

Originally Processed With FOIA(s):
S

FOIA Number:
S

FOIA MARKER

**This is not a textual record. This is used as an
administrative marker by the George Bush Presidential
Library Staff.**

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

OA/ID Number: 13595
Folder ID Number: 13595-005

Folder Title:
[American Association of State Highway and Transportation Officials] 12/18/91 [OA 6040] [2]

Stack:	Row:	Section:	Shelf:	Position:
G	26	17	5	3

WHITE HOUSE STAFFING MEMORANDUM

91 DEC 16 9:38

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	☐	☒	HORNER	☐	☐
SUNUNU	☐	☐	MCCLURE	☒	☐
SCOWCROFT	☐	☐	PETERSMEYER	☐	☐
DARMAN	☒	☐	PORTER	☒	☐
BRADY	☐	☒	ROGICH	☒	☐
BROMLEY	☐	☐	SMITH	☒	☐
CARD	☐	☒	BOSKIN	☒	☐
DEMAREST	☒	☐	ANDERSON	☒	☐
FITZWATER	☐	☒	SNOW	☐	☒
GRAY	☒	☐		☐	☐
HOLIDAY	☒	☐		☐	☐

REMARKS:

PLEASE FORWARD ANY COMMENTS
EOB, EXT 2930, NO LATER THAN
WITH A COPY TO THIS OFFICE.

THANK YOU.

RESPONSE:

pg. 4 - do we have to bring up pollution?

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
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. \\

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.

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.

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 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

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

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.

#

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: The American Association of
State Highway and Transportation Officials

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

Thank you for the opportunity to review this matter.

cc: Phillip D. Brady

WHITE HOUSE STAFFING REQUEST

Subject

CC! Schwab
Crt ✓
10 pgs

Presidential Remarks: The American Asso. of
State Highway and Transportation Officials

Date/Time Received:

RESPONSE DUE:

12/13 6:00 P.M.

Mon., 12/16
12:00

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

Action

FYI

Action

FYI

____ Director ____
____ Deputy Director ____
____ Dep. Dir./Mgmt. ____
____ Al-Samarrie, A. ____
____ Anderson, B. ____
____ Burman, A. ____
____ Dale, E. ____
✓ ____ Damus, R. ____
____ Grady, R. ____
✓ ____ Hale, J. ____

____ Howard, R. ____
____ Legis. Affairs ____
____ Lieberman, S. ____
____ MacRae, J. ____
✓ ____ Martin, B. ____
____ Mazur, E. ____
____ Murr, J. ✓ ____
____ Scully, T. ____
____ (Other) ____

Comments:

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	☐	☒	HORNER	☐	☐
SUNUNU	☐	☐	MCCLURE	☒	☐
SCOWCROFT	☐	☐	PETERSMEYER	☐	☐
DARMAN	☒	☐	PORTER	☒	☐
BRADY	☐	☒	ROGICH	☒	☐
BROMLEY	☐	☐	SMITH	☒	☐
CARD	☐	☒	<u>BOSKIN</u>	☒	☐
DEMAREST	☒	☐	<u>ANDERSON</u>	☒	☐
FITZWATER	☐	☒	<u>SNOW</u>	☐	☒
GRAY	☒	☐	<u> </u>	☐	☐
HOLIDAY	☒	☐	<u> </u>	☐	☐

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:

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

31 DEC 13 P4:49

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

*Hal Rives
Very good
agreement
to
proposal -*

*OMs will
defect to
DOT if they
handle differently*

*plus
would
stay
of different
mission*

~~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.~~

*Important to
work down congestion*

~~We know that~~ a vital part, trapped on a truck, trapped in traffic, ~~won't do much for~~ ^{can get} 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.

helpful
More important, our law encourages states to build the roads they need, [not the roads some far-away central planner thinks they should have.] *low: see interstate is the edge*
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.

what does this mean?
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 ^{No} ~~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' *emphasis* worth of red tape for the trucking industry.

~~We have set aside 100~~ 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

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 ~~500,000~~ 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

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.

#

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	☐	☒	HORNER	☐	☐
SUNUNU	☐	☐	MCCLURE	☒	☐
SCOWCROFT	☐	☐	PETERSMEYER	☐	☐
DARMAN	☒	☐	PORTER	☒	☐
BRADY	☐	☒	ROGICH	☒	☐
BROMLEY	☐	☐	SMITH	☒	☐
CARD	☐	☒	BOSKIN	☒	☐
DEMAREST	☒	☐	ANDERSON	☒	☐
FITZWATER	☐	☒	SNOW	☐	☒
GRAY	☒	☐		☐	☐
HOLIDAY	☒	☐		☐	☐

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:

Comments from Cabinet Affairs are attached.

Thanks,

E
Elizabeth Luttig

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

01 DEC 13 P4: 49

(Snow/Grossman)
AASHTO
Draft One
December 13, 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 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. \\

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.

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.

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^{S (OCP)} 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.

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

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 ^{over} ~~up to~~ _{600 (OMB + DOT)} ~~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

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.

