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Folder Title:
[Internodal Surface Transportation Efficiency Act] 12/18/91 [OA 6040]

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and dare to innovate, to create new means of moving America forward.

Earlier today, out at that construction site not far from here, I stood there, and I thought of the incredible vigor of this region, all fueled by transportation infrastructure. A new kind of exploration and vigor assails the senses, the hustle and the bustle, the tornado of activity. And today I saw a domestic vision in sweat and toil, concrete and steel, not some abstract proposal but a program that will produce real results now.

This law—and you all know this—this law will not solve all our transportation challenges. It's not going to fill every pothole, build every road we require, mend every bridge, create all the new technologies we want to see. Let's face it, it would take billions and billions more to take care of every need. But this law puts us on the move. It commits real resources now. And it encourages the kind of innovation that we will need in the future.

This law will make a huge difference for all of us. It will help young fathers rush their wives to a delivery room. It will enable buses to ferry children safely and swiftly to school. It will help just-in-time manufacturers receive the parts they need when they need them. It will keep America where it belongs, in the passing lane.

Every American understands transportation's importance. Just think about the way we talk. When we talk about progress, we talk about getting things moving. When we talk about roads and rails, we call them arteries. Well, enough talk. Today, we act. We start improving our roads and bridges and railways, our equal opportunity escorts to the future. And so when we look back years from now to this landmark day for America's transportation, we'll be able to say: "Mission defined. Mission accomplished."

Thank you. And may God bless you in your work, and may God bless our great country, especially at this time of year. Thank you all very, very much.

Note: The President spoke at 12:15 p.m. at the Hyatt Regency Hotel. In his remarks, he referred to A. Ray Chamberlain, president, and Francis B. Francois, executive director of AASHTO.

Statement on Signing the Intermodal Surface Transportation Efficiency Act of 1991

December 18, 1991

Today I am pleased to sign into law H.R. 2950, the "Intermodal Surface Transportation Efficiency Act of 1991." This law provides a new structure for our Federal surface transportation programs—highway, highway safety, and transit—and authorizes funds for those programs for the next 6 years.

H.R. 2950 is landmark legislation. It will carry the Nation into the post-Interstate era and help provide the transportation infrastructure for improved economic productivity and enhanced international competitiveness. In the short term, this bill means jobs for working Americans. It provides more than \$11 billion that can be used this fiscal year to build highway projects. During the coming year, those funds will provide jobs for over 600,000 Americans. The law will continue to support jobs in the highway and transit construction industries over the next 6 years.

When we submitted to the Congress our proposal for reauthorization of Federal surface transportation programs earlier this year, all those involved with the Nation's surface transportation system recognized that it was time to redesign these programs. The Interstate System—the largest public works project in history—is very near completion, and this law provides the final funds to finish it. The Interstate System has fundamentally changed transportation in America. It has become easier and cheaper to move goods, and virtually all Americans benefit from the speed and efficiency with which they can move from place to place on our interstate highways. But our focus must now shift from major highway construction to better maintenance, management, and use of our existing highway and transit facilities.

A key element of our proposal was the National Highway System. Ours was not a call for a major new construction program, but rather for identification of those key highways throughout the country that are the arteries for interstate and interregional travel or roads that link those routes to

major ports, airports, and other critical transportation facilities. It was a call for dedication of sufficient funds to the National Highway System to ensure that projected traffic increases on those highways can be accommodated without deterioration in their physical condition or ability to move traffic. This new law establishes the National Highway System and provides the funds necessary to keep it performing efficiently.

Another major element of our proposal was to provide State and local officials unprecedented flexibility. We proposed to give those officials the discretion to use a major portion of their Federal surface transportation funds on the improvements that would best meet local needs, whether highway projects or public transit projects. State and local officials have played an ever more important role in project monitoring as the Federal programs have matured. The day has clearly come for the Federal Government to step back and let its partners play the lead role, as this law provides.

We all also recognized the need for a larger role for the private sector in helping to meet surface transportation needs. This legislation establishes that new private sector role. It is historic because of the changes it makes to encourage privatization of our transportation infrastructure. It removes a number of Federal barriers to private sector involvement. It lifts the current general prohibition against financing highway improvements with a combination of Federal funds and private investment to be repaid with toll revenue. Federal funds will be available to help entrepreneurs who, under contract with appropriate public authorities, are willing to build or improve roads that motorists want and are willing to pay to use. The Act will leverage more dollars into the transportation infrastructure and create even more jobs.

The new law extends the current Federal highway traffic safety program, which has proven to be so successful: the fatality rate on our Nation's highways was lower in 1990 than in any year since records have been kept. In addition to extending our current efforts, the law establishes new incentive programs to encourage the States to fight drunk driving and promote the safety of vehicle occupants.

Title VII of the bill is intended to resolve the current inability of the Metropolitan Washington Airports Authority to pursue its program of long-term improvements at National and Dulles Airports. The Supreme Court declared a congressional oversight mechanism in the 1986 legislation creating the Airports Authority to be a violation of the separation of powers principles of the Constitution. During congressional consideration of amendments intended to cure the defects found by the Supreme Court, the Administration expressed the view that the new Board of Review created by Title VII would violate the Appointments Clause of the Constitution. We adhere to this view, noting that the matter will now be resolved in court. I strongly support the shift of these former Federal facilities to regional control, and my Administration stands ready to assist in developing legislative amendments that will not be subject to constitutional challenge.

This new law gives us the means to improve our surface transportation system in the years to come, but it also promotes research into what surely will be revolutionary changes in the next century. Intelligent vehicle-highway systems, magnetically levitated high-speed ground transportation systems, and a new transit research partnership with State and local governments are given new impetus in this law. Further, this law provides new tools to ensure that transportation improvements address the Nation's environmental needs. For example, it provides funds for wetlands mitigation banks and for transportation projects that will improve our air quality.

Any legislation this comprehensive and involving this much change is sure to raise serious policy issues about which reasonable people will disagree, and this new law has been no exception. I commend the major sponsors of this legislation, however, for staying the course, striking compromises among the many conflicting views over the shape of these new programs, and producing this much-needed bill.

George Bush

The White House,
December 18, 1991.

Note: H.R. 2950, approved
was assigned Public Law No

Statement by Press Secretary
on the Resignation of Fred
McClure as Assistant to the
for Legislative Affairs
December 19, 1991

President Bush today
regret the resignation of
McClure, 37, who has served
the President for Legislative
the beginning of the adminis
resigning to become a director
of the management comm
Southwest Co. in Dallas, TX
west is a diversified invest
firm. His resignation is effecti
1992.

"Fred McClure has served
tion and creativity," Preside
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directed enormous victories in
forts ranging from the Ameri
abilities Act, the Clean Air A
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North American free trade ag
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also has been a crucial memb
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been overridden when I have
to use this tool to ensure th
sound legislation. I am enorm
for his advice and support th
administration."

Executive Order 12784—De
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December 19, 1991

By the authority vested in
dent by the Constitution and
the United States of America, ir
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7428 of title 10 of the United
and in order to meet the goals

THE WHITE HOUSE
WASHINGTON

December 16, 1991

MEMORANDUM FOR THE PRESIDENT

THROUGH: DAVE DEMAREST *DD*
 TONY SNOW *TS*

FROM: CURT SMITH *CS*

SUBJECT: TRANSPORTATION BILL SIGNING

On Wednesday, December 18th at 10:30 a.m., you will deliver remarks (approximately 9 minutes) at the signing ceremony for the Surface Transportation Efficiency Act in Dallas, Texas. The speech setting is an in-progress construction site for SH 360, a construction project benefited by this legislation. An audience of roughly 180 will attend, comprised mainly of construction workers and transportation officials.

Your speech praises the merits of the transportation bill, focusing on its job-generating potential. You also speak of the bearing freer and faster transportation circulation has on national productivity.

(Smith/Grossman)
Draft Seven
December 16, 1991
TRANS

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

Acting Secretary Busey. Sam Skinner -- former
Transportation Secretary and now our new Chief of Staff. Federal
Highway Administrator Tom Larson. National Highway Traffic
Safety Administrator Gen. Curry. Urban Mass Transit
Administrator Brian Clymer. Honored guests. Fellow Texans.
Fellow Americans. Ladies and gentlemen. //

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

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

This bill will launch the post-Interstate era of America's
surface transportation system. // It will enable us to build and
repair roads, fix bridges, and improve mass transit -- keeping
Americans on the move and our economy on the mend. // But
really, it's summed up by three words -- jobs, jobs, jobs. //

We Americans are united by the idea that tomorrow will be
even better than today. / Shortly, I will sign a bill that puts
that idea into action. Its full name is the Intermodal Surface
Transportation Efficiency Act. It is short-hand for progress:

Progress for our infrastructure / for the economy / and I'm proud to stand here and say this bill is progress for working Americans all across this great country. //

This Act will pump \$10 billion into the economy immediately -- supporting more than 600,000 jobs in the 1992 Fiscal Year -- in Texas alone, more than 41,000 jobs. Many of those workers will develop sites like these -- demonstrating the combination of transportation planning, high technology, and teamwork America needs to prevail in the world marketplace. //

Today's event confirms that America will prevail. // As a result of this bill -- on this site alone -- it means 150 jobs and \$31 million dollars in spending. / And the benefits won't stop at this site. Not far from here, in Plano, a company called Luminator Mark Four makes products for mass transit systems. I understand that Luminator hopes to use funds provided by this Act to expand its work force by 35 percent -- that would be another 150 new jobs -- jobs right here in Texas. //

Across America, the Transportation Act will help companies put people back to work. It is among the government programs I have ordered speeded up -- putting \$9.7 billion extra into the economy during the first two quarters of the fiscal year. //

This bill also means investment in America's economic future -- for an efficient transportation system is necessary for an efficient and productive economy. // Give Americans the tools to compete and I'm confident we can out-think / out-perform / and out-produce anybody, anywhere. //

