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**Record Group/Collection:** George H.W. Bush Presidential Records  
**Collection/Office of Origin:** Speechwriting, White House Office of  
**Series:** Speech File Draft Files  
**Subseries:** Chron File, 1989-1993

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**OA/ID Number:** 13595  
**Folder ID Number:** 13595-004

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**Folder Title:**

[American Association of State Highway and Transportation Officials] 12/18/91 [OA 6040] [ 1]

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Stack:	Row:	Section:	Shelf:	Position:
<b>G</b>	<b>26</b>	<b>17</b>	<b>5</b>	<b>3</b>

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## WHITE HOUSE STAFFING MEMORANDUM

DATE: 12/17/91 ACTION/CONCURRENCE/COMMENT DUE BY: - - -

PRESIDENTIAL REMARKS: The American Ass. of State Highway and Transportation officials

SUBJECT: Dallas, TX 12/18/91

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

REMARKS: THE ATTACHED HAS BEEN FORWARDED TO THE PRESIDENT

RESPONSE:

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

THE WHITE HOUSE  
WASHINGTON

91 DEC 17 P2:

December 16, 1991

MEMORANDUM FOR THE PRESIDENT  
THROUGH: DAVE DEMAREST *AD*  
FROM: TONY SNOW *TS*  
SUBJECT: AMERICAN ASSOCIATION OF STATE HIGHWAY AND  
TRANSPORTATION OFFICIALS

On Wednesday, December 18th, at noon, you will deliver remarks (approximately 15 minutes) to the American Association of State Highway and Transportation Officials (AASHTO) at the Hyatt-Regency in Dallas, Texas. The audience of approximately 600 will be comprised mainly of AASHTO and guests from the signing ceremony (construction workers, other state and local transportation officials from around the country).

Your remarks praise the merits of the Intermodal Surface Transportation Efficiency Act you will have just signed, stressing the bill's job-generation potential. You also focus on the importance of transportation efficiency for national productivity, and touch on the human, day-to-day impact of freely circulating transportation for ordinary Americans.

(Snow/Grossman)  
AASHTO  
Draft Four  
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

[Introductory acknowledgements]

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. 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 allow. Ideas fly around the globe at light speed -- because the infrastructure can handle the traffic. 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. 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 piece of equipment, 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 back-ups on the expressway or the subway or the mass transit system put everything in gridlock.

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 shows that some people accept traffic delays as a fact of life. Well, 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 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. 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.

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.

These roads will pay for themselves. In addition, they can support other projects. Operators of the Dulles Toll Road will pay taxes, which can leverage even more transportation investment. In short, private projects of this sort 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. \\

Consider other items in our new transportation law:

It 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 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 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 funding in the law will support up to 600,000 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 available the vast majority of state money from the Highway Trust Fund. 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 assails the senses -- the hustle, the

bustle, the tornado of activity. Today I saw a domestic vision in sweat and toil, concrete and steel: Not an abstract proposal, but a program that will produce real results -- now.

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 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

December 16, 1991

MEMORANDUM FOR THE PRESIDENT

THROUGH: DAVE DEMAREST *DD*

FROM: TONY SNOW *TS*

SUBJECT: AMERICAN ASSOCIATION OF STATE HIGHWAY AND  
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(Snow/Grossman)  
AASHTO  
Draft Three  
December 17, 1991

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Our law will invest 150 million dollars into an incentive program to prevent drunk driving and to improve occupant safety -- an an especially timely investment during the holiday season.

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 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 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.

