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September 16, 1991

MEMORANDUM FOR THE PRESIDENT

THROUGH: DAVID DEMEREST
TONY SNOW

FROM: CURT SMITH

SUBJECT: TRANSPORTATION EVENT

On Thursday, Sept. 19., at 12:15 a.m., at the intermodal transportation project site in Los Angeles, California, you will deliver remarks (7 minutes, on cards) to an audience of 200 people. Acknowledgements include ~~Gov. Pete Wilson~~, Sen. John Seymour, ~~and Mayor Bill Bradley~~. See Skinner.

The remarks highlight the successful planning, technological, and funding initiatives of Los Angeles and California regarding the Interstate 105 and Green Line Metro System projects. Your remarks also advance elements of your transportation bill and Congress's failure to answer your 100-day challenge.

THE WHITE HOUSE

Office of the Press Secretary
(Los Angeles, California)

For Immediate Release September 19, 1991

REMARKS BY THE PRESIDENT
TO CONSTRUCTION SITE EMPLOYEES

Green Line/I-105
Los Angeles, California

1:21 P.M. PDT

THE PRESIDENT: Thank you very much. Governor Wilson, thank you for that introduction. And may I pay my respects to Secretary Skinner and Senator Seymour with us here; Mayor Bradley; also two other members of the United States Congress over here -- Glenn Anderson, Dana Rohrabacher; well-known to everybody around these parts. I salute them. And to the California State Secretary for Transportation and Housing Carl Covitz, who was explaining much of this to me today. My sincere thanks to Jerry Baxter, to Neil Peterson and to all of you guys that helped me eat my lunch out there, whoever you are, and who are doing the work on this project. It's a pleasure to be here.

We've got some great humorists at the White House. One of my aides, when I told him we had been invited to visit the transportation project, he said, "Well, would you like to have a moving experience?" And I am moved to be here. And I'm very grateful for this reception, the conversation I had with the people doing the work, and especially grateful that all of you are here.

I suspect the traffic jam that Los Angeles is most concerned about breaking up these days is the one that is at the top of the National League West. And I wish I were going to get to go see the ball game tonight, but unfortunately, I am not.

And I'm here today, though, to congratulate Los Angeles and California for their leadership -- its national leadership. You're setting an example for the whole country in advancing a project which symbolizes the kind of transportation planning, high-tech and team work that America needs to compete in the world marketplace.

This project will improve the movement of people and goods not just within this great city, but between modes of transportation -- rail, car, bus, and air transportation. With links to both Los Angeles International Airport and Southern California's port facilities, Interstate 105 and the Green Line will help speed goods to markets throughout the global economy.

Interstate 105 dramatizes the federal, state, and local partnership at its best -- showing that together, we Americans can do anything.

The federal role is focused on construction of the Interstate -- including HOV lines. State and local governments have joined to help commuters move more efficiently -- and to unclog Los Angeles area roads and highways. And I salute California and the Los Angeles area for their commitment of over $1 billion, including local funding for the total price tag for the new Green Line.

This project embodies America's need for greater infrastructure investment at every level. It shows why, when we

unveiled our transportation plan more than seven months ago, we proposed at the federal level investing 39 percent more in highway funding -- primarily by focusing federal investment on roads of national importance -- the 150,000-mile National Highway System.

The state of some of our highways was reflected in an updated version of an old song that some cynic sang to me the other day: "You take the high road and I'll take the low road, and I'll hit a pothole before you."

Well, we've got to change that. And our transportation plan will, indeed, help improve America's roads. Look at this one, look at Interstate 105 -- a crucial link in our new highway system. Especially with the Green Line using its median strip, it will prove how investment in high tech can ease local congestion and other problems as well.

The Green Line will be a state-of-the-art, fully automated system -- one of only four such systems in the world. I-105 makes special accommodations for high-occupancy vehicles, which encourages carpooling by commuters. All over America -- including California -- we are seeing "smart car, smart highways" programs which help drivers move more safely and more freely.

And there are other innovations in our transportation plan, including more flexibility for state and local transportation officials on how federal dollars are spent -- more capital investment for transit and incentives for greater use of private funds to support our road system.

But we still face one big hurdle that needs to be cleared, and I'm talking about congressional inaction today. Last March I challenged the Congress to pass our bill in 100 days. And it's now 197 days and counting. Let me tell you what we want and what we don't want. We want a bill that works. We don't want a bill that paves America with special projects, with pork. We want a transportation system that spends our money effectively, one that truly addresses national needs. And we don't want one that simply furthers political careers by spending money on hundreds of special interest projects. We want a good transportation bill, and I am going to do all I can to keep the heat on to get such a bill.

Many special interest projects often are not even on the local and state priority list. But I-105 and the Green Line are certainly projects that argue the other way. They are projects where there's a need; projects that people want. And they are examples of how transportation infrastucture can make us much more competitive in the global economy. They also demonstrate how state and local governments can take a lead role in financing and managing of important transportation projects and, in the process, get fantastic results. And they show California is leading the way toward a brighter tomorrow.

The novelist John Steinbeck once wrote, "The spring is beautiful in California." Well, I'd like to add, so is September. And thank you for a great day. Thank you for this fantastic contribution to the infrastucture of our great country. And may God bless you and our wonderful country. (Applause.)

END

1:21 P.M. PDT

was some 200 young people, 15 to 20, boys and girls, their bodies mutilated and all of them killed. So, we mourn for the innocents. And I've been mourning for the innocents in Kuwait since that invasion in August. And I hope we can get an end to that suffering very, very soon. I think we will.

Q. Let me ask you about—the French Foreign Minister says that a date has been set for the start of the ground war and that we're on the eve of the pre-eve. Do you disagree with what he says?

The President. I don't comment on anything to do with military. I've referred to those comments—although the decision on ground forces will be made by me for U.N. forces. But I would simply not comment on that. It reminds me of "Saturday Night Live." Remember the questions they ask on "Saturday Night"—"hey, tell us how we can help the Iraqi soldiers the most" or "what is the password" or "please give me some information that will do in our troops." I mean, I'm not in that business—come on. That was a wonderful piece.

Q. Do you consider it unhelpful—is it unhelpful to have other coalition members doing that?

The President. No. The coalition is strong. I talked to President Mitterrand—I think it was yesterday morning, and the French have played a major leadership role in the coalition and they're just as solid as granite. And they're strong. And President Mitterrand has my full respect. And the French have their money where their mouth is, too. They're over there where their kids are flying. They've got troops there. And they're tough and they're strong, and they are solid in seeing that Saddam Hussein now do that which he should have done long ago—get out of Kuwait.

President Saddam Hussein of Iraq

Q. Is it a goal to topple Saddam?

The President. The goals have been spelled out by me and by the coalition partners, and the goals remain the same. But I would answer like the Prime Minister: I wouldn't weep if they put him aside.

Note: The exchange began at approximately 11 a.m. on the beach in front of the President's home. In his remarks, President Bush referred to Brent Scowcroft, Assistant to the President for National Security Affairs; Secretary of State James A. Baker III; Secretary of Defense Dick Cheney; Colin L. Powell, Chairman of the Joint Chiefs of Staff; Amir Jabir al-Ahmad al-Jabir al-Sabah of Kuwait; Foreign Minister Roland Dumas and President François Mitterrand of France; and Prime Minister John Major of the United Kingdom. A tape was not available for verification of the content of this exchange.

Statement by Press Secretary Fitzwater on Soviet President Gorbachev's Meeting With Foreign Minister Tariq 'Aziz of Iraq

February 18, 1991

President Bush appreciates having received a summary account from President Mikhail Gorbachev of his meeting with Iraqi Foreign Minister Tariq 'Aziz. The Soviets have asked that we treat the substance of this account as confidential; thus, we will not comment further on it. Our military campaign remains on schedule.

Exchange With Reporters on the Soviet Peace Proposal for the Persian Gulf Conflict

February 19, 1991

Q. Mr. President, is the Soviet proposal acceptable to you?

The President. Let me just make one comment and then—I won't take any questions about it. But I do appreciate President Gorbachev's providing me a copy of his proposal—of the Iraqi proposal, or his proposal to Iraq actually—concerning the Gulf—the conflict there. And we provided last night comments to the Soviet Union.

Let me just reiterate. As far as I'm concerned, there are no negotiations. The goals have been set out. There will be no concessions—not going to give. And so on his proposal, President Gorbachev asked that I keep the details of it confidential. And I'm going to do that. I will respect that request in the interest of thoroughly exploring the initiative.

But, very candidly—and I've been frank with him on this while expressing appreciation for his sending it to us—it falls well short of what would be required.

And I would leave it right there for now.

Q. Does that mean we're going to have a ground war?

The President. That means I'm going to leave it right there for now.

Message to the Congress Transmitting Reports on Highway and Motor Vehicle Safety

February 19, 1991

To the Congress of the United States:

It is my privilege to provide you with the annual reports on activities under the Highway Safety Act (23 U.S.C. 401 Note) and the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1408), both enacted in 1966. These reports provide an overview of our activities during calendar year 1989 and an overview of the National Highway Traffic Safety Administration's priority plan for the next 3 years. The plan will be an evolving guideline for the agency's safety activities to improve motor vehicle and traffic safety over the next several years.

The plan includes motor vehicle rulemaking on the crashworthiness of passenger cars, light trucks, and vans; vehicle rollover stability; and safety improvements in heavy trucks, school buses, and child safety seats.

It also calls for initiatives to promote State laws and programs to increase safety belt use, motorcycle helmet use, and to discourage drunk and drugged driving.

The report on motor vehicle safety includes the annual reporting requirement in Title I of the Motor Vehicle Information and Cost Savings Act of 1972 (bumper standards).

In the Highway Safety Acts of 1973, 1976, and 1978, the Congress expressed its special interest in certain aspects of traffic safety that are addressed in the volume on highway safety.

I am pleased to inform you that 1989 was a year of significant gains in traffic safety. The traffic fatality rate, the accepted measure of risk on the road, was 2.2 deaths per 100 million vehicle miles traveled, the lowest in history and down 33 percent since 1980. Safety belt use is also higher than ever, with 46 percent of Americans buckling up, and drunk driving fatalities have declined significantly.

There is good news for Americans in virtually every critical part of the highway safety picture. The decline in the fatality rate is especially encouraging and means that we are able to drive with less risk, and the dramatic increase in safety belt use and public concern about drunk driving have translated into thousands of lives saved and injuries avoided.

