. We must decide whether we consider regulations an adequate substitute for values; caseworkers an adequate substitute for family; mandates an adequate substitute for service. I think the choices are obvious to us all.

We need to restore proportion to government by passing legislation based upon realism, not rhetoric. We need to restore faith in government by making commitments, not empty promises. We can build a better future by passing our domestic agenda now.

But this is only one aspect of Operation Domestic Storm. Here at home, we all must make demands of ourselves. Entrepreneurs should pursue their dreams boldly, knowing that the future depends upon the size and feasibility of their visions. Neighbors should seize the chance to help one another out -- to settle disputes through talk rather than court orders; to help one another without first having to call in the authorities; to commit the little acts of kindness that turn neighbors into friends and housing blocks

into neighborhoods. Let's stop looking for excuses, and start looking for opportunities to serve, to help one another, to become sources of wealth and points of light.

John Kennedy was right when he said, "Ask not what your country can do for you. Ask what you can do for your country."

But we must remember that the vast majority of our country lies beyond the Washington Beltway, that the vast majority of our problems can be solved in your own neighborhoods and homes, that government represents one part of a nation ^{that} steams ahead on the power of enterprise and service.

My challenge ~~-- it may be getting old, but the problems won't go away just because someone considers them untimely --~~ my challenge remains this: Ask your member of Congress to make real commitments to progress by giving permission for the American public to engage in Operation Desert Storm.

Ask Congress to ~~grant us all the help its blessing on the domestic~~ ^{step} unshackle our crime package / our economic growth package / our education package / our defense package / our housing package / our banking package / our civil rights package. Ask it to stop diddling with an isolated bill here and there and to take up comprehensive legislation. Assure your member of Congress that there is no shame in acting. [We proved that in the Gulf.

Now, let's prove it at home.

Thank you. May God bless you and our great nation.

100 days - of
what is a paper deadline
— public servants held hostage

WHITE HOUSE STAFFING MEMORANDUM

91 JUN 19 P12: 26

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: _____

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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"/>
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BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	SMITH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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.

RESPONSE:

*See comments. Thanks.
Holly Williamson
6-19-91*

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

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

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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 - efficiency and flexibility among them -- that we advanced originally.

DOT
Insert

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.

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 matching share from the

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

As State transportation 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.

(DOT) Very important deletion. It's not the Senate version that this line is appropriate for -- it is the House version. So save that line for attacking the House version of the Bill.

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, ~~on priorities that aren't national~~ ^{putting at risk other DOT, important Federal programs -- including programs you care about:} ~~on projects that could eat up funds necessary for other important transportation programs: from FAA~~ ^{aviation safety and modernization, for example -- or Coast Guard search and rescue activities} ~~modernization and safety improvement, to~~ ^[more examples?]

And, finally, the Senate version doesn't make new transit starts more cost-effective -- or 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.

~~Now it looks like sound transportation legislation is on the road to nowhere. Congress is taking its time, and the delays are taking their toll.~~

(DOT) Too strong.

(DOT)
 Again -
 too slow/
 harsh

~~[[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. //]]~~

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.

General from DOT :

Take credit for the national highway system (NHS). It's a central part of this legislation in order to compete as a nation and in the world economy. (They sent over some talking points last week that included a bullet or 2 on this.)

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 better partnerships at every level -- giving new flexibility to the States. We want to give people the power to use local funds to meet local needs -- and to focus federal spending on national needs.

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 -- efficiency and flexibility among them -- that we advanced originally.

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 matching share from the

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

As State transportation 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.

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 on priorities that aren't national -- on projects that could eat up funds necessary for other important transportation programs: from FAA modernization and safety improvement, to... [more examples?]

And, finally, the Senate version doesn't make new transit starts more cost-effective -- or 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.

Now it looks like sound transportation legislation is on the road to nowhere. Congress is taking its time, and the delays are taking their toll.

[[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. \ \]]

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 occassion for a hundred delays -- and a hundred and one excuses for inaction.

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Thank you all very much.

#

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"/>
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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>SNOW</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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.

RESPONSE:

OKS/R

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

WHITE HOUSE STAFFING MEMORANDUM

91 JUN 19 9:28

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"/>
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Handwritten signature

RESPONSE:

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

91 JUN 18 AM 11:48

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

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Thank you all very much.

#


THE WHITE HOUSE

WASHINGTON

91 JUN 18 P4:40

June 18, 1991

MEMORANDUM FOR TONY SNOW
DEPUTY ASSISTANT TO THE PRESIDENT FOR
COMMUNICATIONS AND DIRECTOR OF SPEECHWRITING

FROM: NELSON LUND 
ASSOCIATE COUNSEL TO THE PRESIDENT

SUBJECT: Presidential Remarks: American Association of
State Highway and Transportation Officials

At the request of Phillip D. Brady, Counsel's office has reviewed the captioned remarks. We have no legal objections.

We appreciate the opportunity to review these remarks.

cc: Phillip D. Brady

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.

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

As State transportation 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.

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 on priorities that aren't national -- on projects that could eat up funds necessary for other important transportation programs: from FAA modernization and safety improvement, to... [more examples?]

And, finally, the Senate version doesn't make new transit starts more cost-effective -- or 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 in a hundred days -- by June 14th.