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# # # #



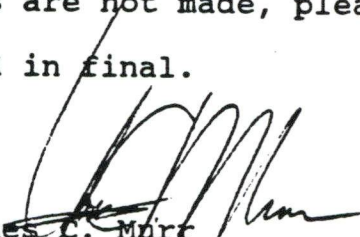
EXECUTIVE OFFICE OF THE PRESIDENT  
OFFICE OF MANAGEMENT AND BUDGET  
WASHINGTON, D.C. 20503

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. Murr  
Associate Director for  
Legislative Reference  
and Administration

91 DEC 16 P 6: 21

## WHITE HOUSE STAFFING MEMORANDUM

DATE: 12/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: 1:00 p.m. Monday, 12/16

PRESIDENTIAL REMARKS: THE AMERICAN ASS. OF STATE HIGHWAY AND  
TRANSPORTATION OFFICIALS

SUBJECT: \_\_\_\_\_  
DALLAS, TX 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"/>	<u>BOSKIN</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>ANDERSON</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>SNOW</u>	<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 ANY COMMENTS DIRECTLY TO TONY SNOW IN ROOM 122 EOB, EXT 2930, NO LATER THAN 1:00 P.M. ON MONDAY, DECEMBER 16, WITH A COPY TO THIS OFFICE.

THANK YOU.

RESPONSE:

*See comments*

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

91 DEC 13 P4: 49

(Snow/Grossman)  
AASHTO  
Draft One  
December 13, 1991

PRESIDENTIAL ADDRESS: THE AMERICAN ASSOCIATION OF STATE HIGHWAY  
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[Introductory acknowledgments]

[jokes]

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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<sup>of 1991</sup> -- a law that will bring our transportation policy into the 21st Century and will let us build -- literally -- a road to the future. \\  
*Martin  
4/4/86*

You know and I know and all America ought to know: This law would never have seen the light of day without AASHTO. \\  
*dale  
4/3/20*

~~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~~

~~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. \

Sam and I have worked from Day One to breathe fresh air into transportation policy -- to unleash the experience, dilligence, 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 know 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.~~

Hal  
4/3/00

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.

*Halp  
X3/20*

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.

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. <sup>will</sup> [Our new transportation law] let people move through these cities and do what they want -- it will pump new life into our newest cities.

what  
does  
this  
mean?

Help  
43120

Help  
43120

Martin  
4864

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 revolutionize transportation by letting local areas use the money for innovations, 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 national highway system. It sets aside 24 billion dollars to fund a variety of new highway and transit projects.

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

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

Hall  
3/20

Hall  
3/20

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~~ <sup>over 500,000</sup> ~~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.

Halp  
X3/20

Halp  
X3/20

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, ~~in the~~ <sup>If</sup> 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

Martin  
X4864

Martin  
X4864

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. \\\

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.

# # # #

Document No. 293000ss

91 DEC 16 12:00 PM

# WHITE HOUSE STAFFING MEMORANDUM

DATE: 12/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: 1:00 p.m. Monday, 12/16

PRESIDENTIAL REMARKS: THE AMERICAN ASS. OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

SUBJECT: DALLAS, TX 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 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"/>	<u>BOSKIN</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>ANDERSON</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>SNOW</u>	<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 ANY COMMENTS DIRECTLY TO TONY SNOW IN ROOM 122 EOB, EXT 2930, NO LATER THAN 1:00 P.M. ON MONDAY, DECEMBER 16, WITH A COPY TO THIS OFFICE.

THANK YOU.

RESPONSE:

Shawn - OK  
Arnie -  
SH - Small Comments pgs 3, 4, 7

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

(Snow/Grossman)

AASHTO

Draft One

December 13, 1991

31 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 Barra: "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 know 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

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. \\

Sam and I have worked from Day One to breathe fresh air into transportation policy -- to unleash the experience, dilligence, 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 know 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.

3

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 Severything in limbo.

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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 lets people move through these cities and do what they want -- it will pump new life into our newest cities.

5

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 revolutionize transportation by letting local areas use the money for innovations, 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 36 billion dollars to improve our existing national highway system. It sets aside 24 billion dollars to fund a variety of new highway and transit projects.

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

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 650 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.

7

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 ~~and~~ if we repair what we have and build what we need, the whole world will come -- to watch, to enjoy, and to do business.

Incomplete  
sentence

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

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. \\  
\\

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.