Our bill gives the private sector new incentives to support our road system. // For instance, this land has been donated by local business. I am especially proud that Congress accepted our proposal to help private firms build and operate new private toll roads. // Private toll roads can pay their way -- creating higher state and local revenues, better services, more investment, and again, more jobs. //

Here's another part of the bill I like: We have set aside 150 million dollars for an incentive program to prevent drunken driving and to improve occupant safety. Especially in the holiday season, it just breaks my heart to see needless tragedy on our nation's roads. // It's time we got drunk drivers off the road once and for all. //

As much as anything, by improving our transportation system, today's signing will help America compete in the global marketplace. When we move America -- America moves the world. //

It doesn't require genius to know that in an international marketplace, a Nation moves no more rapidly than its infrastructure permits. // Yet, too often, goods are held up or workers are late to their jobs, because our surface transportation system isn't up to the job. // I'm glad to say this bill is going to start changing that. //

Each year, eight billion hours are wasted in traffic delays. This Act will curb congestion through projects that link highways like SH 360 and mass transit like the rapid-light rail system between Dallas, Fort Worth, and DFW Airport. // We have to help

the employee who's stuck in traffic -- so that he or she can get to work and help the economy. The place to start is here. The time to begin is now. //

All of us know the state of some of our highways. I'm reminded of them when I read in Isaiah of the admonition that "The crooked shall be made straight, and the rough places plain." // ((Although I'm not sure he had in mind the shape of our Interstate system.)) // Our Transportation Act will straighten / smooth out / and streamline our Nation's highways. It increases highway spending by forty-eight percent over the next six years - - enhancing our transportation efficiency by investing in our 155,000-mile National Highway System. //

I want to salute Congress for passing our proposal to designate this system. I am pleased that the increased funding will improve road conditions / ease traffic congestion / and reduce delays for the trucking industry -- thus, letting them move consumer goods more quickly and at lower cost, and reducing our dependence on foreign oil. // The new National System will represent only 4 percent of all public roads -- but will carry 75 percent of intercity truck traffic and 40 percent of all travel. This system will increase access to American products and services -- and, ultimately, prosperity. // That's good for Dallas, good for Texas, and good for America -- and I'm proud of a bill that makes it happen. //

Transportation is an \$800 billion a year business. [[That's almost, as much money as the total of all the gifts on my

grandkids' Christmas wish list this year.]] // As world trade grows larger -- as our planet becomes smaller -- an efficient transportation system will become even more important than it is today. //

I want to congratulate you, Sam, and the congressional leaders who got the job done on this legislation. To the rest of you here -- our many partners in this process -- my appreciation for the tireless effort -- long hours -- and determination you invested in the bill. //

I also want to thank the state highways and transportation administrators -- indeed, every American. // You knew that transportation can help keep America "a land of wonders" -- and you made your voices heard. //

The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we can get some projects underway and get people back to work. //

Thank you again for being here.

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Across America, the Transportation Act will help companies put people back to work. It is among the government programs I have ordered speeded up -- putting \$9.7 billion extra into the economy during the first two quarters of the fiscal year. //

This bill also means investment in America's economic future -- for an efficient transportation system is necessary for an efficient and productive economy. // Give Americans the tools to compete and I'm confident we can out-think / out-perform / and out-produce anybody, anywhere. //

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It doesn't require genius to know that in an international marketplace, a Nation moves no more rapidly than its infrastructure permits. // Yet, too often, goods are held up or workers are late to their jobs, because our surface transportation system isn't up to the job. // I'm glad to say this bill is going to start changing that. //

Each year, eight billion hours are wasted in traffic delays. This Act will curb congestion through projects that link highways like SH 360 and mass transit like the rapid-light rail system between Dallas, Fort Worth, and DFW Airport. // We have to help

the employee who's stuck in traffic -- so that he or she can get to work and help the economy. The place to start is here. The time to begin is now. //

All of us know the state of some of our highways. I'm reminded of them when I read in Isaiah of the admonition that "The crooked shall be made straight, and the rough places plain." // ((Although I'm not sure he had in mind the shape of our Interstate system.)) // Our Transportation Act will straighten / smooth out / and streamline our Nation's highways. It increases highway spending by forty-eight percent over the next six years - - enhancing our transportation efficiency by investing in our 155,000-mile National Highway System. //

I want to salute Congress for passing our proposal to designate this system. I am pleased that the increased funding will improve road conditions / ease traffic congestion / and reduce delays for the trucking industry -- thus, letting them move consumer goods more quickly and at lower cost, and reducing our dependence on foreign oil. // The new National System will represent only 4 percent of all public roads -- but will carry 75 percent of intercity truck traffic and 40 percent of all travel. This system will increase access to American products and services -- and, ultimately, prosperity. // That's good for Dallas, good for Texas, and good for America -- and I'm proud of a bill that makes it happen. //

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I want to congratulate you, Sam, and the congressional leaders who got the job done on this legislation. To the rest of you here -- our many partners in this process -- my appreciation for the tireless effort -- long hours -- and determination you invested in the bill. //

I also want to thank the state highways and transportation administrators -- indeed, every American. // You knew that transportation can help keep America "a land of wonders" -- and you made your voices heard. //

The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we can get some projects underway and get people back to work. // Thank you again for being here.

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(Smith/Grossman)
Draft Six
December 13, 1991
TRANS

31 DEC 13 P4: 20

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

*Active See Bears
Chief of Staff
Skinner*

~~Secretary Shuman.~~ *Skinner* [[Other Acknowledgments]] Honored
guests. Fellow Texans. Fellow Americans. Ladies and gentlemen.

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

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

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

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

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

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Transportation Efficiency Act. ~~to~~ short-hand ~~the~~ PROGRESS:
Progress for our infrastructura / the economy / hope for each
American. //

an addition!

This Act will pump \$11 billion into the economy immediately
-- creating up to 660,000 jobs in the 1992 Fiscal Year -- in
Texas alone, more than ⁴¹ 60,000 jobs. // Many of them will develop
sites like these -- showing the kind of transportation planning,
high technology, and teamwork America needs to prevail in the
world marketplace. //

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

Across America, the Transportation Act will help companies
put people back to work. It is among the government programs I
have ordered speeded up, ^{we have already acted to put} ~~as~~ putting \$9.7 billion extra into the
economy during the first two quarters of the fiscal year. // ^{In this bill, we are accelerating another \$1.0 billion.} Yet
as crucial as jobs ~~are~~ -- this bill means more than jobs alone. //

This bill loosens federal strings in the state highway
system -- giving state and local transportation officials more
freedom in spending federal dollars. // Each year, eight billion
hours are wasted in traffic delays. So this Act will also curb
congestion through projects that link highways like SH 360 and

mass transit like the rapid-light rail system between Dallas, Fort Worth, and DFW. //

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

All of us know the state of some of our highways. I'm reminded of them when I read in Isaiah of the admonition that "The crooked shall be made straight, and the rough places plain." // Our Transportation Act will straighten / smooth out / modernize / and build. ^(It fixes federal involvement on the national highway system) It increases highway spending by ~~20~~ ⁴⁸ percent over the next ~~five~~ ⁶ years -- ^{and improving} preserving the integrated system of 155,000 miles of mainly existing roads that we call the National Highway System. //

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

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traffic and 40 per cent of all travel. Improving it will increase access to American products and services -- and, ultimately, prosperity. //

Transportation is an \$800 billion a year business, with ~~\$5 billion worth of assets~~. [[That's almost as much money as the total of all the gifts on my grandkids' Christmas wish list this year.]] // As world trade grows larger -- as our planet becomes smaller -- transportation will mean even more than it does today. //

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#

(Snow/Grossman)

AASHTO

Draft One

December 13, 1991

01 DEC 13 P4:49

PRESIDENTIAL ADDRESS: THE AMERICAN ASSOCIATION OF STATE HIGHWAY
AND TRANSPORTATION OFFICIALS
HYATT-REGENCY HOTEL
DALLAS-FORT WORTH INTERNATIONAL AIRPORT
NOON
WEDNESDAY, DECEMBER 18, 1991

[Introductory acknowledgments]

[jokes]

I look out at all of you, people I had the good fortune to see just a few months ago, and I recall the words of the great sage, Lawrence Peter Serra: "It's like deja vu all over again."

Yogi always has had a way with words, but since we met in the Rose Garden this June, a lot of things have happened. The most important for you: a new revolution in transportation.

What we dreamed about then -- a new transportation bill -- became reality today, not far from here. I signed the Intermodal Surface Transportation Efficiency Act -- a law that will bring our transportation policy into the 21st Century and will let us build -- literally -- a road to the future. \ \

You knew and I know and all America ought to know: This law would never have seen the light of day without AASHTO. \ \

Although I can't thank all of you by name from this platform, let me single out your past president, Hal Rives. While I'm at it, I'd like to congratulate Hal on finding life after DOT. He's decided to relax in his retirement by coordinating transportation operations at the Atlanta Olympic

Handwritten:
Peter
Mayer
General

2

Games in 1996. I don't know, Hal: When most people want to relax, they go fishing or golfing or something. \\\

I'd also like to thank Sam Skinner, who was my Transportation Secretary throughout the negotiations on this bill. Sam pushed and pleaded, he fought and tussled -- and when things got tense and tough, he even resorted to using sweet reason with our friends on Capitol Hill. As a result, our dream -- at least the vast majority of it -- became reality.

Now, Sam has to follow his own act. As you know, he became my chief of staff on Monday, and I look forward to the same kind of leadership in the White House that Sam provided at DOT. \\\

INSERT 1 → Sam and I have worked from Day One to breathe fresh air into transportation policy -- to unleash the experience, ~~diligence,~~ and vision of the American transportation industry. It really doesn't take special genius to understand that in an international marketplace a nation will move no more rapidly than its infrastructure will permit. Ideas fly around the globe at light speed -- because the infrastructure makes it possible to do so. But too often, we can't get goods to market quickly, or parts to manufacturers, or workers to their jobs because our overburdened surface transportation network can't handle the traffic.