The progress we have made is, of course, no consolation to the relatives and friends of the 45,500 people who, despite the safety advances and greater public awareness, lost their lives in traffic accidents in 1989.

As we continue to pursue highway and motor vehicle safety programs that are most effective in reducing deaths and injuries, we are convinced that significant progress in traffic safety can be achieved through the combined efforts of government, industry, and the public.

George Bush

The White House,
February 19, 1991.

Message to the Senate on the International Labor Organization Convention Concerning the Abolition of Forced Labor

February 19, 1991

To the Senate of the United States:

The Convention (No. 105) Concerning the Abolition of Forced Labor, adopted by the International Labor Conference at Geneva on June 25, 1957, was transmitted to the Senate by President Kennedy on July 22, 1963, with a view to receiving advice and consent to ratification. Although hearings were held in 1967 by the Committee

man, of our generals out there—General Schwarzkopf and others. Then if they come to me and say there needs to be another phase, then I will then make that decision—because that is a decision for the President of the United States.

Having said that, I have total confidence that we are on the right path, and with no further ado, I want to thank them for this arduous trip—but it was well worth it.

Thank you.

Q. Mr. President are you still skeptical air power will do the job?

The President. They may be taking questions over there and I'll refer the—as I said early on when I started in all of this, the briefings on military and air and all of this are best conducted by the experts. And they are over there across the river in the Pentagon. When it comes to the President's decision, I'll be glad to discuss it at the appropriate time. But this is not the appropriate time, for the reasons that I gave you.

We are on track; it is going smoothly. I've got total confidence that we are prevailing. It is working well. And that's what the American people need to know now, and I don't have anything to contribute beyond that.

Note: The President spoke at 3:45 p.m. in the Rose Garden at the White House. Prior to his remarks, the President was briefed by Secretary of Defense Dick Cheney and Gen. Colin L. Powell, Chairman of the Joint Chiefs of Staff, on their recent meetings in Saudi Arabia with Gen. H. Norman Schwarzkopf, commander of the U.S. forces in the Persian Gulf, and other allied officers.

Message to Congressional Leaders Transmitting the 1991 Economic Report

February 12, 1991

To the Speaker of the House of Representatives and the President of the Senate:

Just over 8 years ago the longest peacetime economic expansion in U.S. history began. By the start of the 1990s the unemployment rate had fallen to levels not seen since the early 1970s, and inflation remained relatively low and remarkably stable when compared with the 1970s. More than 20 million new jobs were created by our dynamic and diverse market economy—the largest and the most productive in the world. Reflecting both the evolving needs and wants of the American people and the rapid advance of technology, some industries and regions experienced much more robust job growth than others. And, as is normal during economic expansions, the rate of growth of the Nation's output varied from year to year.

The events of 1990 were a reminder that even a healthy economy can suffer shocks and short-term setbacks. In early August, Iraq invaded and occupied its small, defenseless neighbor Kuwait and threatened Saudi Arabia. Oil prices rose substantially on the world market, and business and consumer confidence plummeted. These shocks hit an economy that was already growing slowly for several reasons, including worldwide increases in interest rates, tightened credit conditions, and the lingering effects of a successful attempt begun in 1988 by the Federal Reserve to prevent an acceleration of inflation. U.S. output turned down in the fourth quarter of 1990, and it became clear that the economy had entered a recession. I know that in some regions of our country, people are in genuine economic distress.

This temporary interruption in America's economic growth does not signal a decline in the basic long-term vitality of the U.S. economy. Indeed, there were important economic achievements in 1990. Even though many analysts had earlier forecast increased inflation, the underlying rate of inflation was contained and showed clear signs of declining by the end of the year. Low inflation is essential to lower interest rates and strong economic growth. The U.S. trade deficit declined for the third year in a row, and U.S. firms remained competitive in world markets. Exports of American products reached an all-time high in 1990 and exceeded those of any other nation. Productivity in U.S. manufacturing continued to grow impressively. Some regions and industries experienced relatively strong job growth.

My Administration's economic policies are designed both to mitigate the current downturn and to provide for a solid recovery and the highest possible rate of sustainable economic growth. Because these policies are credible and systematic, they reduce uncertainty and pave the way to higher growth with sustained job-creating expansions. With these policies in place, the current recession is expected to be mild and brief by historical standards.

Economic growth is projected to recover by the middle of this year. Inflation and interest rates are expected to decline. With the adoption of my pro-growth initiatives, the recovery and ensuing expansion are projected to be strong and sustained, and to be accompanied by continued progress toward lower inflation.

As the Nation proceeds into the 1990s, it is important to remember the simple secret of America's economic success in the 1980s: a government policy that allowed the private sector to serve as the engine of economic growth. We must also remember that economic growth is the fundamental determinant of the long-run success of any nation, the basic source of rising living standards, and the key to meeting the needs and desires of the American people.

The process of growth necessarily involves change. Advances in technology, shifts in world market conditions, and changes in tastes and demographics have created major new industries and dramatically altered the fortunes of existing industries. The lesson of history is clear. Attempts to protect special interests by blocking the economy's natural, market-driven evolution—through regulation, subsidy, or protection from competition—reduce the economy's flexibility and impair its ability to grow and to create jobs. Growth and prosperity are enhanced by strengthening and extending the scope of market forces, not by substituting government dictates for the free choices of workers, consumers, and businesses.

Toward Renewed Growth

The budget law enacted last fall gives fiscal policy a strong and credible medium-term framework. It increases the ability of the fiscal system to dampen the impact of the current recession, while providing for strong controls to reduce Federal spending as a percentage of our gross national product. A major reason that the budget deficit is expected to increase this year—before declining steadily thereafter—is the increase in payments to those adversely affected by the current downturn and the reduction in tax receipts as incomes grow more slowly. These automatic responses to the recession will help cushion its effects.

I am committed to maintaining a tax system that will sustain strong economic growth. My proposal to reduce the tax rate on capital gains would give a needed boost to the economy and set it on a strong course of economic growth and job creation for years to come. A lower capital gains tax rate would encourage entrepreneurial activity, which plays a critical role in creating new jobs, new products, and new methods of production. It would reduce the bias in favor of debt financing and thereby decrease the financial risks borne by U.S. corporations and their workers and shareholders.

The Federal Reserve's control of inflation throughout the recent long expansion has given it the credibility necessary to mitigate the current downturn significantly without triggering an increase in inflationary expectations. Federal Reserve action in recent months will also help to alleviate tight credit market conditions that have hampered the economy. It is important that the Federal Reserve sustain money and credit growth necessary for the maintenance of sustained economic growth, especially during an economic downturn. And, while unwarranted risks should be avoided, I believe that sound banks should be making more sound loans.

Comprehensive banking reform will help to alleviate tight credit conditions by reducing unnecessary restrictions on the banking sector. Healthier depository institutions are essential for a sound financial system. Lifting restrictions on interstate banking activities and on the ability of banks to combine with commercial and other financial firms will increase banks' competitiveness. These changes will enhance banks' ability to at-

tract capital and reduce the risk of a contraction in lending.

Some have argued that the government should react to the recent oil price shock by reregulating energy markets. They would do well to remember the lessons of the 1970s, when regulation worsened the impacts of two oil shocks and forced Americans to waste many hours in long and unnecessary lines at gas stations. Long-term uncertainties about energy prices make it vital that U.S. energy policy be based, in both the short run and the long run, on the flexibility and efficiency that only well-functioning markets can provide.

My Administration's National Energy Strategy calls for removing unnecessary barriers to market forces so that ample supplies of reasonably priced energy can continue to foster economic growth. The Strategy also outlines initiatives to enhance the energy security of the United States and its friends and allies, to encourage cost-effective conservation and efficiency measures, to increase the use of alternative fuels, and to continue to mitigate the environmental consequences of energy use.

Supporting Long-Run Growth

The Federal Government cannot mandate or effectively direct economic growth, but it can and should create conditions that encourage market-driven growth. That requires reducing barriers to saving, investing, working, and innovating. Encouraging growth also requires sustaining and expanding the role of market forces and, thereby, enhancing the economy's flexibility. Attempts to second-guess the market and to direct government support to particular firms, industries, or technologies in the name of promoting growth are inevitably counterproductive.

The multiyear Federal deficit reduction package adopted last year, the largest and most comprehensive such package in U.S. history, will reduce the Federal budget deficit by nearly a half-trillion dollars over the next 5 years relative to baseline projections. This substantial reduction in government borrowing will raise the national saving rate and increase the pool of funds available to finance job-creating private investment in new productive capacity and new technology.

My Administration remains firmly committed to taking additional steps to lower the cost of capital and to encourage entrepreneurship, saving, investment, and innovation. I have again asked the Congress to reduce the tax rate on long-term capital gains and to make the research and experimentation tax credit permanent. To encourage private saving, my budget again includes Family Savings Accounts and penalty-free withdrawals from Individual Retirement Accounts for first-time homebuyers. My Administration will seek increased Federal support for research that has broad national benefits, and we will make the results of government-supported research more accessible to the private sector so that they can be brought more quickly to market.

Strong economic growth will continue to require a sound national transportation infrastructure. My Administration's proposals for restructuring highway programs, centered around a new National Highway System program, would make a substantial contribution to meeting those demands.

Economic growth requires skilled and adaptable workers as well as modern capital and new technology. Excellence in education is the key to increasing the quality of the U.S. labor force. My Administration is strongly committed to making the U.S. educational system second to none, so that U.S. workers can continue to compete effectively with their peers in other nations. To meet this goal, the performance of U.S. elementary and secondary education must be dramatically improved. More money will not ensure excellence; America is already a world leader in spending on education. Fundamental reform is necessary.

Government policies should be designed to put power in the hands of individuals and families—to give them the tools and incentives to improve their own lives. Thus students and their families must be given greater freedom to choose among competing schools, and talented and skilled individuals must be freed from unnecessary obstacles to entering the teaching profession. My Administration will seek enactment of a new Educational Excellence Act that would support choice in education, alternative certification for teachers and principals, rewards for outstanding teachers and for schools that improve their students' achievements, and innovative approaches to mathematics and science education.

The Immigration Act of 1990, the first major reform of legal immigration in a quarter-century, will substantially increase the overall level of immigration, particularly of skilled workers. These new workers will contribute to U.S. economic growth, as well as to the Nation's social and cultural vitality.

The Americans with Disabilities Act is the most significant extension of civil rights legislation in two decades. It will enable more of our citizens with disabilities to enter the economic mainstream and thus to better their own lives while contributing to the Nation's economic strength.