#

WHITE HOUSE STAFFING MEMORANDUM

91 DEC 13 P5:45

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	☐	☒	HORNER	☐	☐
SUNUNU	☐	☐	MCCLURE	☒	☐
SCOWCROFT	☐	☐	PETERSMEYER	☐	☐
DARMAN after 2:00pm	☒	☐	PORTER	☒	☐
BRADY	☐	☒	ROGICH	☒	☐
BROMLEY	☐	☐	SMITH	☒	☐
CARD	☐	☒	BOSKIN	☒	☐
DEMAREST	☒	☐	ANDERSON	☒	☐
FITZWATER	☐	☒	SNOW	☐	☒
GRAY ^{Wed 2896} N/C	☒	☐	<u>Find Gray/Skinner</u> A/V	☐	☐
HOLIDAY running late 1pm	☒	☐		☐	☐

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:

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
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. \\

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.

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.

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 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

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.

(7/25/10) ~~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. \\\

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

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. \\\

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.

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.

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 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

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

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.

#

(Snow/Grossman)
AASHTO
Draft One
December 13, 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 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. \\\

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.

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.

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 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

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

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.

#

THE WHITE HOUSE

WASHINGTON

December 16, 1991

91 DEC 16 P1:08

MEMORANDUM FOR TONY SNOW

FROM: BETSY ANDERSON ^{BLA}

SUBJECT: Presidential remarks: The American Assoc. of
State Highway and Transportation Officials

Enclosed are a few suggestions for changes on the AASHTA speech.

We would also note that the discussion on pp. 3-4 of the speech concerning the amount and economic costs of delays caused by highway congestion raises the same issues we flagged with respect to the discussion of that topic in the Transportation Act speech.

Please let us know if we can be of any further assistance.

cc: Phillip D. Brady
Roger B. Porter

Tony - Promises made, Promise kept
them.

Give POTUS credit

Did a great job

(Skinner)

- MASTER -
+ DOT ATTACHED

WHITE HOUSE STAFFING MEMORANDUM

DATE: 12/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: 1:00 p.m. Monday, 12/16PRESIDENTIAL REMARKS: THE AMERICAN ASS. OF STATE HIGHWAY AND
TRANSPORTATION OFFICIALS

SUBJECT: _____

DALLAS, TX 12/18/91

	ACTION	FYI		ACTION	FYI
VICE PRESIDENT	☐	☒	HORNER	☐	☐
SUNUNU	☐	☐	MCCLURE	☒	☐
SCOWCROFT	☐	☐	PETERSMEYER	☐	☐
DARMAN	☒	☐	PORTER	☒	☐
BRADY	☐	☒	ROGICH	☒	☐
BROMLEY	☐	☐	SMITH	☒	☐
CARD	☐	☒	BOSKIN	☒	☐
DEMAREST	☒	☐	ANDERSON	☒	☐
FITZWATER	☐	☒	SNOW	☐	☒
GRAY	☒	☐		☐	☐
HOLIDAY	☒	☐		☐	☐

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:

*Promises made, Promises kept.
I did it - POTUS kept.
Great job
hallmark*

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

31 DEC 13 P4: 49

(Snow/Grossman)
AASHTO
Draft One
December 13, 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 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, ^{Yogi}~~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

Hal
testified
against
DOT.
If DOT
wants to talk
about him - OMB
defers - however
think about
rewarding
(OMB)

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.

No \$
Allocated
to Rel.
Congestion.
(OMB)

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

back-ups 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~~. gridlock

no \$ to rel. congest. (com) ~~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.

last year # Congestion caused more than 8 billion hours of delay on our roads. ~~That's 4 million work years in one year!~~ nationwide

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 ^{our} textile companies / all our lumber companies / and all our furniture manufacturers spend on the job each year.

Source of these figures?

Source of these figures? What is included?

Do we have to bring this up?
LD. Anderson

check # OMB

How is the \$34 billion in "delays" different from the \$150 billion drained from interstate commerce due to "waiting"?

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. roads 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. 40 percent

invest in the highway and transit projects

More important, ⁽¹⁴⁾ our law encourages states to ~~build the roads~~ those 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. what does this mean? (come) 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 *factually incorrect - OMB* 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.

in flexible funds that can be used to improve existing highways or that can instead be used for transit projects, if desired, to meet local needs.

u.c. 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. *explain (OMB)*

We have set aside 150 million dollars for an incentive program to prevent drunken driving and to improve occupant safety. *And this is a good time to remind everyone that After all, our road systems should move our people, not lead them to their deaths. With the holidays approaching too - please don't drink drive.*

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

to improve and
maintain our transportation
infrastructure

6

these roads, and providing the means for future prosperity, ^{and}
future growth. ~~and jobs.~~ ^e

economic

Support

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 ^{over} ~~up to~~ ^{500,000 (OMB) / 600,000 (OMB + DOT)} 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.

Supporting

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 ^(OMB) ~~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 incomplete sentence (MAC) ~~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