Our National Transportation Policy starts with common sense. We knew that you don't get anywhere in a traffic jam. A worker can't do much for the economy, the family, or the community by sitting on a highway, listening to the radio.

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We know that a vital part, trapped on a truck, trapped in traffic, won't do much for the factory that needs it.

We know that a loved one, rushing for an airport, can't rejoin the family if backlogs on the expressway or the subway or the mass transit system put everything in limbo.

Things are bad. It really came home this week when Jay Leno did a little comedy performance at the National Press Club. I know, the press does a good enough job with political comedy on its own. \\\

Well, he was making fun of a proposal to put microwave ovens in cars -- that's right, microwave ovens -- so drivers can feed themselves while they wait. The problem is, the proposal is serious. So I think we'd better dedicate ourselves to a microwave-free future for our highways. \\\

The reason's simple: Every hour wasted on overburdened transportation systems costs us a piece of our future. Every wasted hour robs us of an hours' labor, and hours' time with family and friends, an hours' chance to build a nest-egg. Congestion caused more than 8 billion hours of delay on our roads. That's 4 million work-years -- in one year!

To put that in perspective, Americans waste more time in traffic delays than the workers at all our auto companies / all our electronics companies / all textile companies / all our lumber companies / and all our furniture manufacturers spend on the job each year.

4

The waiting drains away 150 billion dollars in interstate commerce alone, and another 34 billion dollars in delays and fuel costs. Heaven knows what costs the pollution imposes on us.

If people don't think that shabby infrastructure robs us of our future, they don't know the facts. Sam and I decided early on to keep America moving -- and to adopt your battle cry: "Let's get there." \ \

Our law makes a good start. It invests in our 155,000-mile National Highway System. These expressways comprise only four percent of our total public road mileage, but they carry 75 percent of our intercity truck traffic and two-fifths of all our highway travel. That's efficiency.

More important, our law encourages states to build the roads they need, not the roads some far-away central planner thinks they should have. The Highway System created by Dwight Eisenhower in 1956 revolutionized American life forever. It spawned suburbs, cultivated more than 200 new centers of commerce and culture -- edge cities, as they're called in a new book. You can find a half-dozen such edge cities here in the Dallas-Fort Worth Metroplex -- places with vast amounts of office space, shopping space and entertainment space; places that support huge work populations by day and consumer populations by night.

Where bare fields stood 30 years ago, American enterprise now thrives. Our new transportation law let people move through these cities and do what they want -- it will pump new life into our newest cities.

Those who doubt the impact that a good transportation system makes should look at the Dallas-Forth Worth area. Roads and rails have paved the way to progress -- to the more than 500,000 jobs this region has gained in the past decade.

This law also promises to revolutionise transportation by letting local areas use the money for innervations, such as privately built toll roads. Construction on such a road will begin soon just outside of Washington, and a brand-new market for financing privately built and operated infrastructure suddenly has begun to appear on Wall Street. These roads actually pay for themselves, while also returning tax money to the treasury. They enable us to get the most bang for our buck -- and to meet our vast transportation needs. It's a new day -- and the bill we all worked so hard to pass will foster brand new ways of dealing with our transportation needs.

This law provides 38 billion dollars to improve ~~our existing~~ ^{The} national highway system. It sets aside 24 billion dollars to fund a variety of ~~highway~~ ^{sewing} highway and transit projects. ^{PIWNI'S} ^{(local & regional} ^{Transit}

The measure could trim away as much as 1 billion dollars' worth of red tape for the trucking industry. **INSERT #2**

We have set aside 150 million dollars for an incentive program to prevent drunken driving, ~~and to improve occupant safety.~~ After all, our road systems should move our people, not lead them to their deaths.

Our law will help states meet their environmental responsibilities without casting aside their duties for building

6

these roads, and providing the means for future prosperity, future growth -- and jobs.

Last, but not least, this new law will create good American jobs today, good American jobs tomorrow, and it will build a foundation for creating more good American jobs for years to come. The first-year funding of this measure will support up to 660 thousand construction jobs in this fiscal year. But that's just the start. Privately constructed projects funded with this money will generate even more jobs.

I won't wait to get this money moving. I've instructed the Department of Transportation to get the money moving now -- and to make it easier than ever for states to use the money as they need it. We will make the vast majority of state money from the Highway Trust Fund available at the beginning of the year. And we'll accelerate the release of 300 million dollars for mass transit projects.

So think of this bill as a highway bill, a mass transit bill, an environmental bill, a safety bill -- and a jobs bill. It's all of those. But it's also the single most revolutionary transportation breakthrough in American history.

Earlier today, I stood at a construction site not far from here, and I thought of the incredible vigor of this region -- all fueled by transportation infrastructure. A new kind of exploration and vigor assails anyone who comes here -- the hustle, the bustle, the tornado of activity.

Here in the airport complex roads and railways and airways link, just as they do in other major cities. Here, people rush to work, go to meet family and friends, do their work -- and live their lives. They hurry toward the future -- just through their ordinary activity.

This law will not solve all our transportation challenges, but it will make a huge difference -- in every life. This law will help young fathers rush their wives to a delivery room. It will enable buses to ferry children safely and swiftly to school. It will help just-in-time manufacturers receive the parts they need, when they need them. It will help auto companies get new cars from factories to showrooms. It will keep America where it belongs -- in the passing lane.

In the movie "Field of Dreams," a mysterious voice tells Kevin Costner, "If you build it, they will come." Well, if we build our roads and railways, our airlinks and our bridges. If we repair what we have and build what we need, the whole world will come -- to watch, to enjoy, and to do business.

My friends, we will build it -- and they will come.

Our surface transportation network has transformed America from a nation of relatively isolated villages and towns into a thriving network of cities and states, counties and townships -- all fitting together, working together, joining to shape a rich and exciting future.

Every American understands the transportation's role in this progress. When we talk about economic renewal, we say we want to

This metaphor
has been
used by
W. H. Higinbotham
& others to
back new
infrastructure
as a means of
levitating
the nation.
If we will
it, we can
achieve it.
T.E.

8

get America moving. When we talk about any kind of progress, we talk about getting things moving. Well, the time for talk has come to an end. Today, we start doing. ^{IN SECT 3} //

The roads are equal opportunity escorts to the future -- all our futures. So let's get the job done.

Thank you. May God bless each of you and the United States of America.

#

SUGGESTED AASHTO SPEECH INSERTS**INSERT 1 (at beginning of third paragraph, before "Sam and I")**

The story behind our Transportation act is one of accountability / of keeping our commitments to you, the people who make our transportation systems work. For example, not long after taking office, I asked our new Transportation Secretary -- now my chief of staff -- to develop a comprehensive national transportation strategy. We promised to include you -- the people who make our transportation systems work -- to help us craft that vision. And you did.

Shortly after we unveiled our National Transportation Policy, back in March of 1990, the Federal Highway Administration began crafting a new surface transportation bill. You came to us with America's transportation needs -- greater infrastructure investment, more flexibility, and new, innovation solutions. We not only met those needs, but told Congress that transportation was a top domestic agenda. I remember talking to many of you in the Rose Garden last June, hammering home the importance of this legislation to America -- to jobs, to economic growth, and to our competitiveness abroad.

INSERT TWO -- line 19, page five, fourth paragraph:

The measure also provides for interstate truckers to register their vehicles, their liability insurance, their Interstate Commerce Commission operation authority, and their mileage for state fuel tax payments in one base state. Until now, truckers had to do this in each of the numerous states in which they operate. This feature alone could trim away as much as \$1 billion dollars' worth of red tape for the trucking industry a year.

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

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

A New Jobs Bill to Help Put America Back to Work

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



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

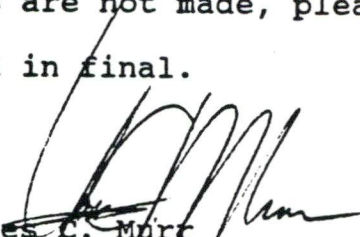
91 DEC 16 4:40

DEC 16 1991

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.

If our proposed substantive changes are not made, please let us know before the material is prepared in final.


James C. Mirt
Associate Director for
Legislative Reference
and Administration

91 DEC 16 4:21

WHITE HOUSE STAFFING MEMORANDUM

DATE: 12/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: NOON, Monday, Dec. 16

PRESIDENTIAL REMARKS: TRANSPORTATION ACT

SUBJECT: DALLAS, TEXAS 12/18/91

	ACTION	FYI		ACTION	FYI
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	HORNER	<input type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PETERSMEYER	<input type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BROMLEY	<input type="checkbox"/>	<input type="checkbox"/>	SMITH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BOSKIN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ANDERSON	<input checked="" type="checkbox"/>	<input 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 of the attached directly to Tony Snow, RM 122 EOB, Ext. 2930 not later than NOON, MONDAY, DECEMBER 16, 1991, with a copy to this office.

Thank you.

RESPONSE:

See comments

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

(Smith/Grossman)
Draft Six
December 13, 1991
TRANS

91 DEC 13 P4:20

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

Secretary Skinner. [[Other Acknowledgments]] Honored
guests. Fellow Texans. Fellow Americans. Ladies and gentlemen.