Last year important legislation passed that will give power and opportunity to individuals. The expansion of the Earned Income Tax Credit, the new health insurance credit, and the other child care provisions in the 1990s budget legislation will put dollars for child care directly in the hands of parents, instead of bureaucracies. The Homeownership and Opportunity for People Everywhere (HOPE) initiative in the National Affordable Housing Act will expand homeownership and give more families a stake in their communities. My Administration strongly supported the expansion of medicaid to provide health insurance to more pregnant women and children in low-income families.

But there is more to be done. My Administration will continue to press for the establishment of enterprise zones to encourage entrepreneurship, investment, and job creation in distressed communities. We will propose initiatives focused on infant mortality, preventive measures, and nutrition to improve the health of those least able to provide for their own needs.

Flexibility and Regulation

The remarkable flexibility of the U.S. economy, which stems from its reliance on free markets, is a major national asset. Flexibility enables the economy to cushion the effects of adverse developments, such as oil price shocks, and to take full advantage of innovations and other new opportunities. Indeed, the responsiveness of the economy to new opportunities is an important spur to innovation and a source of economic dynamism.

Government regulation generally serves to reduce economic flexibility and thus should have a very limited role. Where regulation is necessary, regulatory programs should pass strict cost-benefit tests and should seek to harness the power of market forces to serve the public interest, not to distort or diminish those forces.

The lesson of the savings and loan crisis, to which my Administration responded swiftly, is not that competition and innovation are incompatible with safety and soundness in the financial sector. Rather, this experience shows that poorly designed regulation, inadequate supervision, and limits on risk-reducing diversification can combine to produce behavior that undermines creditors' confidence and imposes unnecessary burdens on taxpayers.

We can and must ensure the safety and soundness of our banking system and continue to provide full protection for insured deposits while allowing competition to improve efficiency and encourage innovation. My Administration's proposals for comprehensive reform of the regulatory system governing banks will achieve these goals. In addition, these reforms will enhance the ability of U.S. banks to compete in the global markets for financial services.

Last year's farm legislation embodied important steps toward a market-oriented agricultural policy and away from government domination of this vital and progressive sector. Farmers have been given additional flexibility in planting decisions, in a way that will both sustain farmers' incomes and save taxpayers' money.

Market-based initiatives can and should play a key role in environmental policy as well. In 1989 my Administration proposed comprehensive legislation to combat air pollution. This proposal broke a logjam that had blocked congressional action for more than a decade, and a landmark clean air bill was enacted last year—the most significant air pollution legislation in the Nation's history. The centerpiece of this bill is an innovative, market-based program for controlling—at the least possible cost to the economy—the emissions that produce acid rain. All provisions of this legislation will be im-

plemented so as to minimize unnecessary burdens on American workers and firms.

Economic growth and environmental protection are compatible, but only if environmental goals reflect careful cost-benefit analysis and if environmental regulation provides maximum flexibility to meet those goals at least cost. My Administration will continue to be guided by the responsibilities of global stewardship; we will seek both to protect the environment and to maintain economic growth to give all the world's children the chance to lead better lives than their parents.

Leadership in the Global Economy

Throughout the postwar period, the United States has led the world toward a system of free trade and open markets. The benefits of global economic integration and expanded international trade have been enormous, at home and abroad. U.S. firms gain from access to global markets; U.S. workers benefit from foreign investment in America; and U.S. consumers can buy goods and services from around the world. Competition and innovation have been stimulated, and businesses have increased their efficiency by locating operations around the globe. The phenomenal prosperity and vitality of market-oriented economies—and the bankruptcy of the socialist model—point the way to future progress and growth.

My Administration will continue to push aggressively for open markets in all nations, including our own, and will continue to oppose protectionism. Protectionist trade barriers impose burdens on the many to serve the interests of the few and can only reduce the Nation's competitiveness. Government attempts to overrule the decisions of the international marketplace and to manage trade or investment flows inevitably reduce economic flexibility and lower living standards.

My Administration's top trade policy priority continues to be the successful completion of the Uruguay Round negotiations of the General Agreement on Tariffs and Trade (GATT). Success in the Uruguay Round would open agricultural markets, lower or eliminate tariffs on many products, strengthen the GATT system, and extend it to cover important new areas—such as services, investment, and intellectual property—critical to U.S. economic vitality. These improvements would significantly increase the ability of the global economy to raise living standards in the United States and around the world. Failure, on the other hand, would increase trade frictions and could lead to a destructive new round of protectionism.

In addition, my Administration has moved to pave the way toward a hemispheric zone of free trade. We have announced our intention to begin negotiations on a free-trade agreement with Mexico. My Enterprise for the Americas Initiative promises to fuel growth and prosperity throughout this hemisphere by removing barriers to trade and investment. This initiative also aims to provide official debt reduction to countries engaged in significant economic reforms and thereby to build on my Administration's ongoing support for commercial debt reduction.

America remains a beacon of hope to peoples around the world. Our Nation continues to demonstrate by shining example that political democracy and free markets reinforce each other and together lead to liberty and prosperity. Nations in this hemisphere and the emerging democracies of Eastern Europe are eagerly moving to follow America's example. The challenges these nations face as they fundamentally restructure their economies are enormous. My Administration will continue its strong support and assistance for their vital and historic efforts.

Looking Ahead

In my *Economic Report* last year I stated that I looked forward to the 1990s with hope and optimism. Despite the economic events of 1990, we have reason for both hope and optimism in full measure as the Nation approaches the next American century.

Following sound economic policy principles, my Administration seeks to achieve the maximum possible rate of sustainable economic growth. We must continue to adhere to those principles if we are to soften the impacts of the current recession and to strengthen the foundation for strong growth in the years to come. Economic growth remains the key to raising living standards for all Americans, to expanding job opportunities, and to maintaining America's global economic leadership.

George Bush

The White House,
February 12, 1991.

Note: The President's message was printed in the report entitled "Economic Report of the President." The message was not issued as a White House press release. Thomas S. Foley is Speaker of the House of Representatives, and Dan Quayle is President of the Senate.

Statement by Press Secretary Fitzwater on United States Commercial Space Policy Guidelines

February 12, 1991

The President has approved U.S. commercial space policy guidelines aimed at expanding private sector investment in space by the market-driven commercial space sector. These guidelines are the result of a 9-month interagency review of the commercial space sector conducted by the Vice President and the National Space Council.

The U.S. commercial space policy guidelines recognize that a robust commercial space sector has the potential to generate new technologies, markets, jobs, and other important economic benefits to the Nation. The guidelines contain new provisions and definitions of key concepts to provide for more effective implementation of the national space policy by U.S. Agencies.

Exchange With Reporters on the Persian Gulf Conflict Prior to Discussions With Defense Minister Thomas King of the United Kingdom

February 12, 1991

Q. Going to talk about the ground war—possible?

The Defense Minister. Are you going on, Mr. President, or——

[illegible], I'm not. I defer to guests because I don't take questions in here. And that's Helen Thomas [United Press International], I think. [*Laughter*] I don't look over, so I can't see, but I——

Q. We've got a better one for you.

The President. She knows very well that I don't take questions here. But foreign guests are encouraged to, if you'd like to.

The Defense Minister. Well, I just said to the President here—and the Vice President, who I had the pleasure of meeting last week in London, and with Dick Cheney, General Brent Scowcroft—the very close measure of the very close cooperation we have. I'm very grateful for it. We've been very appreciative of the close contact also we have. And I was going to say to the President that we have great admiration for General Schwarzkopf. We're working very closely with him. We have our 1st Armored Division, which is with now the U.S. 7th Corps. And General Franks is commanding that. And we have General Smith working under him. And it's a measure of the cooperation that we have. I think both at sea, in the air, and on land that it's been an excellent illustration of very close cooperation. And I welcome the chance to meet the President. And one feels one knows these issues so well, communicating through various channels.

Q. Mr. King, do you think it's too soon to go to a ground war? Do you agree with the President on that?

The Defense Minister. It's a need to see some significant reduction in Iraq's military capability. You can't put precise figures on it, but there certainly needs to be a reduction in their capability. I know the President has always made very clear something that we support very strongly, that we want to see a tilt in the balance of military advantage so that when our forces embark—the allied coalition forces embark on that land campaign that the balance of advantage is with them. That will help us to minimize the casualties on our own side and actually hopefully minimize the casualties for the people of Kuwait who are going to be part of the battleground.

Q. Is there concern, though, on the other hand, that if the air war is protracted that

T

TAFT, Horace Dutton (1890–1936), *US educator, brother of William Howard Taft. He founded the Taft School, Watertown, Connecticut, in 1890 and remained headmaster there until his death.*

1 When the son of a pompous businessman was expelled from Taft's school, his enraged father was determined to have him readmitted. He stormed into Taft's office without knocking and roared, "Mr. Taft, you think you can run this school any damned way you please, don't you?" Taft looked at him calmly. "Your manner is crude and your language vulgar," he replied, "but you have somehow got the point."

TAFT, Lorado (1860–1936), *US sculptor. His works include a number of portrait busts, the Columbus Memorial Fountain in Washington, D.C., and the Fountain of Time in Chicago.*

1 Taft was working on a classical sculpture which required the effect of windblown robes. Leaving the Art Institute of Chicago one windy day, the sculptor found himself walking on the opposite side of the street from two nuns, whose swirling robes offered a perfect model of the effect he hoped to create. Taft then realized that a man was closely following the nuns. Somewhat concerned, he crossed the street and accosted the man — only to find himself face to face with a fellow sculptor.

TAFT, William Howard (1857–1930), *27th president of the United States (1909–13) and Chief Justice of the Supreme Court (1921–30). His obesity occasioned many anecdotes.*

1 On one occasion Taft, stranded at a small country railroad station, was informed that the express train would stop only if a number of people wanted to board it. Taft wired the conductor: "Stop at Hicksville. Large party waiting to catch train." When the train stopped, Taft boarded and reassured the confused conductor: "You can go ahead. I am the large party."

2 Taft was asked to comment on his spectacular defeat in the 1912 presidential election, when he ran for reelection against Woodrow Wilson and Theodore Roosevelt. "Well, I have one consolation," remarked Taft. "No candidate was ever elected ex-president by such a large majority."

3 At Beverly Bay, Massachusetts, clad in a vast bathing suit, Taft plunged into the waves and was disporting himself in the water when one of his neighbors suggested to a friend that they also should go for a swim. "Better wait," the friend replied. "The president is using the ocean."