# # # #

*Friday*

WHITE HOUSE STAFFING MEMORANDUM

91 DEC 16 P1:10

DATE: 12/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: 1:00 p.m. Monday, 12/16

PRESIDENTIAL REMARKS: THE AMERICAN ASS. OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

SUBJECT: DALLAS, TX 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"/>	<u>BOSKIN</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>ANDERSON</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>SNOW</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>                    </u>	<input type="checkbox"/>	<input type="checkbox"/>
HOLIDAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>                    </u>	<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:

PLEASE FORWARD ANY COMMENTS DIRECTLY TO TONY SNOW IN ROOM 122 EOB, EXT 2930, NO LATER THAN 1:00 P.M. ON MONDAY, DECEMBER 16, WITH A COPY TO THIS OFFICE.

THANK YOU.

RESPONSE:

*TS* → *MS*

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

(Snow/Grossman)  
AASHTO  
Draft One  
December 13, 1991

91 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 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 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 know 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

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

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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. \\

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Our National Transportation Policy starts with common sense. We know 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.

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.

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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 revolutionize transportation by letting local areas use the money for innovations, 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.

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

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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.

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.

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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

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. \\  
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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.

# # # #

# WHITEHOUSE STAFFING MEMORANDUM

91 DEC 18

DATE: 12/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: 1:00 p.m. Monday, 12/16

PRESIDENTIAL REMARKS: THE AMERICAN ASS. OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

SUBJECT: DALLAS, TX 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"/>
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HOLIDAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:

PLEASE FORWARD ANY COMMENTS DIRECTLY TO TONY SNOW IN ROOM 122 EOB, EXT 2930, NO LATER THAN 1:00 P.M. ON MONDAY, DECEMBER 16, WITH A COPY TO THIS OFFICE.

THANK YOU.

RESPONSE:

*Ok - a few thoughts.  
BT for SR*

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

(Snow/Grossman)

AASHTO

Draft One

December 13, 1991

91 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~~ <sup>Yogi</sup> 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 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 know 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

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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. \\

Sam and I have worked from Day One to breathe fresh air into transportation policy -- to unleash the experience, dilligence, 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 know 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.

5

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 revolutionize transportation by letting local areas use the money for innovations, 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 national highway system. It sets aside 24 billion dollars to fund a variety of new highway and transit projects.

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

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. *And this is a good time to remind everyone that with the holidays approaching to please,*

Our law will help states meet their environmental *please,* responsibilities without casting aside their duties for building *don't drink*

*Or, perhaps he can mention*

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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.

7

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.

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

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\\

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.

# # # #

(Snow/Grossman)  
AASHTO  
Draft One  
December 13, 1991

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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.

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

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summer. I can't help but remember Yogi Berra's great words, you've all heard it, "Déjà vu all over again." Here we are.

I also want to single out the Members of the Congress that are with us today because, as I said out at the site, this isn't a Republican bill or a Democrat bill, or a liberal or conservative; it is an American achievement. And the Members of Congress that are with us today deserve special credit from the American people for their leadership, for their stick-to-it-iveness in getting this legislation passed. So I salute them, the ones I see over here, and I'm sure there may be others scattered through the audience.

Yogi Berra, he always had a way with words, as I told you. But since you and I met in the Rose Garden last June a lot of things really have happened, the most important for you, the first stirrings of a real revolution in transportation.

Earlier today, as I mentioned, not far from here, I signed the Intermodal Surface Transportation Efficiency Act. We've got to get a better name for this thing—[laughter]—but that's a law that will bring our transportation policy into the 21st century and will let us build, literally, a road to the future.

This law culminates more than 2 years of hard work by our administration, and it illustrates my strategy for getting things done: 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 from day one that America can't move ahead in the international marketplace any more rapidly than its infrastructure will allow. Ideas fly around the globe at the speed of light because the infrastructure can handle the traffic. We need that kind of competitiveness in surface transportation. After all, mobility is the lifeblood of the modern economy.

Second point: Don't define your missions in isolation. We pursued this law because it moves us closer to our three top domestic priorities: jobs, jobs, and jobs.