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

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

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

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

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

Transportation Efficiency Act² of 1991. It is short-hand is progress:
Progress for our infrastructure / the economy / hope for each
American. //

Martin
x4864

This Act will pump \$11 billion into the economy immediately
-- creating up to 660,000 jobs in the 1992 Fiscal Year -- in
over 500,000 Texas alone, more than 89,000 jobs. // Many of them will develop
sites like these -- showing the kind of transportation planning,
high technology, and teamwork America needs to prevail in the
world marketplace. //

Hale
x3120

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

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

This bill loosens federal strings in the state highway
system -- giving state and local transportation officials more
freedom in spending federal dollars. // ~~Each year, eight billion~~
~~hours are wasted in traffic delays. So this Act will also curb~~
~~congestion through projects that link highways like SH 360 and~~

Hale
x3120

~~mass transit like the rapid light rail system between Dallas, Fort Worth, and DFW. //~~

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

All of us know the state of some of our highways. I'm reminded of them when I read in Isaiah of the admonition that "The crooked shall be made straight, and the rough places plain." // Our Transportation Act will straighten / smooth out / modernize / and build. ~~It increases highway spending by 39 percent over the next five years -- preserving the integrated system of 155,000 miles of mainly existing roads that we call the National Highway System. //~~

*refers to
our original
proposal
help
4/3/20*

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

traffic and 40 per cent of all travel. Improving it will increase access to American products and services -- and, ultimately, prosperity. //

Transportation is an \$800 billion a year business with \$5 trillion worth of assets. [[That's almost as much money as the total of all the gifts on my grandkids' Christmas wish list this year.]] // As world trade grows larger -- as our planet becomes smaller -- transportation will mean even more than it does today. //

I want to congratulate you, Sam, and the congressional leaders who got the job done on this legislation. To the rest of you here -- our many partners in this process -- my appreciation for the tireless effort -- long hours -- and determination you invested in the bill. //

I also want to thank the state highways and transportation administrators -- indeed, every American. // You knew that transportation can help keep America "a land of wonders" -- and you made your voices heard. //

The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we can get some projects underway and start putting people back to work. // Thank you again for being here.

#

WHITE HOUSE STAFFING MEMORANDUM

91 DEC 13 P5:43

DATE: 12/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: NOON, Monday, Dec. 16

PRESIDENTIAL REMARKS: TRANSPORTATION ACT

SUBJECT: DALLAS, TEXAS 12/18/91

	ACTION	FYI		ACTION	FYI
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	HORNER	<input type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PETERSMEYER	<input type="checkbox"/>	<input type="checkbox"/>
^{8/14 2:00pm} DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGICH <i>nlc</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BROMLEY	<input type="checkbox"/>	<input type="checkbox"/>	SMITH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BOSKIN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ANDERSON <i>nlc</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	SNOW	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
GRAY <i>und 2016 nlc</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Findlay/Skinner</i>	<input type="checkbox"/>	<input type="checkbox"/>
HOLIDAY <i>running late 1PM</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:

Please forward your comments of the attached directly to Tony Snow, RM 122 EOB, Ext. 2930 not later than NOON, MONDAY, DECEMBER 16, 1991, with a copy to this office.

Thank you.

RESPONSE:

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

(Smith/Grossman)
Draft Six
December 13, 1991
TRANS

91 DEC 13 P4:20

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

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

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

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

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

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

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

Transportation Efficiency Act. It is short-hand is progress:
Progress for our infrastructure / the economy / hope for each
American. //

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

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

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

This bill loosens federal strings in the state highway
system -- giving state and local transportation officials more
freedom in spending federal dollars. // Each year, eight billion
hours are wasted in traffic delays. So this Act will also curb
congestion through projects that link highways like SH 360 and

mass transit like the rapid-light rail system between Dallas, Fort Worth, and DFW. //

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

All of us know the state of some of our highways. ~~I'm~~ reminded of them when I read in Isaiah of the admonition that "The crooked shall be made straight, and the rough places plain."]
 (Boskin)
 // Our Transportation Act will straighten / smooth out / modernize / and build. It increases highway spending by 39 percent over the next five years -- preserving the integrated system of 155,000 miles of mainly existing roads that we call the National Highway System. //

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

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I also want to thank the state highways and transportation administrators -- indeed, every American. // You knew that transportation can help keep America "a land of wonders" -- and you made your voices heard. //

The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we can get some projects underway and start putting people back to work. // Thank you again for being here.

#

WHITE HOUSE STAFFING MEMORANDUM

91 DEC 18 P3:48

DATE: 12/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: NOON, Monday, Dec. 16

PRESIDENTIAL REMARKS: TRANSPORTATION ACT
DALLAS, TEXAS 12/18/91

SUBJECT: _____

	ACTION	FYI		ACTION	FYI
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	HORNER	<input type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PETERSMEYER	<input type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BROMLEY	<input type="checkbox"/>	<input type="checkbox"/>	SMITH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BOSKIN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ANDERSON	<input checked="" type="checkbox"/>	<input 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:

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Thank you.

RESPONSE:

Comments from Cabinet Affairs are attached. Note the general comment from the Labor Department attached also.

Thanks,

Elizabeth Luttig

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

(Smith/Grossman)
Draft Six
December 13, 1991
TRANS

31 DEC 13 P4:20

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

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surface transportation system. // It will build roads, fix
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^{Americans (Energy)}
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Bears' cap.)) //

This morning we are not Bears' or Cowboys' fans -- but
Americans united by ^{our interest in keeping America moving (Energy)}
~~the idea that tomorrow will be even better~~
~~than today.~~ / Shortly, I will sign a bill that puts that idea
into action. Its full name is the Intermodal Surface

Transportation Efficiency Act. ^{In} It ~~is~~ short-hand ^{it means growth} ~~(is progress:~~
^{Growth} ~~Progress~~ for our infrastructure / the economy / ^{and} ~~hope~~ for each
American. // (Energy)

This Act will pump \$11 billion into the economy immediately
 -- creating ^{over 600,000 jobs (OMB/DOT)} ~~up to 660,000 jobs~~ in the 1992 Fiscal Year -- in
 Texas alone, more than 89,000 jobs. // Many of them will develop
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 high technology, and teamwork America needs to prevail in the
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Today's event confirms that America will prevail. // This
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 for mass transit systems. This bill lets Luminator expand its
 work force by 35 percent -- that's another 150 new jobs. //

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This bill loosens federal strings in the state highway
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 hours are wasted in traffic delays. So this Act will also curb
 congestion ^{and the waste of energy} through projects that link highways like SH 360 and

mass transit like the rapid-light rail system between Dallas, Fort Worth, and DFW. //

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

All of us know the state of some of our highways. I'm reminded of them when I read in Isaiah of the admonition that "The crooked shall be made straight, and the rough places plain." // Our Transportation Act will straighten / smooth out / modernize / and ^{streamline} build. It increases highway spending by 39 percent over the next five years -- preserving the integrated system of 155,000 miles of mainly existing roads that we call the National Highway System. //

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

and reducing our dependence on imported oil (Energy)

increase energy efficiency /

traffic and 40 per cent of all travel. Improving it ^{Contributed NOT} will ^(Energy) ~~increase access to American products and services~~ -- and, ^{to own} ultimately, prosperity. //

Transportation is an \$800 billion a year business with \$5 trillion worth of assets. [[That's almost as much money as the total of all the gifts on my grandkids' Christmas wish list this year.]] // ~~As world trade grows larger~~ -- as our planet becomes ^{having the most modern, efficient} smaller -- ^(Energy) ~~transportation will~~ mean even more ^{System} ~~than it does today~~. // ^(Energy) ~~to maintaining and improving the quality of life for every American.~~

I want to congratulate you, Sam, and the congressional leaders who got the job done on this legislation. To the rest of you here -- our many partners in this process -- my appreciation for the tireless effort -- long hours -- and determination you invested in the bill. //

I also want to thank the state highways and transportation administrators -- indeed, every American. // You knew that transportation can help keep America "a land of wonders" -- and you made your voices heard. //

The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we can get some projects underway and ~~start~~ ^(Energy) ~~putting~~ people back to work. // Thank you again for being here.

#

U.S. Department of Labor

Assistant Secretary for
Congressional and Intergovernmental Affairs
Washington, D.C. 20210



December 16, 1991

MEMORANDUM FOR: Elizabeth Luttig

FROM: FRANCES C. McNAUGHT *(initials) Thomas for*

SUBJECT: City of Dallas' Urban Mass Transportation Administration (UMTA) Grant Certification

This information is submitted due to the signing of the highway bill expected to be conducted on Wednesday in the Dallas area. There is no problem, but this is informational only.

The City of Dallas made an application for a grant under Section 9 of the Urban Mass Transportation Act in January 1991. This grant request was submitted to assist the McKinney Avenue Transit Authority (MATA) in operating a historic streetcar system in Dallas. The McKinney Avenue grant has been approved by UMTA, however, before the funds can be released, the Department of Labor (DOL) must issue a certification. Under Section 13(c), the Urban Mass Transportation Act requires the Department of Labor (DOL) to certify the program in the grant request that would protect public transit workers who are adversely affected as a result of the grant project.

On September 10, 1991, MATA submitted to DOL a Section 13(c) arrangement which was rejected by the Department on September 25. According to DOL's Bureau of Labor Management Relations and Cooperative Programs (BLMRCP), the protective agreement was rejected because the Amalgamated Transit Union (ATU) still had concerns about the agreement. On November 1, Dallas Mayor Annette Strauss wrote the President asking for assistance in getting DOL certification of the UMTA grant. In response to that letter, BLMRCP has sent a reply giving the status of the negotiations between MATA and the ATU. On December 5, DOL met with representatives of MATA and the ATU. During this meeting, progress was made toward reaching an arrangement which will protect the interests of the public transit workers. The grant certification is expected to be given soon after the talks between the ATU and MATA have concluded.

cc: John Schall, Chief of Staff, Department of Labor
Delbert Spurlock, Deputy Secretary of Labor
Fred McClure, Assistant to the President

Friday

WHITE HOUSE STAFFING MEMORANDUM

01 DEC 16 P 1:11

DATE: 12/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: NOON, Monday, Dec. 16

PRESIDENTIAL REMARKS: TRANSPORTATION ACT

SUBJECT: DALLAS, TEXAS 12/18/91

	ACTION	FYI		ACTION	FYI
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	HORNER	<input type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PETERSMEYER	<input type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BROMLEY	<input type="checkbox"/>	<input type="checkbox"/>	SMITH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BOSKIN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ANDERSON	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	SNOW	<input type="checkbox"/>	<input checked="" 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 of the attached directly to Tony Snow, RM 122 EOB, Ext. 2930 not later than NOON, MONDAY, DECEMBER 16, 1991, with a copy to this office.