TALLEYRAND-PÉRIGORD, Charles Maurice de (1754–1838), *French statesman, twice foreign minister at critical periods in French history (1797–1807, 1814–15). He intrigued with the allies against Napoleon after 1808, and his diplomacy was crucial to obtaining a reasonable settlement for France at the Congress of Vienna (1815) after Napoleon's fall.*

see nxt pg.

1 Talleyrand had a faithful but inquisitive servant. One day, after entrusting a letter to him for delivery, he glanced out of the window and observed the man reading the letter. The following day Talleyrand sent another letter, this time with a postscript: "You may send a verbal answer by the bearer; he is perfectly acquainted with the whole business, having taken the precaution of reading this prior to its delivery."

#15

asked. "And then, sir," continued Talleyrand, "you replace the glass on the table and talk about it."

14 The role played by Talleyrand behind the scenes in the July Revolution of 1830, which brought Louis Philippe to the throne, remains as obscure now as it was to his contemporaries. A widely told story relates how the elderly statesman, sitting in his house in Paris during the three days of riots, heard the pealing of the bells and remarked, "Ah, the tocsin! We're winning."

"Who's we, *mon prince*?"

Talleyrand gestured for silence: "Not a word. I'll tell you who we are tomorrow."

15 The veteran statesman was unimpressed by Louis Philippe's handling of the many crises that beset his reign. "How do you think this government will end?" someone once asked.

"Accidentally," said Talleyrand.

❧ ❧

TAMAGNO, Francesco (1851–1905), *Italian tenor, renowned for his performance in the title role of Verdi's* Otello.

1 The leading tenor of an American opera company, rehearsing Tamagno's famous role in *Otello,* was puzzled by a request from the stage director. During a brief rest in the tenor part he was to walk upstage, pause, then return downstage and continue singing. The action seemed pointless and difficult to execute in the time allowed. "But it is the tradition of the role," insisted the director. "Tamagno did it." The tenor submitted with reluctance. In Italy the following year, he visited Tamagno and asked him to explain this strange "tradition." The old man's face lit up. "It is very simple," he said. "Note that in the final passage Otello must sing a high B-flat. So while the chorus was singing I went upstage to spit."

❧ ❧

TAMIRIS, Helen [Helen Becker] (1905–66), *US dancer, choreographer, and dance teacher, noted for her ability to express in dance social and political ideas. She was principal choreographer of the WPA Federal Theater Project (1937–1939).*

1 The head of the WPA dance project was Lincoln Kirstein. For his first production he convened all the dancers and choreographers and described his plan to present a cavalcade of the great dancers of history. "For example," he said, "Gluck-Sandor, you could dance the part of Nijinsky. Felicia Sorel, you might be Taglioni. And Tamiris, you could play Isadora Duncan."

"Yes," said Tamiris, "but then who will play me?"

❧ ❧

TAYLOR, Elizabeth (1932–), *US film actress. As a child, she starred in* National Velvet *(1944). Of her adult roles, the most acclaimed was in* Who's Afraid of Virginia Woolf? *(1966) with Richard Burton, to whom she was twice married.*

1 Miss Taylor's fabulous diamond ring drew the notice of Princess Margaret, who remarked, "That's a bit vulgar." Miss Taylor persuaded the princess to try on the ring. "There, it's not so vulgar now, is it?" she said.

❧ ❧

TAYLOR, John (1703–72), *British oculist. Nicknamed "the Chevalier," Taylor was a familiar figure at most of the courts of Europe, where he seems to have achieved a great reputation for his successful cures, despite the charlatanry of his writings.*

1 At dinner in Edinburgh, Taylor was holding forth with much impudence, boasting among other things that he could read anybody's thoughts by looking at their eyes. His hostess, the Countess of Dumfries, angered by his behavior, contemptuously inquired whether he knew what she was thinking. Taylor confidently asserted that he did. "Then," said the countess, "it's very safe, for I am sure you will not repeat it."

❧ ❧

TAYLOR, Laurette (1884–1946), *US actress, best known for her performance in Tennessee Williams's* The Glass Menagerie.

1 At a party after a poorly attended performance one evening, Miss Taylor was engaged in amiable conversation with one of her fellow guests, a complete stranger. After some time,

we're following from afar to forge a new union treaty, this historic effort to transform the Soviet economy, the imperative of freedom for the Baltic peoples, and of course, continued good relations with the United States and the West.

We have been heartened and encouraged by President Yeltsin's commitment to democratic values and free-market principles, and we look forward to working with him. But at the same time—I want to be very clear about this—the United States will continue to maintain the closest possible official relationship with the Soviet Government of President Gorbachev. Indeed, in just the few minutes we've had inside, President Yeltsin has told me that he and President Gorbachev are in very close contact and working cooperatively together to achieve these ends.

He knows that I have great respect for President Gorbachev, as I do for him. And we have an excellent relationship, and our ability to work together has produced, I think, enormous benefits for both of our countries and it served the cause of world peace and stability in the world.

So, let's not forget that it was President Gorbachev's courageous policies of *glasnost* and *perestroika* that were the pivotal factors enabling us to end the cold war and make Europe whole and free. So, in this new world in which the United States works with the new Soviet Union, we want and intend to have good relations with the Soviet Government and certainly the Republic Governments. And certainly, obviously, with this dramatic election, that includes Russia, the largest of them all.

We're very pleased to have the good fortune to work with such impressive men as President Gorbachev and President Yeltsin. And again, sir, welcome to the United States. You've made a tremendous impression here already, not simply in the Congress and at the White House, but with the people along the Mall out here. And that's what democracy is all about.

So, I really am looking forward to exchanging views on these questions and any other questions that are on your agenda. Welcome to the White House.

All yours, sir.

President Yeltsin. I thank you for the warm words addressed to my homeland, to Russia, to President Gorbachev and to me. I thank you for receiving me here in the White House and for this invitation to exchange views on the present-day situation in Russia, in my country, and also about the future which we are eager to build.

The popular elections for the President of Russia, which was the choice of the majority of the people of Russia, was indeed the choice in favor of democracy and the profound economic and social reform.

We are also believers in freedom for the peoples of the Baltic countries who should not be chained, because one cannot build a union with chains.

I want to assure you, Mr. President, and through you, the people of the United States, that all the positive things that have been attained and achieved by President Nixon, by you personally, by President Gorbachev in the field of security and cooperation in reducing the global military confrontation is a major achievement of us all. And I shall seek to develop this achievement together with President Gorbachev.

Indeed, we still have forces back at home which want to go back to the times of stagnation. But I can, with all the responsibility, assure you that this will not happen. Russia, which accounts for 70 percent of the gross national product of the Soviet Union, is firmly and irrevocably committed to democracy. And it will not allow any reversion of the course of history.

Once again, Mr. President, I thank you for this invitation and I hope that we shall have a success in our discussions. I thank you.

Q. Mr. President——

Q. Mr. President——

President Bush. We can't take any questions. Maybe—should we each take one?

Q. Earlier today, President Yeltsin said that he thought all Soviet foreign aid should be stopped, that charity begins at home. He included Cuba in this. I assume you would approve of such remarks.

President Bush. I'd say the matter of foreign aid is a matter for the Soviet Union to determine. They know that we've had differences on Cuba, and it wouldn't hurt my feelings a bit if they cut off all foreign aid to Cuba, if that's the question.

President Yeltsin. It is my understanding that this question is also addressed to me. I have said that the Supreme Soviet of the Russian Federation has enacted a law under which all extenuous systems of all countries and all regimes is terminated. All without exception. And I am stressing that point. We only have 180 million rubles to disburse for Afghanistan. But we have warned the people that as of July 1, assistance will be terminated. We shall have to trade with them.

Afghanistan has tobacco, fruit, and vegetables and they can trade with us. More so, they are very good merchants. We want to maintain commercial relations with all the countries, not just give us help and assistance, because I do believe that charity begins at home. And in my country two out of every five persons live below the poverty line.

President Bush. May I have the last word? See, I've learned something here. If I had had that answer inside before I gave my answer I might have had a more knowledgeable answer.

So, now we're going to go in and do some work in here. And I learned something with great interest here about the laws as already passed in the Soviet Union. And I salute them. That's their decision. And it's not the United States role to fine-tune how the Soviet Union or Russia or anybody else deal with other countries. That's their business. And I'm very interested in that answer. And now we're going to go in and learn some more.

Note: *President Bush spoke at 3:23 p.m. in the Rose Garden at the White House.*

Remarks to the American Association of State Highway and Transportation Officials

June 21, 1991

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

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

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

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

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

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

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

market. That's why our surface transportation proposal calls for significant investment in the future. We propose, as Sam mentioned, increasing Federal highway spending by 39 percent over the next 5 years. The interstate system has mapped out our economic prosperity by ensuring our competitiveness and productivity.

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

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

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

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

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

The Senate bill doesn't focus Federal funds sufficiently on national needs. It allows for no differential match between the national highway system and other programs. And it shortchanges the national highway system. It calls for excessive Federal spending, putting at risk other important Federal programs, including programs that you all care about. Aviation safety and modernization would be ones that come to mind, as well as education, health care, fighting the war on drugs—all these other national priorities. The Senate version doesn't lower matching ratios or eliminate operating subsidies for local transit systems. And finally, the Senate bill directs how Federal money will be distributed within States, tying the hands of State officials. State transportation officials, in our view, have the vision, the experience, and yes, the organizations to ensure that our highway funds are spent wisely.

As you all know, I challenged the Congress to pass a comprehensive crime bill and a transportation bill in 100 days, by June 14th. And while the Senate has acted, and I give them credit for that, the House hasn't taken any official action at all. What the American people heard as a 100-day challenge, the Congress used as an excuse to complain. A challenge of 100 days became an occasion for 100 different delays and 101 excuses for inaction. The roadblock, thank heavens, has been broken by the action in the Senate. And I urge the House now not to lose that Senate-created momentum. I also challenge the Congress not to let a fight over the allocation of resources overshadow the real issues that are at stake here: long-term productivity and the fundamental economic health of our nation.

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

The old approaches to surface transportation just won't do it. And by any standard, the way in which we—the Federal Government—and you—the States—do business must change in response to new fiscal and technological challenges. We've got to take full advantage of our present opportunity to create a surface transportation program that will meet our present and future needs, not our past problems.

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

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

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

Note: The President spoke at 10:10 a.m. in the Rose Garden at the White House.