Our national transportation policy begins with a big dose of common sense. It acknowledges that you don't get anywhere in a traffic jam. A worker can't do much for the economy, the family, or for the commu-

nity by sitting on a highway listening to the radio. A vital piece of equipment trapped on a truck, trapped in traffic, won't do much for the factory that needs it. And a loved one rushing for an airport can't rejoin the family if the backups on the expressway or the mass transit system put everything in gridlock.

You have to move to improve. And let's face it, we're not moving as fast as we should.

Last week, we had a distinguished visitor at the White House, Jay Leno. [Laughter] And he did a little comedy performance there with Marlin Fitzwater in the press room, and then he was over at the National Press Club. And I know that the press does a good enough job with political comedy on its own, but nevertheless. At any rate, 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. [Laughter] I think we better dedicate ourselves, as everybody here has, to a microwave-free future for our highways. [Laughter]

The reason's simple. Every hour wasted on overburdened transportation systems costs us a piece of our future. Congestion, congestion caused more than 8 billion hours of delay on our roads. And 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 electronic companies, all our textile companies, all our lumber companies, and all our furniture manufacturers combined. And people wonder why the AASHTO members get so worked up about the importance of their work.

The waiting exacts other costs, too. You're familiar with them: \$34 billion in wasted fuel expenses in our 39 largest metropolitan areas. And the point is simple: We cannot afford, or put it this way, 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.

Well, I prefer to lead, and I demanded a national transportation strategy that builds

a foundation for the future. And I wanted a transportation law that would address road and bridge needs around the country; a law that would complete important mass transit projects; a law that would encourage innovation in every aspect of our transportation network, from road construction to high-tech rail systems.

This law accomplishes that mission. It will establish a 155,000-mile National Highway System. Roads that will comprise only 4 percent of our total public road mileage, but that will carry 75 percent of our intercity truck traffic and 40 percent of our highway traffic. That is efficiency.

Our law accomplishes that mission. It will establish a 155,000-mile National Highway System. Roads that will comprise, as I say, 4 percent. This law also encourages States to build the roads they need, not the roads that some faraway central planner thinks that they ought to have. And that's just plain common sense.

The Highway System created by Dwight Eisenhower in '56, 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 the new book. Where bare fields stood 30 years ago, American enterprise now thrives, with office space and shopping centers, entertainment areas; regions that function as workplaces by day and then recreational hubs by night.

Our new transportation law will pump new life into these newest cities and support their further evolution. It will enhance great centers like this Dallas/Fort Worth area, where roads and rails have paved the way to more than 500,000 new jobs in the past decade alone.

This law encourages 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, they've begun to develop a brand-new market for financing privately built and operated infrastructure. Investors know a winner when they see it.

These roads will pay for themselves and, in addition, they can support other projects. Operators of the Dulles Toll Road will pay taxes, which can leverage even more transportation financing. In short, private

projects get the most bang for the buck and give us a better shot at meeting our vast transportation needs. And that is innovation. And that is good government.

Consider other items, if you will, in our new transportation law:

It authorizes funds for an incentive program to prevent drunk driving and improve occupant safety, two very worthy goals, especially during the holiday season. And it provides \$38 billion to improve our new National Highway System.

It sets aside \$24 billion 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. In so doing, it could save trucking companies \$1 billion this year.

Our law will help States meet their environmental responsibilities without stopping the wheels of progress. Our law will encourage exploration into new transportation technologies such as these high-speed rail systems.

And last, but certainly not least, our law will create good American jobs today and good American jobs tomorrow. And it will build a foundation for creating more good American jobs in the future.

The funding in the law will support more than 600,000 jobs in this fiscal year. But that's just the start. Private projects funded with this money will generate even more work for Americans. And as I've said all along, a good transportation network will support jobs that wouldn't exist otherwise. And that's the biggest benefit of this new law. It sets in motion projects that will give America the ability to move forward as never before.

I've instructed the Department of Transportation to get the money moving now. We will make available the vast majority of State money from the Highway Trust Fund. And we'll accelerate the release of \$300 million 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. And moreover, I'd like to challenge you all to look past the old ways of doing business

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*Note: The Presi  
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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

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.*