Thank you.

RESPONSE:

TO

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

Take out part
on Skinner.

(Smith/Grossman)
Draft Six
December 13, 1991
TRANS

91 DEC 13 P4:20

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

Secretary Skinner. [[Other Acknowledgments]] Honored
guests. Fellow Texans. Fellow Americans. Ladies and gentlemen.

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

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

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

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

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

for ?

Transportation Efficiency Act. It is short-hand is progress:
Progress for our infrastructure / the economy / hope for each
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more jobs on

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If also means investment

in America's economic future. For an efficient transportation system is for an efficient and productive economy.

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This is a major point and deserves more emphasis. Maybe borrow ideas from pp. 2-3 of AAS (H) speech.

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The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we can get some projects underway and start putting people back to work. // Thank you again for being here.

#

cc: always
WPS
entry

WHITE HOUSE STAFFING REQUEST

Subject

Presidential Remarks: Transportation Act

Date/Time Received:

12/13 6:00 P.M.

RESPONSE DUE:

Mon., 12/16
11:00 A.M.

Response due to Director's Office Support Group, Room 254, Ext. 3060.
Please respond to every staffing request, even if you have no comment.

Distribution Within OMB

<u>Action</u>	<u>FYI</u>	<u>Action</u>	<u>FYI</u>
<u> </u> Director	<u> </u>	<u> </u> Howard, R.	<u> </u>
<u> </u> Deputy Director	<u> </u>	<u> </u> Legis. Affairs	<u> </u>
<u> </u> Dep. Dir./Mgmt.	<u> </u>	<u> </u> Lieberman, S.	<u> </u>
<u> </u> Al-Samarrie, A.	<u> </u>	<u> </u> MacRae, J.	<u> </u>
<u> </u> Anderson, B.	<u> </u>	<u> </u> ✓ Martin, B.	<u> </u>
<u> </u> Burman, A.	<u> </u>	<u> </u> Mazur, E.	<u> </u>
<u> </u> Dale, E.	<u> </u>	<u> </u> Murr, J.	<u> </u> ✓
<u> </u> ✓ Damus, R.	<u> </u>	<u> </u> Scully, T.	<u> </u>
<u> </u> Grady, R.	<u> </u>	<u> </u> (Other)	<u> </u>
<u> </u> ✓ Hale, J.	<u> </u>		

Comments:

WHITE HOUSE STAFFING MEMORANDUM

DATE: 12/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: NOON, Monday, Dec. 16

PRESIDENTIAL REMARKS: TRANSPORTATION ACT

SUBJECT: DALLAS, TEXAS 12/18/91

	ACTION	FYI		ACTION	FYI
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	HORNER	<input type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PETERSMEYER	<input type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BROMLEY	<input type="checkbox"/>	<input type="checkbox"/>	SMITH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BOSKIN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ANDERSON	<input checked="" type="checkbox"/>	<input 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 of the attached directly to Tony Snow, RM 122 EOB, Ext. 2930 not later than NOON, MONDAY, DECEMBER 16, 1991, with a copy to this office.

Thank you.

RESPONSE:

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

(Smith/Grossman)
Draft Six
December 13, 1991
TRANS

31 DEC 13 P4:20

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

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That great observer of democracy, Alexis DeTocqueville, once
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constant motion and every change seems an improvement." //

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

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

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

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

Transportation Efficiency Act. It is short-hand is progress:
Progress for our infrastructure / the economy / hope for each
American. //

This Act will pump ~~\$11~~¹⁰ billion into the economy immediately
-- creating up to ~~600,000~~⁵⁰⁰ jobs in the 1992 Fiscal Year -- in
Texas alone, more than 89,000 jobs. // Many of them will develop
sites like these -- showing the kind of transportation planning,
high technology, and teamwork America needs to prevail in the
world marketplace. //

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

Across America, the Transportation Act will help companies
put people back to work. It is ~~among~~ the government programs I
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system -- giving state and local transportation officials more
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~~hours are wasted in traffic delays.~~ So this Act will also curb
~~congestion through projects that link highways like SH 360 and~~

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Need project where
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refers to our legislation proposal

~~Bellevue 19~~

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#

Document No. 292941ss

31 DEC 16 All: 32
WHITEHOUSE STAFFING MEMORANDUM

DATE: 12/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: NOON, Monday, Dec. 16

PRESIDENTIAL REMARKS: TRANSPORTATION ACT
DALLAS, TEXAS 12/18/91

SUBJECT: _____

	ACTION	FYI		ACTION	FYI
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	HORNER	<input type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PETERSMEYER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BROMLEY	<input type="checkbox"/>	<input type="checkbox"/>	SMITH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BOSKIN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ANDERSON	<input checked="" type="checkbox"/>	<input 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 of the attached directly to Tony Snow, RM 122 EOB, Ext. 2930 not later than NOON, MONDAY, DECEMBER 16, 1991, with a copy to this office.

Thank you.

RESPONSE:

Shawn - Comments Attached
Arnie -

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

(Smith/Grossman)
Draft Six
December 13, 1991
TRANS

31 DEC 13 P 4: 20

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

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* * * *

don't add.

~~* I want to particularly thank Senators Roy Wilkins & Spawco who guided this bill through the legislative process and to Senate Secretaries who championed the NATIONAL Highway System.~~

(Smith/Grossman)
Draft Six
December 13, 1991
TRANS

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DALLAS, TEXAS
WEDNESDAY, DECEMBER 18, 1991

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more than just jobs at highway construction sites. // Not far
from here, in Plano, a company called Luminator makes products
for mass transit systems. This bill lets Luminator expand its
work force by 35 percent -- that's another 150 new jobs. //

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

This bill loosens federal strings in the state highway
system -- giving state and local transportation officials more
freedom in spending federal dollars. // Each year, eight billion
hours are wasted in traffic delays. So this Act will also curb
congestion through projects that link highways like SH 360 and

mass transit like the rapid-light rail system between Dallas, Fort Worth, and DFW. //

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

All of us know the state of some of our highways. I'm reminded of them when I read in Isaiah of the admonition that "The crooked shall be made straight, and the rough places plain." // Our Transportation Act will straighten / smooth out / modernize / and build. It increases highway spending by 39 percent over the next five years -- preserving the integrated system of 155,000 miles of mainly existing roads that we call the National Highway System. //

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

traffic and 40 per cent of all travel. Improving it will increase access to American products and services -- and, ultimately, prosperity. //

Transportation is an \$800 billion a year business with \$5 trillion worth of assets. [[That's almost as much money as the total of all the gifts on my grandkids' Christmas wish list this year.]] // As world trade grows larger -- as our planet becomes smaller -- transportation will mean even more than it does today. //

I want to congratulate you, Sam, and the congressional leaders who got the job done on this legislation. To the rest of you here -- our many partners in this process -- my appreciation for the tireless effort -- long hours -- and determination you invested in the bill. //

I also want to thank the state highways and transportation administrators -- indeed, every American. // You knew that transportation can help keep America "a land of wonders" -- and you made your voices heard. //

The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we can get some projects underway and start putting people back to work. // Thank you again for being here.

#

12 noon
MONDAY

(Smith/Grossman)
Draft Six
December 13, 1991
TRANS

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

Secretary Skinner. [[Other Acknowledgments]] Honored
guests. Fellow Texans. Fellow Americans. Ladies and gentlemen.

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

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

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

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

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

Transportation Efficiency Act. It is short-hand is progress:
Progress for our infrastructure / the economy / hope for each
American. //

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

Today's event confirms that America will prevail. // This
nearly \$31 million contract will produce 150 jobs -- but it means
more than just jobs at highway construction sites. // Not far
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The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we can get some projects underway and start putting people back to work. // Thank you again for being here.

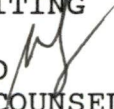
#

THE WHITE HOUSE
WASHINGTON

91 DEC 16 12:06

December 16, 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: Transportation Act, Dallas,
Texas

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

Thank you for the opportunity to review this matter.

cc: Phillip D. Brady

7:50 PM

Sen - Leis talk ASAP !

Pls,

Cun

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#

(Snow/Grossman)
AASHTO
Draft Three
December 17, 1991

PRESIDENTIAL ADDRESS: THE AMERICAN ASSOCIATION OF STATE HIGHWAY
AND TRANSPORTATION OFFICIALS
HYATT-REGENCY HOTEL
DALLAS-FORT WORTH INTERNATIONAL AIRPORT
NOON

WEDNESDAY, DECEMBER 18, 1991

Skinner

Acting Sec'y

Busey

Pres. AASHTO: Ray Chamberlain From AASHTO presidents:

~~[Introductory acknowledgments]~~ Hal Rives & Kermit Justice.

[jokes]

AASHTO VP: Wayne Muri
Exec Dir AASHTO: Frank Francisco's

I look out at all of you, people I had the good fortune to

see just a few months ago, and I recall the words of the great sage, Lawrence Peter Berra: "It's like deja vu all over again."

Yogi always has had a way with words, but since we met in the Rose Garden this June, a lot of things have happened. The most important for you: a revolution in transportation.