Message to the Congress Reporting on the National Emergency With Respect to Chemical and Biological Weapons Proliferation

June 21, 1991

To the Congress of the United States:

1. On November 16, 1990, in Executive Order No. 12735, I declared a national emergency under the International Emergency Economic Powers Act ("IEEPA") (50 U.S.C. 1701, *et seq.*) to deal with the threat to the national security and foreign policy of the United States caused by the proliferation of chemical and biological weapons. In that order I directed the imposition of export controls on goods, technology, and services that can contribute to the proliferation of chemical and biological weapons and delivery systems. I also directed the imposition of sanctions on foreign persons and foreign countries involved in chemical and biological weapons proliferation activities under specified circumstances.

2. I issued Executive Order No. 12735 pursuant to the authority vested in me as President by the Constitution and laws of the United States, including IEEPA, the National Emergencies Act (50 U.S.C. 1601 *et seq.*), and section 301 of title 3 of the United States Code. At that time I also submitted a report to the Congress pursuant to section 204(b) of IEEPA (50 U.S.C. 1703(b)). Section 204 of IEEPA requires follow-up reports, with respect to actions or changes, to be submitted every 6 months. This report is submitted in compliance with that requirement.

3. Since the issuance of Executive Order No. 12735, the United States Government has implemented additional export controls under the Enhanced Proliferation Controls Initiative (EPCI), announced on December 13, 1990. Three provisions implementing EPCI and Executive Order No. 12735 amend the Export Administration Regulations and were published in the *Federal Register* (56 FR 10756–10770, March 13, 1991), copies of which are attached. These regulations impose additional controls on exports that would assist a country in acquiring the capability to develop, produce, stockpile, deliver, or use chemical or biological weapons or ballistic missiles. The first two regulations were issued in interim form for public comment and implemented immediately. The third regulation was issued in proposed form for public comment.

The three regulations can be described as follows:

The first regulation expands from 11 to 50 the number of chemical weapons precursors whose export is controlled by the United States Government to all countries except the 20-member Australia Group of countries that cooperate against chemical and biological weapons proliferation and the NATO member countries. Prior to this regulation the United States had controlled the 39 additional chemical weapons precursors only to Iran, Iraq, Syria, and Libya, and the four embargoed countries of Cuba, Vietnam, Cambodia, and North Korea.

The second regulation imposes a requirement for individual validated licenses for export of certain chemical and biological weapons-related dual-use equipment to 28 designated destinations.

The third regulation will impose a requirement for individual validated licenses where an exporter knows or is informed by

By the President of the United States of America

A Proclamation

As one Nation under God, we Americans are deeply mindful of both our dependence on the Almighty and our obligations as a people He has richly blessed. From our very beginnings as a Nation, we have relied upon God's strength and guidance in war and peace. Entrusted with the holy gift of freedom and allowed to prosper in its great light, we have a responsibility to serve as a beacon to the world—to use our strength and resources to help those suffering in the darkness of tyranny and repression.

Today the United States is engaged in a great struggle to uphold the principles of national sovereignty and international order and to defend the lives and liberty of innocent people. It is an armed struggle we made every possible effort to avoid through extraordinary diplomatic efforts to resolve the matter peacefully, yet—given no choice by a ruthless dictator who would wield political and economic hegemony over other nations through force and terror—it is a struggle we wage with conviction and resolve. Our cause is moral and just.

However confident of our purpose, however determined to prevail, we Americans continue to yearn for peace and for the safety of our service men and women in the Persian Gulf. With these great hopes in mind, I ask all Americans to unite in humble and contrite prayer to Almighty God. May it please our Heavenly Father to look upon this Nation, judging not our worthiness but our need, and to grant us His continued strength and guidance. May He watch over and support the courageous members of our Armed Forces, their loving families, as well as the forces of those nations that have joined the coalition to liberate Kuwait and to deter further Iraqi aggression.

Today, as we turn our hearts toward Heaven, let us also pray especially for those

God. Let us ask Him to strengthen and console their families, and let us also remember all those innocent civilians, wherever they may be, who have been affected by this conflict.

"All this being done, in sincerity and truth," as President Lincoln once wrote, "Let us then rest humbly in the hope authorized by the Divine teachings, that the united cry of the Nation will be heard on high, and answered . . ." by Almighty God, our refuge and strength, our rock and our salvation.

Now, Therefore, I, George Bush, President of the United States of America, by virtue of the authority vested in me by the Constitution and laws of the United States, do hereby proclaim February 3, 1991, as a National Day of Prayer. I ask that Americans gather in homes and places of worship to pray for the members of Operation Desert Storm; for their families; and for all those innocent persons, wherever they may be, who suffer as a result of the conflict in the Persian Gulf. I ask that prayer be made for American military commanders in the region and for the forces of other nations that have joined in the coalition to liberate Kuwait. I also urge the American people and their elected representatives to give thanks to God for His mercy and goodness and humbly to ask for His continued help and guidance in all our endeavors. Let us pray this day, and every day hereafter, for peace. And may God keep this country as one great Nation under Him forever.

In Witness Whereof, I have hereunto set my hand this 1st day of February, in the year of our Lord nineteen hundred and ninety-one, and of the Independence of the United States of America the two hundred and fifteenth.

George Bush

[Filed with the Office of the Federal Register, 10:42 a.m., February 4, 1991]

National Day of Prayer
February 2, 1991

At this moment, America, the finest, most loving nation on Earth, is at war, at war against the oldest enemy of the human spirit: evil that threatens world peace.

At this moment, men and women of courage and endurance stand on the harsh desert and sail the seas of the Gulf. By their presence they're bearing witness to the fact that the triumph of the moral order is the vision that compels us. At this moment, those of us here at home are thinking of them and of the future of our world. I recall Abraham Lincoln and his anguish during the Civil War. He turned to prayer, saying: "I've been driven many times to my knees by the overwhelming conviction that I have nowhere else to go."

So many of us, compelled by a deep need for God's wisdom in all we do, turn to prayer. We pray for God's protection in all we undertake, for God's love to fill all hearts, and for God's peace to be the moral North Star that guides us. So, I have proclaimed Sunday, February 3d, National Day of Prayer. In this moment of crisis, may Americans of every creed turn to our greatest power and unite together in prayer.

Let us pray for the safety of the troops, these men and women who have put their lives and dreams on hold because they understand the threat our world faces.

Let us pray for those who make the supreme sacrifice. In our terrible grief, we pray that they leave the fields of battle for finer fields where there is no danger, only tranquillity; where there is no fear, only peace; and where there is no evil, only the love of the greatest Father of all.

Let us pray for those who are held prisoner, that God will protect these, his special children, and will enlighten the minds and soften the hearts of their captors.

Let us pray for the families of those who serve. Let us reach out to them with caring, to make them part of a greater family filled with love and support.

Let us pray for the innocents caught up in this war, all of them, wherever they may be. And let us remember deep in our hearts the value of all human life, everywhere in the world.

[illegible] may still lay ahead. And, above all, let us pray for peace, "Peace, which passeth all understanding."

On this National Day of Prayer and always, may God bless the United States of America.

Note: This address was recorded January 31 in the Oval Office at the White House and was released by the Office of the Press Secretary on February 2.

Message to the Congress Transmitting the Fiscal Year 1992 Budget
February 4, 1991

To the Congress of the United States:

I am pleased to present the *Budget of the United States Government for Fiscal Year 1992.*

The budget is consistent with the 5-year deficit reduction law enacted last fall. It recommends discretionary spending levels that fall within the statutory caps for defense, international, and domestic discretionary programs. It implements the entitlement savings and reforms enacted in the Budget Agreement. It conforms to the new pay-as-you-go requirements.

By holding the overall rate of growth of Federal Government spending to approximately 2.6 percent—below the inflation rate—the budget puts into effect the concept of a "flexible freeze," which is an essential means of bringing the budget into long-term balance.

The longest period of peacetime economic expansion in history has been temporarily interrupted. We can, however, return to growth soon—and proceed on the path to a new era of expansion. With that goal in mind, the budget places special priority on policies that will enhance America's potential for long-term economic growth, and that will give individuals the power to take advantage of the opportunity America uniquely offers.

To this end, I am again proposing tax incentives to increase savings and long-term investment.

outlays rightly creates a competition for resources. Priorities must be set. This budget proposes that domestic investment be increased in the following key areas:

Education and Human Capital.—The budget proposes investments to prepare children better for school, to promote choice and excellence in our educational system, to improve math and science education, and to increase the access of low-income Americans to higher education.

Prevention and the Next Generation.—The budget includes proposals to help reduce illness and death from preventable diseases, and to reverse the long-term trend of underinvestment in children.

Research and Development and the Human Frontier.—The budget recommends an increase of $8.4 billion in the Federal investment in research and development, with special emphasis on basic research, high performance computing, and energy research and development. It proposes to extend permanently the tax credit for research and experimentation to encourage private sector R&D investment. In addition, the budget reflects the Administration's continued commitment to expanding human frontiers in space and biotechnology.

Transportation Infrastructure.—The budget supports an expansion of the Federal Government's investment in highways and bridges to over $20 billion within 5 years, and proposes substantial increases to improve the condition of the Nation's airports, to modernize the air traffic control system, and to continue to develop the transportation infrastructure for exploration and use of space.

America's Heritage and Environmental Protection.—The budget includes increased funds for the expansion and improvement of America's treasury of parks, forests, wildlife refuges, and other public lands; for the implementation of the Clean Air Act and other key environmental statutes; for the cleanup of pollution at various Federal facilities and at Superfund sites; and for protection and enhancement of coastal areas and wetlands.

Choice and Opportunity.—The budget provides: funds to help give parents greater Americans, especially those with low incomes, to seize the opportunities that such choice provides; and a proposal to establish Enterprise Zones to bring hope to our inner cities and distressed rural areas.

Drugs and Crime.—The budget further increases the Administration's investment in drug prevention, treatment, and law enforcement. And the budget substantially increases the resources available to help the Federal Bureau of Investigation fight crime, the Federal prosecutors prosecute criminals, and the Federal prison system accommodate those convicted of crimes.

To make such investments possible, the budget includes recommendations to terminate or reduce Federal investment in certain low-return programs, and proposes reforms to slow the continuing growth of mandatory entitlement programs and to increase fairness in the distribution of the benefits these programs provide.

In addition, the budget contains a new proposal to fund various programs now carried out by the States through a comprehensive block grant. The States are continuing to develop new and innovative ways to deliver services more effectively. The budget not only highlights several of these innovations; it proposes to reinforce and build upon them.