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[[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. \\]]

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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. //

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.

#

THE WHITE HOUSE

WASHINGTON

June 19, 1991

91 JUN 19 11:00

MEMORANDUM FOR TONY SNOW

FROM: ROGER B. PORTER *RBP*

SUBJECT: Presidential Remarks: American Association of
State Highway and Transportation Officials

We have reviewed the attached presidential remarks from a policy standpoint and have the following suggested changes which we feel would strengthen the draft:

- Page 2, fourth paragraph, replace with: "We're committed to building stronger partnerships at every level. We favor giving new flexibility to the States to allow them to decide how to meet local needs. Our bill provides innovative features to encourage private investment in our transportation infrastructure."
- Page 2, fifth paragraph, 2nd sentence: replace "efficiency and flexibility" with "such as increased flexibility"
- Page 2, last sentence, replace with: "We asked for a higher State matching share for local roads outside the National Highway System -- because we believe Federal funds should be focused on national needs."
- Page 3, first paragraph, replace with: "As State highway officials, you can appreciate the need to increase highway investment by all groups -- Federal, State and local governments, and the private sector. We want to leave a legacy of greater commitment to transportation at every level. We believe our nation is best served by providing greater flexibility at the State and local level, but with greater accountability. A higher State match on urban and rural roads that are not critical to national interests will increase total infrastructure investment and improve the efficiency of our highway system."
- Page 3, second paragraph, first sentence, replace with: "Unfortunately, there are some major problems with the Senate version of the surface transportation bill."
- Page 3, third paragraph, first sentence, replace: "transportation" with "domestic"; and replace: "from FAA modernization and safety improvement" with "from education

to health care and other high priority transportation programs."

- Page 3, fourth paragraph, first sentence, delete "and finally"; after "doesn't" add: "lower matching ratios"; and after "or" add "eliminate operating subsidies"
- Page 3, after fourth paragraph add: "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 met local, State, and national needs."
- Page 4, delete first paragraph (Federal funds are not used to repair potholes).

cc: Phillip D. Brady

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"/>
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REMARKS:

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RESPONSE:

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

91 JUN 18 AM 11:48

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

BRIEF REMARKS:

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ROOM 450, OEOB
FRIDAY, JUNE 21, 1991

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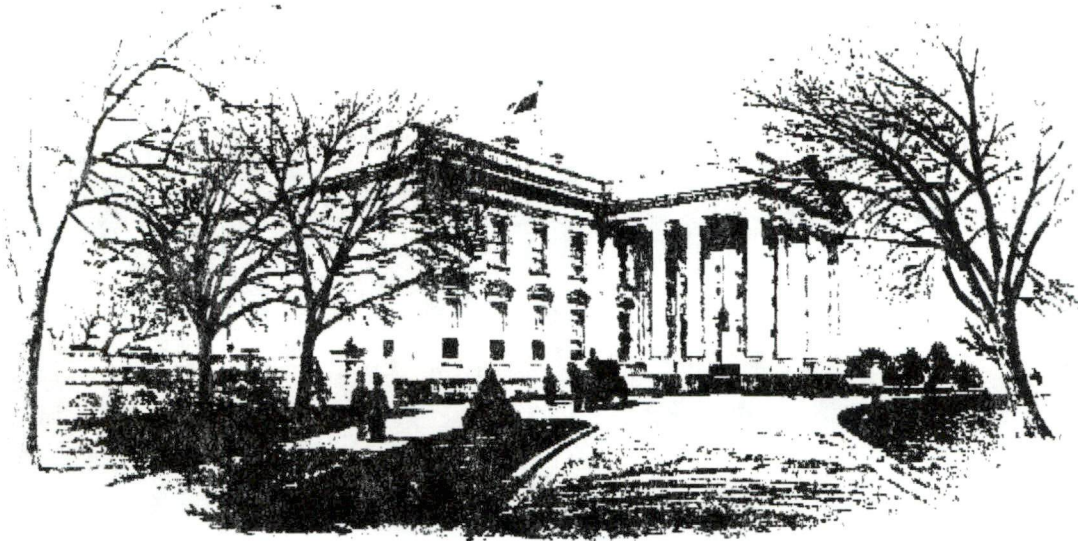
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Thank you all very much.

Executive Office of the President
Office of Legislative Affairs

91 JUN 19 P 6: 59



FACSIMILE TRANSMITTAL SHEET

NUMBER OF PAGES INCLUDING COVER 3

DATE 6/19

TO CHRISTINA

FAX NUMBER 6218

OFFICE NUMBER _____

COMMENTS Call if any comments
are unclear!

FROM S. Hart

FAX NUMBER 6220

OFFICE NUMBER 2230

2

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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 ~~22 percent~~ over the next five years.

We're committed to building better partnerships at every level -- giving new flexibility to the States. We want to give people the power to use local funds to meet local needs -- and to focus federal spending on national needs.

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Delete

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

*We UNDERSTAND
AASHTO Actively
Opposes the
State Match
Proposed -
Suggest
This Graph
Be Deleted*

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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 ~~is~~ ^{is taking} its time, and the delays are taking their toll.

continues to take

*Unfortunately For
all Americans,*

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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