What we dreamed about then -- a new transportation bill -- today became a reality, not far from here. I signed the Intermodal Surface Transportation Efficiency Act -- a law that will bring our transportation policy into the 21st Century and will let us build -- literally -- a road to the future. \\

This bill culminates more than two years of hard work by my administration. It also shows off two themes that define our approach to making things happen. First, define a mission and accomplish it. Early on, we defined our mission -- to lay the foundation for the most significant revolution in American transportation history. We understood that a transportation system provides mobility, the lifeblood of the modern economy.

Second, don't define your missions in isolation. Know how they will make life better for everyone. ^{See} We pursued our revolution because it moved us closer to our three top domestic priorities: jobs, jobs and jobs. \ \

Sam Skinner [✓] did a splendid job in framing our National Transportation Strategy, and in building its cornerstone, the law I signed today. He did such a good job that I named him chief of staff after John Sununu resigned.

Sam pushed and pleaded, he fought and tussled -- and when things got tense and tough, he even resorted to using reason with our friends on Capitol Hill. But it paid off: our dream -- at least the vast majority of it -- became reality.

Many people contributed to our effort, and I want to thank everyone who supported us. As you know, we sought your opinions, and I must say, you weren't shy in offering them up. \ \

But through the gruelling business of negotiation and compromise, we never lost sight of our mission. We understood from Day One that America can't move ahead in the international marketplace any more rapidly than its infrastructure will ^(carry it) permit. Ideas fly around the globe at light speed -- because the infrastructure makes it possible ^{for them} to do so. We need that kind of competitiveness in surface transportation as well.

Our National Transportation Policy begins with a big dose of common sense. We know that you don't get anywhere in a traffic jam. ^{citizen?} A worker can't do much for the economy, the family, or the community by sitting on a highway, listening to the radio. [?]

We know that a (vital part) trapped on a truck, trapped in traffic, won't do much for the factory that needs it. *How about*

We know that a loved one, rushing for an airport, can't rejoin the family if back-ups on the expressway or the subway or the mass transit system put everything in gridlock. *"a vital piece of equipment"*

And we know that Americans have become tired of waiting for improvements. Everyone pretends to be a transportation expert, but too often they have become experts in enduring delays.

Last week transportation expert Jay Leno did a little comedy performance at the National Press Club. I know, the press does a good enough job with political comedy on its own. \\

Well, he was making fun of a proposal to put microwave ovens in cars -- that's right, microwave ovens -- so drivers can feed themselves while they wait. It sounds crazy, but the proposal is serious (and it is) So I think we'd better dedicate ourselves to a microwave-free future for our highways. \\

The reason's simple: Every hour wasted on overburdened transportation systems costs us a piece of our future. Every wasted hour robs us of an hour's labor, and hour's time with family and friends, an hour's chance to build a nest-egg. Congestion caused more than 8 billion hours of delay on our roads. That's the amount of time 4 million workers spend on the job each year!

In other words, Americans nationwide waste more time each year in traffic delays than workers spend on the job at all our auto companies / all our electronics companies / all our textile

1 felt uncomfortable with this to begin with -- "part" is unclear. You trip on it, like "a vital part ... (of our strategy?)"

3

??

companies / all our lumber companies / and all our furniture manufacturers -- combined. And people wonder why AASHTO members get so worked up about the importance of their work! \\

The waiting drains away 34 billion dollars in delays and fuel costs in the nation's 39 largest metropolitan areas alone. The point is simple: We can't afford not to invest in transportation. No matter how much people might want to ignore the rest of the world, we must make a choice: Take the lead, or let others pass us by. \\

Sam Skinner and I prefer to lead. That's why we decided early on to keep America moving -- and to adopt your battle cry: "Let's get there." \\

We decided that half-measures wouldn't work. We wanted a transportation law that would address road and bridge needs around the country; a law that would complete important mass transit projects; and a law that would encourage innovation in every aspect of our transportation network, from road construction to high-tech rail systems.

Our law accomplishes that mission. ^{Space} It will help finish our 155,000-mile National Highway System. When completed, these roads will comprise only four percent of our total public road mileage, but they'll carry 75 percent of our intercity truck traffic and 40 percent of our highway travel. That's efficiency.

Our law encourages states to build the roads they need, not the roads some far-away central planner thinks they should have. That's common sense. \\

The Highway System created by Dwight Eisenhower in 1956 revolutionized American life forever. It spawned suburbs, cultivated more than 200 new centers of commerce and culture -- edge cities, as they're called in a new book. Where bare fields stood 30 years ago, American enterprise now thrives -- with office space, shopping centers, entertainment areas; regions that function as workplaces by day and recreational hubs by night.

Our new transportation law will pump new life into these newest cities, and support their further evolution.

It will rejuvenate centers like the Dallas-Fort Worth area, where roads and rails have paved the way to more than 500,000 new jobs in the past decade alone. } is this a new figure??!

This law also will revolutionize transportation by encouraging local governments to invest in innovations, such as privately built toll roads. Construction on such a road will begin soon just outside of Washington, and that's just a beginning. Wall Street has begun to develop a brand-new market for financing privately built and operated infrastructure. Investors know a winner when they see it.

Operators of the Dulles Toll Road predict that these roads not only will pay for themselves since the company also will pay a tax on toll receipts, it will also return tax money to the treasury. Projects like this get the most bang for the buck -- and give us a better shot at meeting our vast transportation needs. That's innovation. And that's good government. \\\

This law provides 38 billion dollars to improve our new national highway system.

It sets aside 24 billion dollars to fund a variety of highway and transit projects.

It simplifies the means by which truckers register their vehicles, liability insurance, Interstate Commerce Commission operation authority and mileage for state fuel tax payments. That simple act of streamlining could save trucking companies as much as as 1 billion dollars this year.

(Our law will invest 150 million dollars into an incentive program to prevent drunken~~a~~ driving and to improve occupant safety -- an especially timely investment this time of year.)

Our law will help states meet their environmental responsibilities without casting aside their duties for building these roads, and providing the means for future prosperity, future growth -- and jobs.

Our law will encourage exploration into new transportation technologies -- such as high-speed rail systems.

Last, but not least, our new law will create good American jobs today, good American jobs tomorrow, and it will build a foundation for creating more good American jobs for years to come. The first-year funding of this measure will support up to ⁶⁰⁰~~650~~ thousand jobs in this fiscal year.

But that's just the start. Privately constructed projects funded with this money will generate even more work for Americans -- and as I've been saying all along, these projects will give

America the ability to move forward as never before. The biggest bang in this law comes not from construction projects, but from the life they will breathe into towns, counties and cities across America.

I'm proud of our law. We defined our mission, and after lots of thoughtful policymaking and hard work, we accomplished that mission. Now, thousands of Americans can get back to work.

I've instructed the Department of Transportation to get the money moving now. We will make the vast majority of state money from the Highway Trust Fund available at the beginning of the year. And we'll accelerate the release of 300 million dollars for mass transit projects. I encourage you to do your part in making sure this money gets to its destination swiftly, gets used wisely, and helps Americans build the foundations for the Next American Century. Moreover, I'd like to challenge you to look past the old ways of doing business and dare to innovate, to create new means of moving American forward.

So think of this bill as a highway bill, a mass transit bill, an environmental bill, a safety bill -- and a jobs bill. It's all of those. But it's also the single most revolutionary transportation breakthrough in American history.

Earlier today, I stood at a construction site not far from here, and I thought of the incredible vigor of this region -- all fueled by transportation infrastructure. A new kind of exploration and vigor ^{? msg. word} assails anyone who comes here -- the hustle, the bustle, the tornado of activity. There I saw a

domestic vision in sweat and toil, concrete and steel: a program that will produce real results -- now.

In this airport complex, roads and railways and airways join, just as they do in other major cities. Here, people rush to work, go to meet family and friends, do their work -- and live their lives. They hurry toward the future -- just through their ordinary activity.

This law will not solve all our transportation challenges, but it will make a huge difference -- in every life. It will help young fathers rush their wives to a delivery room. It will enable buses to ferry children safely and swiftly to school. It will help just-in-time manufacturers receive the parts they need, when they need them. It will help auto companies get new cars from factories to showrooms. It will keep America where it belongs -- in the passing lane.

Every American understands ~~the~~ transportation's role in our progress as a nation. When we talk about economic renewal, we say we want to get America moving. When we talk about progress, we talk about getting things moving. And when we talk about roads and rails, we call them arteries. Well, the time for talking about such essentials has come to an end. Today, we start doing. We start improving our roads and bridges and railways -- our equal opportunity escorts to the future. \

Thank you. May God bless you and the United States of America.