The budget contains several proposals that reflect my commitment to managing government better. These include measures to improve accountability, to reduce waste, to reform regulation, to employ risk management budgeting in addressing threats to health and safety, and to set clear objectives and measure performance in meeting them.

Finally, consistent with the statutory caps enacted last year, the budget provides the resources necessary to maintain national security, and to better advance American interests abroad. As the budget goes to press, the timing of the resolution of the multinational coalition's efforts to reverse the aggression in the Persian Gulf is uncertain. For this reason, the budget reflects only a placeholder for Operation Desert Shield. A supplemental request for the incremental costs of Desert Shield, which includes

Feb. 4, 1991

Congress in the coming weeks.

The priority investments embodied in this budget will help America prepare for the requirements and opportunities presented by a rapidly changing world. I look forward to working with the Congress in developing a budget that lays the groundwork for a brighter future, protects our national interests, and helps create the conditions for long-term economic growth and prosperity.

FEBRUARY 4, 1991

George Bush

Note: The President's message was printed in the report entitled "Budget of the United States Government, Fiscal Year 1992." It was not issued as a White House press release.

Remarks to Members of the National Governors Association

February 4, 1991

Let me just make a few brief comments, and then what I really am anxious to do is to hear from you. I know you've been briefed in some detail on many aspects of the domestic program, but I'd like to get from you a feel for emphasis and some of your most serious concerns.

But first, my thanks to you, Governor Gardner and Governor Ashcroft. And I know Dick Cheney has briefed you on the Gulf. And let me simply just say this on it: It's going according to plan. We are going to set the timetable for what lies ahead—not Saddam Hussein. And I have a very strong team that is working this problem of the Gulf. Not only do I have great confidence in the officers and the men and women in the Gulf itself but, of course, I think Dick Cheney and General Colin Powell—working so closely together and then working very closely with our Chief of Staff here and mainly with General Scowcroft, my able right hand on these national security matters.

I have confidence that we're doing the right thing, and I have confidence that it is [illegible] no surprises and there will not be any quick changes, nor will I try to tie the hands of the military because I just feel we have to go forward and prosecute this to a successful conclusion. So, I want you to know from my standpoint the team is working well, the objectives are out there, and we're going to achieve them all.

So, I will be glad to respond to questions on this, of course, later on because I know it's a matter of enormous concern in your communities. I used the figure, I think last night, mentioning some 436 units of the National Guard—over 60,000 men and women who are more than spectators. And I would just encourage all of you to give the utmost support you possibly can. I talked to some of you all last night, and I was very impressed with what you told me about this spirit of these people and even more so about the spirit in the communities.

I do think that the United States is supporting this. I can tell you that you read from time to time about lack of public support in some of the coalition countries, but generally speaking, the support is very, very strong. And that is not just the U.S.; it's in other countries as well.

So, here at home I understand you've been talking about that. I recognize that we are facing enormously challenging problems and that some of you face exactly the same problems that the Federal Government does in terms of trying to restrict these deficits or get out of this deficit mode.

One of the subjects that I really wanted to build on as we go along here this year with the Governors is what happened at the Charlottesville education summit. I think you expressed many concerns there, those who were Governors then, and I hope we have responded. You were concerned about the readiness of the kids for school. And we have recommended and received good support for Congress on this whole concept of increased funding for Head Start. You wanted more emphasis on research and on assessment, and we saw it and got increases in those programs—not that those increases alone at the Federal level are going to get the job done. Nobody knows that better than the Governors around this table.

Economic Matters

1. Spiritual and intellectual freedom can not continue to exist without economic freedom. If one dies, all will die.

HERBERT HOOVER
1922; *Memoirs, II,* 28

2. Our economic system is but an instrument of the social advancement of the American People. It is an instrument by which we add to the security and richness of life of every individual. It by no means comprises the whole purpose of life, but it is the foundation upon which can be built the finer things of the spirit.

HERBERT HOOVER
Address at Cleveland, Ohio, Oct. 2, 1930; *Administration,* p. 47

3. These unhappy times call for the building of plans that rest upon the forgotten, the unorganized but the indispensable units of economic power, for plans . . . that build from the bottom up and not from the top down, that put their faith once more in the forgotten man at the bottom of the economic pyramid.

FRANKLIN DELANO ROOSEVELT
Radio address, Apr. 7, 1932; *Public Papers, I,* 625

4. I will always believe in private enterprise as the backbone of economic well-being in the United States. . . . It was this Administration which saved the system of private profit and free enterprise after it had been dragged to the brink of ruin.

FRANKLIN DELANO ROOSEVELT
Address in Chicago, Ill., Oct. 14, 1936; *Ibid., V,* 487

5. There is no question in my mind that the Government, acting on behalf of all the people, must assume the ultimate responsibility for the economic health of the Nation.

HARRY S. TRUMAN
Message to Congress, Jan. 21, 1946;
Public Papers . . . Truman, 1946, p. 51

See also Debts, Education 35, Faith 3, Foreign Relations 54, Freedom 18, Money 10, 11, Security 2, 8, War 16

Economy

1. We ought never to forget that true public economy consists not in withholding the means necessary to accomplish important national objects confided to us by the Constitution, but in taking care that the money appropriated for these purposes shall be faithfully and frugally expended.

JAMES BUCHANAN
Third Annual Message to Congress, Dec. 19, 1859;
Messages and Papers, p. 3104

2. Under our scheme of g
crime against the citizen, an
and frugality in the person
sturdiness of our national ch

3. The duty of economy is
In the appropriations we pa
people whose servants we ar
sible stewards in the spendin
we should be careful to mak
of economy demanded of us.
people of the United States
ment costs if they are sure
the outlay, that the money is
and that it is being applied

Second

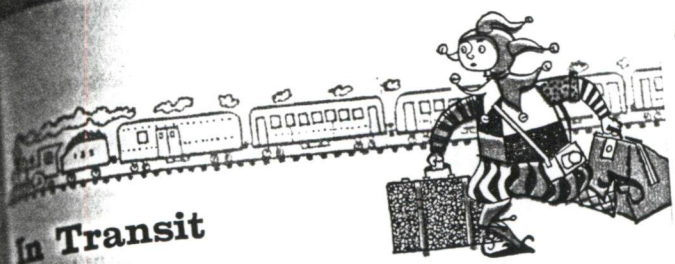
4. After order and liberty,
a free government. . . . Ec

Spe

5. With us economy is imp
ter. . . . I am for economy.

6. I favor the policy of eco
because I wish to save peopl
toil are the ones who bear th
we carelessly waste means
meager. . . . Economy is id
The wisest and soundest n
economy.
The result of economic di

7. Economy is the method
improvements of tomorrow.



In Transit

WHEN A young man in uniform and a girl boarded our train holding hands, it occasioned little interest on the part of the other passengers. It was not long, however, before they were the center of attention. Oblivious to the rest of us, they put on a love scene to rival the best Hollywood has to offer. As the train reached the young lady's destination and she rose to depart, we all waited for what we were sure would be a cataclysmic farewell kiss. But the girl sent the entire car into peals of laughter when she gravely shook the young man's hand and said, "I'm very glad to have met you!"

—Mrs. Roy M. Matthews, Jr.

FROM THE Holland, Mich., *Evening Sentinel:* "WANTED—Man with car and controversial nature to share car pool to downtown Grand Rapids. Must be willing to take opposite side in all discussions."

EXCHANGE between two homeward-bound commuters:

"And can you imagine," one sighed, "we're having company for dinner tonight!"

"Ye gods!" said the other. "I hope it isn't us!"

—Paul Norton

IT WAS rush hour on the New York subway, but I had managed to get a seat and was absorbed in conversation with my boy friend, who stood in front of me. Suddenly the woman beside me cut in, "Miss, would you mind changing the subject and talk about the weather or some other uninteresting topic?" I stared at her with amazement, but before I could say anything she continued, "You see, I get up early, stand up all day, rush home to cook dinner and then do the dishes. The only chance I get for a nap is on the way

home, and your conversation is so interesting it's keeping me awake." I changed the subject. —Christine Camardella

ON A Los Angeles bus a lady seated herself in the only vacant place, next to a rather tipsy gentleman. Opening her purse she took out a map of Hawaii, unfolded it and started to peruse it intently. She hadn't noticed her seat partner studying the map, too, until he tapped her on the shoulder and said solicitously, "Madam, you're on the wrong bus!" —*Script*

THE SUBWAY shuttle from New York City's Times Square to Grand Central Station was packed, and since I had baggage—and plenty of time—I stepped back to wait for an empty train. "When does the next train get in?" I asked a guard.

"Why didn't you take the one that just pulled out?" he asked reproachfully. "There won't be another one for three minutes!"
—Helene C. Safford

MAN ON BUS to fellow straphanger: "The long tiresome ride to work doesn't bother me at all. It's *getting* there that I don't like."
—Bernhardt cartoon in *Pipe Dreams*

ON A BUSINESS trip to Boston a government executive was looking forward to reading a book on the train. But the girl sharing the seat had other ideas, kept advancing conversational feelers. After her fifth attempt he turned to her and asked, "Do you like to read?"

"Oh, yes. I love it," she replied eagerly, hoping he'd start a discussion of his book.

Instead he tore out the first three chapters and handed them to her. "I've finished these," he said, "so you start on them."

For the rest of their trip he ripped out the pages as he read them and handed them to his silenced companion.
—Joe Harrington in Boston *Post*



Quotable Q

Robert Benchley: Probably the most common of all antagonisms arises from a man's taking a seat beside you on a train, a seat to which he is completely entitled.

Anonymous: No woman ever takes another woman's advice about frocks. Naturally you don't ask the enemy how to win the war. —New York *Times*

Dr. Konrad Lorenz, zoologist: I believe I've found the missing link between animal and civilized man. It is us. —Woodrow Wirsig in *Woman's Home Companion*

Oscar Wilde: In America the young are always ready to give those who are older than themselves the full benefit of their inexperience.

Mark Twain: When some men discharge an obligation you can hear the report for miles around.
—Quoted by Donald Day

Dan Bennett: The reason why the Ten Commandments are short and clear is that they were handed down direct, not through several committees.
—*The Saturday Evening Post*

Roger Porter

A Foundation for the Future:

Transporting American into the 21st Century

4/11/91

Introduction

This is a special time for America. It is a time of pride, but also a time of opportunity and great challenge. Our swift victory in the Persian Gulf has demonstrated once again what America can achieve when we are focused, purposeful, and prepared. We had a clear goal -- the liberation of Kuwait. Our military demonstrated an important lesson: the value of long-term, consistent investments in technology, training, and equipment. It has also challenged us to bring the same sort of dedication, purpose, and planning to pursuing our domestic goals.

My subject today is an issue that is critical to our country's future, one that requires long-term planning and investment, and is a key component of the President's domestic agenda: improving our transportation infrastructure. Transportation is a critical link in an increasingly global economy and a cornerstone of the President's domestic and economic program.

Transportation's role in the U.S. economy

It is difficult to overstate the importance of our

systems, have fostered a new flexibility for Americans to choose where they live and how they experience the world around them.

Transportation - the foundation for a global economy

In considering America's transportation policies, it is worth noting the changes taking place in the world economy. Today's economy is truly global. Since 1950, world trade has increased from $70 billion to more than $3 trillion. Trade has expanded at an annual rate of 6.2 percent annually, compared with 4.1 percent for the world economy as a whole.

The importance of global trade to the U.S. economy has accelerated. According to a study by the National Association of Manufacturers, as of 1986, exports accounted for only about 14 percent of total real growth in the U.S. economy. In the latter half of the 1980s, U.S. exports, aided by the decline of the dollar and an increase in U.S. industrial competitiveness, became a larger factor in our economic growth. By the first half of 1990, exports accounted for over 80 percent of U.S. economic growth.

The trend toward globalization has been driven by three important forces:

1. A large and growing number of highly efficient

multinational enterprises;

2. Rapidly accelerating technological innovation; and

3. Sharply declining costs for international transport and communications.

The rise of multinationals is closely linked to the increased world economic interdependence. These corporations are committed to being effective global competitors. They are comfortable operating outside their home market; indeed, being internationally competitive almost dictates a presence in the U.S., European, and Japanese markets. The changes in the airline industry in the last few years illustrate the move from national to international competition. United and American, once content to battle on the domestic front, now see their success intimately tied to building a global network. The United system now stretches from Melbourne, Austrialia to Manchester, England. American goes from Boston to Buenos Aires. These companies are now competing against carriers worldwide and are adjusting to the demands of the global market.

A second development is the increasingly rapid pace of technological and scientific innovation. When future historians write the history of our times, they may well

portray science as the driving force of the 20th century. In the transportation field, we have developed the automobile, the airplane, the rocket, and the space shuttle. The sheer inventiveness of the 20th century is astounding. In a few short decades we have gone from cars that must be hand cranked to cars that require an electrical engineering degree to repair.

The third driving force is the improvement in the movement of information, goods and people. The telecommunications revolution has made information widely available, making it difficult for nations to insulate themselves politically and economically. The instantaneous broadcast of the democratic revolutions of Eastern Europe, the faxes from Chinese dissidents during the Tianamin Square protests, and the live coverage of the Persian Gulf war are powerful demonstrations of how communications is breaking down barriers between countries.

The cost of communications is decreasing radically the cost of conducting business internationally. Today, for example, a ten-minute telephone call from the United States to the United Kingdom cost $6.65. In 1950, the same phone call cost $209.30, measured in today's dollars. It is no coincidence that the number of calls from the U.S. to the U.K. has risen from 110,330 in 1950 to 85 million in 1989.

The increase in international transport of goods and people has further fueled the international economy:

- Containerization has increased the efficiency of goods transport. The volume of containerized shipments to and from the U.S. has doubled in the last ten years. The percent of liner trade shipped by container to the US has increased from 56 percent in 1980 to 82 percent in 1989. And in key trans-Atlantic and trans-Pacific markets, 90 to 95 percent of goods shipped in liner trade are containerized.

- International air traffic has grown exponentially. In 1950, U.S. carriers transported 1.8 million passengers on international flights. In 1990, U.S. airlines carried an estimated 41.3 million passengers on overseas flights. The number of visitors to the United States has increased from 5.6 million in 1960 to an estimated 39.8 million in 1990.

The combination of the movement of information, people, and goods has created a New World Economy. U.S. prosperity is now tied to our ability to compete efficiently and effectively in global markets.

U.S. transportation infrastructure - the most advanced in the world

During the last 45 years, the US has experienced a period of unprecedented economic prosperity. A key element in America's growth is that, since World War II, our country has developed the most advanced transportation infrastructure and the most mobile society the world has ever known. Compare our transportation system to those of other countries:

- The U.S. has 66 percent more miles of roads per person than France and almost three times as many as Japan. Our Interstate Highway System is the envy of the world.

- The Soviet Union loses 40 percent of its fresh fruits and vegetables to spoilage, largely due to transportation problems. In America, it is estimated that the loses are less than two percent.

- We have more extensive, accessible, and economical air service serving more of our population than anywhere else in the world.

Our system is also the safest in the world:

- Traffic deaths are only 2.2 per 100 million vehicle

miles, down from 7.2 in 1950. Fatality rates in the U.S. are 35 percent lower than in Germany and Japan and 79 percent lower than in France.

- The air traffic accident rate per hour flown has decreased by a factor of three in the last 20 years.

Our success in building the world's most advanced transportation system can be traced to two decisions we made as a nation:

First, we believe in the importance of investing in infrastructure. Since 1977, Federal, State, and local governments have spent over $1 trillion in 1990 dollars on our highway, transit, and air traffic systems. That amounts to over $4000 per person.

Second, we rely on market forces and competition. In the last 15 years, the airline, railroad, and trucking industries have been deregulated. The results are dramatic:

- Since 1978, the first year of airline deregulation, the number of daily flights has grown by 54 percent increase while prices in constant terms have fallen by 16 percent.

- The cost of rail freight transport decreased by 21.7 percent in the last 10 years.

- In the first eight years of trucking deregulation, prices fell, depending on sector, by 2 to 17 percent.

It is instructive to compare the cost of air travel in Europe and North America. In the more regulated markets of Europe, the average price of an economy class ticket for a 600 mile trip is 19.1 cents per passenger mile. In North America, which is dominated by the less regulated U.S. market, the price is 11.6 cents per passenger mile. Competition explains the 61 percent difference.

The recent difficulties in the airline industry do not deter the Administration's commitment to deregulation. Secretary Skinner has taken several steps to ensure healthy competition continues by relaxing foreign investment restrictions, lowering industry entry costs, and gaining passage of legislation to allow local airports to raise money for expansion. The industry will emerge from this period healthier and in a stronger position to face increasing global competition.

Transportation and the President's agenda

Our nation's infrastructure is the most efficient and safest in the world. But this is not a time to rest on our laurels. Our future depends on maintaining and improving our infrastructure to meet the demands of a global economy and a mobile society. The President's transportation program is part of his plan to build a better America.

The President's domestic and economic agenda is based on three fundamental principles: expanding economic growth, investing in the future, and providing greater opportunity for individuals, families, and communities. Transportation programs are central to achieving our goals in each of these areas.

1. Enhancing Economic Growth. The President has defined an aggressive program to improve economic opportunity for all Americans. His proposals include:

   - Controlling government borrowing based on the guidelines in last year's budget agreement;

   - Savings and investment incentives such as the capital gains tax reduction and the Family Savings Plan; and

   - Concluding the Uruguay Round negotiations to assure

our businesses access to growth markets in Europe and Asia.

There are a number of transportation initiatives the Administration is taking to enhance economic growth. Through the efforts of Secretary Skinner and the Department of Transportation, we are working to increase the efficiency of our air traffic system. We are negotiating to bring the benefits of deregulation to international air travel and to provide international service to more American cities. And we are working to ensure healthy competition in the domestic airline industry.

2. Investment in the Future. The second theme of the President's agenda is investing in the future. The President has proposed an increase in research and development spending of $8 billion to $76 billion. Included in the Administration's FY 1992 budget is funding for promising new transportation technologies such as intelligent highway systems and magnetically levitated trains.

In partnership with the States, the President has put forward a bold, forward-looking set of education goals that includes making America first in math and science

education by the year 2000.

The National Energy Strategy will help reduce vulnerability to foreign suppliers. The Administration's National Energy Strategy takes a market-based approach that we believe is both effective and fair. We strongly oppose non-market approaches such as the Bryan Bill's proposed increases in Corporate Automobile Fuel Economy standards. Such increases are not only economically unsound, they also literally put human lives at stake by reducing vehicle safety and thus increasing highway deaths.

The Administration has and will continue to invest heavily in transportation infrastructure. The President's FY 1992 budget proposes an 18 percent increase in aviation programs to $9.3 billion, including a 27 percent increase in funding to modernize the air traffic control system. The Administration's Surface Transportation proposal proposes spending $104 billion during the next five years to ensure our highway and transit systems can meet the demands of the 21st century.

3. Expanding opportunities for individuals and communities. A central principle of both democracy and free enterprise is that people are the best judges of

their own interests. Government's role is to expand individual opportunities. This simple idea is behind much of the President's domestic agenda. Last year we enacted child care legislation whose emphasis is on parents making the decisions about child care arrangements for their children. Educational choice is demonstrating the power of the marketplace in school systems throughout the nation. Health and Human Service Secretary Sullivan is leading the campaign to educate people on the importance of taking responsibility for their health through proper nutrition, exercise, and not smoking.

Individual mobility makes possible choice in lifestyles and jobs. An efficient and far-reaching transportation system is the basis of America's freedom. It is what allows people to choose where they live and work. The guiding force behind deregulation and the new surface transportation bill is building a transportation system that is adaptable to the varied needs of our country.

Surface Transportation Reauthorization

The reauthorization of the Surface Transportation Act provides an opportunity to assess the success of our highway program and set goals for the future. President Eisenhower's original vision for the Interstate Highway System was a system to "relieve existing congestion, to provide for the expected

and where appropriate expanding our highway system to ensure that it is structurally sound and meets the needs of a mobile society in an increasingly global economy.

You will hear more about the specifics of the highway bill later in today's conference. I would like, however, to discuss some of the fundamental principles behind our proposal. As you will see, these are the same principles the President has applied to developing his other domestic initiatives.

First, invest for the future. Our proposal calls for spending over $104 billion between 1992 and 1996, with $88 billion for highways. During the next five years, highway spending will increase by 39 percent, transit capital spending by 25 percent, and highway safety spending by 34 percent.