#

THE WHITE HOUSE
WASHINGTON

DATE: _____

TO:

FROM: MOLLY OSBORNE
Assistant Director
Office of Public Liaison
Room 191, OEOB, x7845

- FYI
- Appropriate Action
- Let's Discuss
- Per Our Conversion
- Per Your Request
- Please Return

COMMENTS:

James Morris MADD Chairman
+ other representatives of MADD

(Smith/Grossman)
Draft Seven
December 16, 1991
TRANS

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

Acting Secretary Busey. Sam Skinner -- former
Transportation Secretary and our new Chief of Staff. Federal
Highway Administrator Tom Larson. National Highway Traffic
Safety Administrator Gen. Curry. Urban Mass Transit
Administrator Brian Clymer. Honored guests. Fellow Texans.
Fellow Americans. Ladies and gentlemen. //

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

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

This bill will launch the post-Interstate era of America's
surface transportation system. // It will enable us to build and
repair roads, fix bridges, and improve mass transit -- keeping
Americans on the move and our economy on the mend. // But
really, it's summed up by three words -- jobs, jobs, jobs. //

We Americans are united by the idea that tomorrow will be
even better than today. / Shortly, I will sign a bill that puts
that idea into action. Its full name is the Intermodal Surface
Transportation Efficiency Act. It is short-hand for progress:

Progress for our infrastructure / for the economy / and I'm proud to stand here and say this bill is progress for working Americans all across this great country. //

This Act will pump \$10 billion into the economy immediately -- supporting more than 600,000 jobs in the 1992 Fiscal Year -- in Texas alone, more than 41,000 jobs. Many of those workers will develop sites like these -- demonstrating the combination of transportation planning, high technology, and teamwork America needs to prevail in the world marketplace. //

Today's event confirms that America will prevail. // As a result of this bill -- on this site alone -- it means 150 jobs and \$31 million dollars in spending. / And the benefits won't stop at this site. Not far from here, in Plano, a company called Luminator Mark Four makes products for mass transit systems. I understand that Luminator hopes to use funds provided by this Act to expand its work force by 35 percent -- that would be another 150 new jobs -- jobs right here in Texas. //

Across America, the Transportation Act will help companies put people back to work. It is among the government programs I have ordered speeded up -- putting \$9.7 billion extra into the economy during the first two quarters of the fiscal year. //

This bill also means investment in America's economic future -- for an efficient transportation system is necessary for an efficient and productive economy. // Give Americans the tools to compete and I'm confident we can out-think / out-perform / and out-produce anybody, anywhere. //

Our bill gives the private sector new incentives to support our road system. // For instance, this land has been donated by local business. I am especially proud that Congress accepted our proposal to help private firms build and operate new private toll roads. // Private toll roads can pay their way -- creating higher state and local revenues, better services, more investment, and again, more jobs. //

Here's another part of the bill I like: We have set aside 150 million dollars for an incentive program to prevent drunken driving and to improve occupant safety. Especially in the holiday season, it just breaks my heart to see needless tragedy on our nation's roads. // It's time we got drunk drivers off the road once and for all. //

As much as anything, by improving our transportation system, today's signing will help America compete in the global marketplace. When we move America -- America moves the world. //

It doesn't require genius to know that in an international marketplace, a Nation moves no more rapidly than its infrastructure permits. // Yet too often goods are held up, or workers are late to their jobs, because our surface transportation system isn't up to the job. // I'm glad to say this bill is going to start changing that. //

Each year, eight billion hours are wasted in traffic delays. This Act will curb congestion through projects that link highways like SH 360 and mass transit like the rapid-light rail system between Dallas, Fort Worth, and DFW Airport. // We have to help

the employee who's stuck in traffic -- so that he or she can get to work and help the economy. The place to start is here. The time to begin is now. //

All of us know the state of some of our highways. I'm reminded of them when I read in Isaiah of the admonition that "The crooked shall be made straight, and the rough places plain." // ((Although I'm not sure he had in mind the shape of our Interstate system.)) // Our Transportation Act will straighten / smooth out / and streamline our Nation's highways. It increases highway spending by forty-eight percent over the next six years - - enhancing our transportation efficiency by investing in our 155,000-mile National Highway System. //

I want to salute Congress for passing our proposal to designate this system. I am pleased that the increased funding will improve road conditions / ease traffic congestion / and reduce delays for the trucking industry -- thus, letting them move consumer goods more quickly and at lower cost, and reducing our dependence on foreign oil. // The new National System will represent only 4 percent of all public roads -- but will carry 75 per cent of intercity truck traffic and 40 per cent of all travel. This system will increase access to American products and services -- and, ultimately, prosperity. // That's good for Dallas, good for Texas, and good for America -- and I'm proud of a bill that makes it happen. //

Transportation is an \$800 billion a year business. [[That's almost as much money as the total of all the gifts on my

grandkids' Christmas wish list this year.]] // As world trade grows larger -- as our planet becomes smaller -- an efficient transportation system will become even more important than it is today. //

I want to congratulate you, Sam, and the congressional leaders who got the job done on this legislation. To the rest of you here -- our many partners in this process -- my appreciation for the tireless effort -- long hours -- and determination you invested in the bill. //

I also want to thank the state highways and transportation administrators -- indeed, every American. // You knew that transportation can help keep America "a land of wonders" -- and you made your voices heard. //

The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we can get some projects underway and get people back to work. // Thank you again for being here.

#

(Smith/Grossman)
Draft Six
December 13, 1991
TRANS

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

Acting Secretary Busey. Sam Skinner -- former
Transportation Secretary and our new Chief of Staff. Federal
Highway Administrator Tom Larson. National Highway Traffic
Safety Administrator Gen. Curry. Urban Mass Transit
Administrator Brian Clymer. Honored guests. Fellow Texans.
Fellow Americans. Ladies and gentlemen.

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

This bill will launch the post-Interstate era of America's
surface transportation system. // It will enable us to build and
repair roads, fix bridges, improve mass transit, and ~~create new~~

~~jobs~~ keeping Americans on the move and our economy on the
mend. // But really, it's summed up by three words - *Jobs Jobs Jobs*

We Americans are united by the idea that tomorrow will be
even better than today. / Shortly, I will sign a bill that puts
that idea into action. Its full name is the Intermodal Surface
Transportation Efficiency Act. It is short-hand for progress:

Progress for our infrastructure / the economy / ~~progress for each~~ ^{and say this bill is} ~~American.~~ ^{TT} and I'm proud to stand here ^{with working} ~~projects for working~~ ^{Americans} all across this great country.

This Act will pump \$10 billion into the economy immediately -- supporting up to 500,000 jobs in the 1992 Fiscal Year -- in Texas alone, more than 41,000 jobs. Many of those workers will develop sites like these -- demonstrating the combination of transportation planning, high technology, and teamwork America needs to prevail in the world marketplace. //

Today's event confirms that America will prevail. // As a result of this bill -- on this site alone -- it means 150 jobs and \$31 million dollars in spending. / And the benefits won't stop at this site. Not far from here, in Plano, a company called Luminator Mark Four makes products for mass transit systems. I understand that Luminator hopes to use funds provided by this Act to expand its work force by 35 percent -- that would be another 150 new jobs. ^{you're right here in Texas.} ~~It's time to get to work~~

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

This bill also means investment in America's economic future -- for an efficient transportation system is necessary for an efficient and productive economy. // ^{Give Americans the tools to compete} ^{and I'm confident we can}

Our bill gives the private sector new incentives to support our road system. // For instance, this land has been donated by

*out-think, out-perform, out-produce
and out anybody, anywhere.*

local business. I am especially proud that Congress accepted our proposal to help private firms build and operate new private toll roads. // Private toll roads can pay their way -- creating higher state and local revenues, better services, more investment, and again, more jobs. //

Here's another part of the bill I like: We have set aside 150 million dollars for an incentive program to prevent drunken driving and to improve occupant safety. Especially in the holiday season, ~~we should make "Good will toward men" the motto on our highways.~~ // ~~Finally,~~ ^{IP, B} by improving our transportation system, today's signing will help America compete in the global marketplace. When we move America -- America moves the world. //

← It doesn't require genius to know that in an international marketplace, a Nation moves no more rapidly than its infrastructure permits. // Yet too often goods are held up, or workers are late to their jobs, because our surface transportation system isn't up to the job. // *I'm happy to say this bill is going to start changing that*

Each year, eight billion hours are wasted in traffic delays. This Act will curb congestion through projects that link highways like SH 360 and mass transit like the rapid-light rail system between Dallas, Fort Worth, and DFW Airport. // We have to help the employee who's stuck in traffic -- so that he or she can get to work and help the economy. The place to start is here. The time to begin is now. //

All of us know the state of some of our highways. I'm reminded of them when I read in Isaiah of the admonition that

It just breaks my heart to see ~~the~~ a needless tragedy on our nation's roads. It's time we got drunk drivers off the road once and for all. //

"The crooked shall be made straight, and the rough places plain."

// Our Transportation Act will straighten / smooth out / and streamline our Nation's highways. It increases highway spending by forty-eight percent over the next six years -- enhancing our transportation efficiency by investing in our 155,000-mile National Highway System. //

(Although I'm not sure he had in mind the shape of interstate system)

I want to salute Congress for passing our proposal to designate this system. I am pleased that the increased funding will improve road conditions / ease traffic congestion / and reduce delays for the trucking industry -- thus, letting them move consumer goods more quickly and at lower cost, and reducing our dependence on foreign oil. // The new National System will represent only 4 percent of all public roads -- but will carry 75 per cent of intercity truck traffic and 40 per cent of all travel. This system will increase access to American products and services -- and, ultimately, prosperity. //

*That's good for Dallas
Good for Texas and good
for America and*

Transportation is an \$800 billion a year business. [[That's almost as much money as the total of all the gifts on my grandkids' Christmas wish list this year.]] // As world trade grows larger -- as our planet becomes smaller -- an efficient transportation system will become even more important than it is today. //

I'm proud of bill that got's it done or makes it happen

I want to congratulate you, Sam, and the congressional leaders who got the job done on this legislation. To the rest of you here -- our many partners in this process -- my appreciation

for the tireless effort -- long hours -- and determination you invested in the bill. //

I also want to thank the state highways and transportation administrators -- indeed, every American. // You knew that transportation can help keep America "a land of wonders" -- and you made your voices heard. //

The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we can get some projects underway and get people back to work. // Thank you again for being here.

#

*Black-Tam
Red-Granger
Shinner*

(Smith/Grossman)
Draft Six
December 13, 1991
TRANS

31 DEC 13 P4:20

PRESIDENTIAL REMARKS: TRANSPORTATION ACT
DALLAS, TEXAS
WEDNESDAY, DECEMBER 13, 1991

*Active See Ross
- Chief of Staff
Skinner*

~~Secretary Shinner.~~ *Active See Ross* *- Chief of Staff Skinner* *Skinner* [[Other Acknowledgments]] Honored

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

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

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

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

Take out stuff on Skinner (Skinner)

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

This morning we are not Bears' or Cowboys' fans -- but Americans united by the idea that tomorrow will be even better than today. / *our interest in keeping America moving. (DOE)* Shortly, I will sign a bill that puts that idea into action. Its full name is the Intermodal Surface

too similar to above

In
~~2 34 15~~
~~RTT~~
 Transportation Efficiency Act. ~~It's~~ *short-hand* ~~and~~ *progress:*
Growth
 Progress for our infrastructure / the economy / ~~hope~~ *for each-*
 American. // *(DoEnergy)*

for
It means growth

no to goe

an additional

This Act will pump \$11 billion into the economy immediately
 -- creating up to ~~660,000 jobs~~ *over 600,000 jobs* in the 1992 Fiscal Year -- in
 Texas alone, more than ~~400,000~~ *41*,000 jobs. // Many of them will develop
 sites like these -- showing the kind of transportation planning,
 high technology, and teamwork America needs to prevail in the
 world marketplace. // *As a result of this bill - on this site alone - 150 jobs + \$ 31m. (Skinner)*

see OMB

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

emphasis on jobs (Skinner)

Across America, the Transportation Act will help companies
 put people back to work. It is among the government programs I
 have ordered speeded up, ~~we have already acted to put~~ *we have already acted to put*
~~putting~~ *In this bill, we are accelerating another \$1.0 billion.* \$9.7 billion extra into the
 economy during the first two quarters of the fiscal year. // Yet
 as crucial as jobs ~~are~~ -- this bill means more than jobs alone. //

This bill loosens federal strings in the state highway
 system -- giving state and local transportation officials more
 freedom in spending federal dollars. // Each year, eight billion
 hours are wasted in traffic delays. So this Act will also curb
 congestion *and the work of energy (DoEnergy)* through projects that link highways like SH 360 and

X

X

mass transit like the rapid-light rail system between Dallas, Fort Worth, and DFW. //

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

OBB

All of us know the state of some of our highways. I'm reminded of them when I read in Isaiah of the admonition that "The crooked shall be made straight, and the rough places plain."

// Our Transportation Act will straighten / ^{smooth out} modernize / and build. ^{(It focuses federal investment on the nation's major arterial (roadway) stream (energy))} It increases highway spending by ~~20~~ ⁴⁸ percent over the next ~~five~~ ⁶ years -- preserving ^{and improving} the integrated system of 155,000 miles of mainly existing roads that we call the National Highway System. //

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

and reducing our dependence on imported oil (energy)

traffic and 10 per cent of all travel. Improving it will ^{contributes}
~~not only to our transportation objectives, but our National~~
~~increase access to American products and services -- and,~~
ultimately ^{to our} prosperity. // ^{Energy Strategy. (DoEnergy)}

Transportation is an \$800 billion a year business, with ~~44~~
~~trillion worth of assets.~~ [[That's almost as much money as the
total of all the gifts on my grandkids' Christmas wish list this
year.]] // As world trade grows larger -- as our planet becomes
~~smaller~~ ^{having the most modern, efficient (DoEnergy)} transportation will mean even more than it does today.

// ^{System} ^{to maintaining + improving the quality of life for every American. (Energy)}

I want to congratulate you, Sam, and the congressional
leaders who got the job done on this legislation. To the rest of
you here -- our many partners in this process -- my appreciation
for the tireless effort -- long hours -- and determination you
invested in the bill. //

I also want to thank the state highways and transportation
administrators -- indeed, every American. // You knew that
transportation can help keep America "a land of wonders" -- and
you made your voices heard. //

The future of American transportation begins today. So God
bless all of you, and America -- and let me sign this bill so we
can get some projects underway and ^(DoEnergy) ~~start putting~~ people back to
work. // Thank you again for being here.

#

PORTER

THE WHITE HOUSE

WASHINGTON

December 16, 1991

~~MASTER~~
JANS D³, Holiday*
DMS

MEMORANDUM FOR TONY SNOW

FROM: BETSY ANDERSON ^{BLA}

SUBJECT: Presidential remarks: Transportation Act

Enclosed are a few suggested comments on the draft Transportation Act speech, which I am passing along to you directly because Roger Porter is at a meeting on Capitol Hill.

There are a couple of statistics in the speech that I have not seen before and therefore questioned in the margin. One is the statement that traffic delays waste "eight billion hours" annually. The second is the statement on page four that "Transportation is an \$800 billion a year business with \$5 trillion worth of assets." Both are fairly sweeping statements. It is not clear whether the second statement is referring to surface transportation only or includes the aviation industry. It is also not clear whether the "assets" described are only the infrastructure itself or also include trucks, rolling stock and goods that are transported by the industry.

I was unable to confirm these statistics with the Department of Transportation. We would be grateful if you could tell us the source of these statistics and what they comprise so that if they are ever questioned, we will be able to respond appropriately.

On page 3, please note that the Administration proposed a "39% increase in highway spending over five years." The Act as passed, however, increases highway spending by a somewhat larger percentage over six years. We will need to obtain the exact percentage from the Department of Transportation.

If you have any questions concerning our comments or if there is anything further we can do to help, please let me know.

cc: Phillip D. Brady
Roger B. Porter

WHITE HOUSE STAFFING MEMORANDUM

DATE: 12/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: NOON, Monday, Dec. 16

PRESIDENTIAL REMARKS: TRANSPORTATION ACT
DALLAS, TEXAS 12/18/91

SUBJECT: _____

91 DEC 16 PM: 48

	ACTION	FYI		ACTION	FYI
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	HORNER	<input type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input type="checkbox"/>	<input type="checkbox"/>	PETERSMEYER	<input type="checkbox"/>	<input type="checkbox"/>
DARMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRADY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROGICH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BROMLEY	<input type="checkbox"/>	<input type="checkbox"/>	SMITH	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BOSKIN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ANDERSON	<input checked="" type="checkbox"/>	<input 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 of the attached directly to Tony Snow, RM 122 EOB, Ext. 2930 not later than NOON, MONDAY, DECEMBER 16, 1991, with a copy to this office.

Thank you.

RESPONSE:

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

(Smith/Grossman)
Draft Six
December 13, 1991
TRANS

31 DEC 13 P4:20

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

Co Staff

~~Secretary~~ Skinner. [[Other Acknowledgments]] Honored
guests. Fellow Texans. Fellow Americans. Ladies and gentlemen.

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

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

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

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

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

(These are not all new jobs)

In (MCC) (No)

H's (MCC) (No)

Transportation Efficiency Act. It is short-hand is progress:
Progress for our infrastructure // the economy // hope for each
American. //

Supporting

This Act will pump \$11 billion into the economy immediately
-- ~~creating~~ up to 660,000 jobs in the 1992 Fiscal Year -- in

those workers

Source?

Texas alone, more than 89,000 jobs. // Many of ~~them~~ will develop
sites like these -- ~~showing the kind of~~ transportation planning,
high technology, and teamwork America needs to prevail in the
world marketplace. //

yes

demonstrating the combination

Today's event confirms that America will prevail. // This
nearly \$31 million contract will produce 150 jobs -- but it means
more than just jobs at highway construction sites. // Not far

I understand that

from here, in Plano, a company called Luminator makes products
for mass transit systems. ~~This bill lets~~ Luminator expand its
work force by 35 percent -- that ~~is~~ another 150 new jobs. //

hopes to use funds provided by this Act to

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

yes

This bill loosens federal strings in the state highway
system -- giving state and local transportation officials more
flexibility to freedom in spending federal dollars. //

Each year, eight billion
hours are wasted in traffic delays. So this Act will also curb
congestion through projects that link highways like SH 360 and

Move to next page

~~no don't give it to the state~~ move page 3

Delete - It also means investment in
America's economic future. For an
efficient transportation system is necessary
for an efficient + productive economy. (Finley)

on those highway or transit projects that best serve local needs. no longer applies

→ This a major pt. + deserves more attention. Borrow from p2-3 of AASHTO speed. (Finlay)

mass transit like the rapid-light rail system between Dallas, Fort Worth, and DFW. // Airport?

yes
u.c.

our bill gives the private sector new incentives to support our road system. // For instance, this land has been donated by local business. And I am especially proud that Congress accepted our proposal to let private firms build and operate new private toll roads ~~in rapidly evolving high transit~~

~~areas.~~ // Private toll roads pay their way -- creating higher state and local revenues, better services, more investment, and again, more jobs. // Finally, by improving our transportation system, today's signing will help America compete in the global marketplace. When we move America -- America moves the world. //

Insert text from bottom of p. 2 and top of p 3

All of us know the state of some of our highways. I'm reminded of them when I read in Isaiah of the admonition that "The crooked shall be made straight, and the rough places plain."

// Our Transportation Act will straighten / smooth out / and modernize / ~~and build~~. It increases highway spending by ~~30~~ six percent over the next ~~five~~ years -- preserving the integrated system of 155,000 miles of mainly existing roads that ~~we call~~ the National Highway System. // will constitute

yes
our Nation's highways, yes

(obtain updated figure from DOT)

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

Congestion

reduce delays for

yes
more quickly and ~~at~~ at lower cost

Highway

enabling them to move

What is included in these figures?
How reliable are they?

4

traffic and 40 per cent of all travel. Improving it will increase access to American products and services -- and, ultimately, prosperity. //

[Transportation is an \$800 billion a year business with \$5 trillion worth of assets.] [[That's almost as much money as the total of all the gifts on my grandkids' Christmas wish list this year.]] // As world trade grows larger -- as our planet becomes smaller -- ~~transportation will mean even more than it does today.~~

//

system

will become even more important than it is

I want to congratulate you, Sam, and the congressional leaders who got the job done on this legislation. To the rest of you here -- our many partners in this process -- my appreciation for the tireless effort -- long hours -- and determination you invested in the bill. //

I also want to thank the state highways and transportation administrators -- indeed, every American. // You knew that transportation can help keep America "a land of wonders" -- and you made your voices heard. //

The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we can get some projects underway and start putting people back to work. // Thank you again for being here.

#

an efficient

1/25