Second, focus Federal funds on national needs. The new 150,000 mile National Highway System will consist of the current 44,000 mile interstate system and other roads of national significance. The NHS will concentrate Federal funds on those roads that are most important to interstate commerce, intercity travel, and national defense. A 700,000 mile Urban and Rural system will provide a lower level of Federal matching funding for other non-local roads.

A third principle is to lodge decision-making at State and

local levels where possible. The proposal calls for allowing States the choice to select which projects to fund. It also allows States and regional transit authorities the flexibility to use funds for either highways or transit systems. By allowing State and local authorities to decide how funds are spent, those closest to the situation rather than remote bureaucrats can make the decisions. It is worth noting that with this additional responsibility comes new accountability. The Highway proposal would require States to implement systems to ensure roads are properly maintained.

The fourth principle is reliance on market forces and user fees. The Highway bill would allow Federal matching funds to be used for the first time for toll roads. It is interesting to note that President Eisenhower's original concept was a self-funding Interstate System based on user fees. Our proposal would encourage greater use of private funds, tapping a new capital source for our road system. An innovative feature of the proposal permits States to experiment with peak congestion pricing to help decrease traffic delays.

Our matching share proposal involves all four of these principles: increasing investment, focusing Federal funding on national needs, placing decision making at the State and local level, and greater reliance on market forces and user fees. The matching share figures in the proposal concentrates Federal

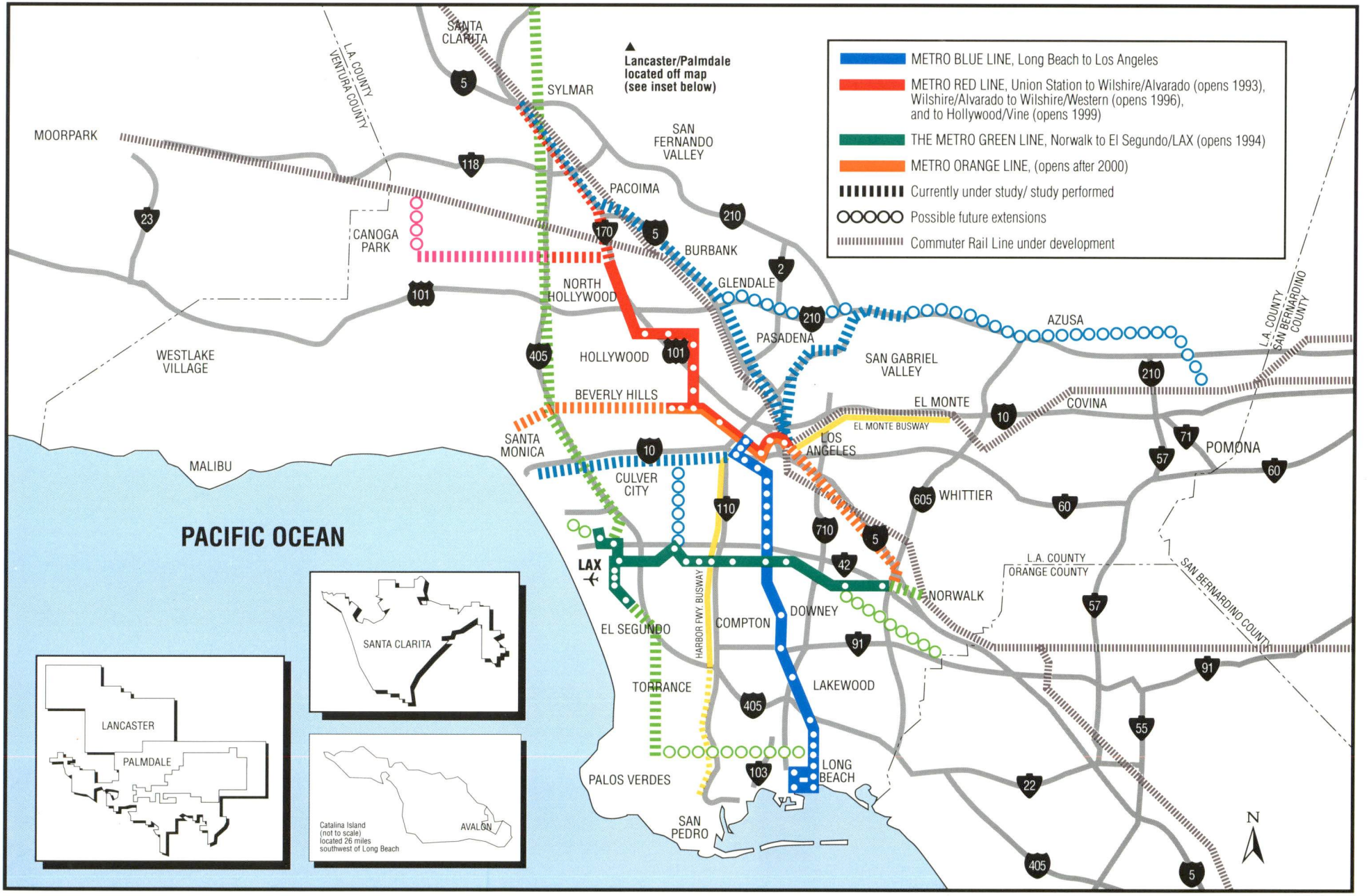
funds and investment on the highways of greater national significance. While our proposal increases total Federal funding for highways, it also asks States for greater participation for roads that are of importance for local, but not national, needs. The bill provides the means for States to raise new funds through incentives for toll roads and loosening restrictions on private financing.

The Federal highway program has been one of the great successes of the last 35 years. The Administration's Surface Transportation bill builds on that success, and makes needed changes that will lead to a more efficient, better maintained, and safer system. Passing this legislation quickly is critical to our country's growth and prosperity. That is why the President on March 6 asked the Congress to pass the Surface Transportation bill, along with the Crime bill, within 100 days.

Conclusion

Our current transportation system shows what America can achieve when it sets a long-term goal, when it invests for the future, and when it relies on the power of competition. As we enter an era of increased global competition, President Bush is committed to ensuring America will continue to have the world's finest transportation system. It is an integral part of his plan to prepare for the next American century.

Los Angeles
300-Mile Metro Rail Plan



May, 1991

LOS ANGELES COUNTY
Metro Rail Plan

LACTC

Rail Construction Corporation

- Proposition A, Los Angeles County's half-cent sales tax for public transportation, was passed by county voters in 1980. This tax currently raises more than $400 million a year. 35% of these tax revenues (about $140 million per year) is dedicated to the construction of a rail transit system serving the entire county.

- Proposition C, another half-cent sales tax, was approved by county voters in 1990 for public transportation purposes. Effective April 1991, this tax raises an additional $400 million per year for the Metro transportation system and transit-related highway improvements.

- The Metro Red Line will run underground, serving the densely populated regional core of the county; it is being built with federal, state, private benefit assessments, and Propostion A funds.

- The Metro Blue Line is already completed. This 22-mile line runs from downtown Long Beach to downtown Los Angeles, and is entirely funded by Propostion A funds.

- The Metro Green Line, funded by both Proposition A and Proposition C, will run in the middle of the I-105 Freeway. The line turns southward at LAX to serve the El Segundo employment area; in the future, plans call for extensions north and south along the coast.

- Projects are being developed in other corridors as well. The LACTC has planned routes for an east-west rail line in the San Fernando Valley and for a line from downtown L.A. to Pasadena. Caltrans is building an exclusive busway along the Harbor Freeway. Commuter rail service connecting Los Angeles with Simi Valley, Santa Clarita Valley, and San Bernardino is expected to be operational by 1992. Commuter rail service into Riverside and Orange Counties is also planned for the near future.

For more information, please call the LACTC/RCC rail hotline:

(213) 620-RAIL Stephanie

or write to

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017

The Metro Green Line

The Metro Green Line, the first fully automated rail rapid transit line in the United States, will become a vital part of Los Angeles County's 300-mile passenger network.

It builds upon the proven successes of the Metro Blue Line, with one key exception: it's completely automated. Train operations will be controlled totally by a unique computer system based at Metro's Central Control Facility on Imperial Highway in South Los Angeles.

Only three other transit rail operations in the world currently operate in a completely automated mode: Vancouver, Canada; London, England; and Lille, France.

This innovation offers a distinct advantage to Metro passengers, allowing trains to run more frequently in order to serve more passengers. During peak commuter hours, Green Line trains will board riders every two-and-one-half minutes—or as frequently as possible—on the main Norwalk to El Segundo line. On the two branches, boarding will occur approximately every five minutes.

Stations in the center of the new Glenn Anderson Freeway (I-105) will offer access via stairs, escalators, or elevators. Convenient bus service will be available at each rail transit passenger station.

A carpool lane will run on either side of the rail line down the Glenn Anderson Freeway (formerly called the "Century Freeway"), which opens in the fall of 1993.

Passengers can easily transfer from the Metro Green Line northward to Los Angeles via the Metro Blue Line. At the downtown Blue Line 7th and Flower Streets' terminal, riders can change to the Metro Red Line, now under construction, and travel through Hollywood to the San Fernando Valley.

The initial rail transit network was funded in 1980, when Los Angeles County voters passed Proposition A, the half-cent sales tax for public transit. Thirty-five percent of these funds propel the design, construction, and operation of the rail network, administered by the Los Angeles County Transportation Commission (LACTC).

In 1990, voters added another half-cent to the sales tax to support more rail transit initiatives, including the Green Line's North Coast Extension.

The Commission's subsidiary, the Rail Construction Corporation, (RCC), was created in 1989 to manage the design and construction of the Los Angeles Metro Rail System.

Key Features:

Security: Each station will be monitored 24 hours-a-day by closed-circuit cameras. Armed transit police will patrol the line.

Passenger Assistance: Roving attendants will assist passengers with boarding, paying fares, directions and security. Raised station platforms will facilitate access by handicapped passengers to the cars.

Frequency: Trains will come every two-and-one-half minutes—or as closely as possible to this arrival time—during rush hours; every five minutes in non-rush hours (particularly on the branch lines), and run daily from early morning until after midnight.

Vehicles: Each rail car will accommodate 200 standing and seated passengers; the length is approximately 90 feet.

Length of Line: 23 miles (16.5 miles from Norwalk to El Segundo down the center of the I-105 Freeway; the North Coast segment to LAX and Westchester is three miles; the southern segment into El Segundo is 3.5 miles.)

Fares: The price will be comparable to bus fares. Passengers will buy tickets from self-service machines in the passenger stations. Monthly passes will also be available.

Travel Time: 35 minutes, Norwalk to El Segundo.

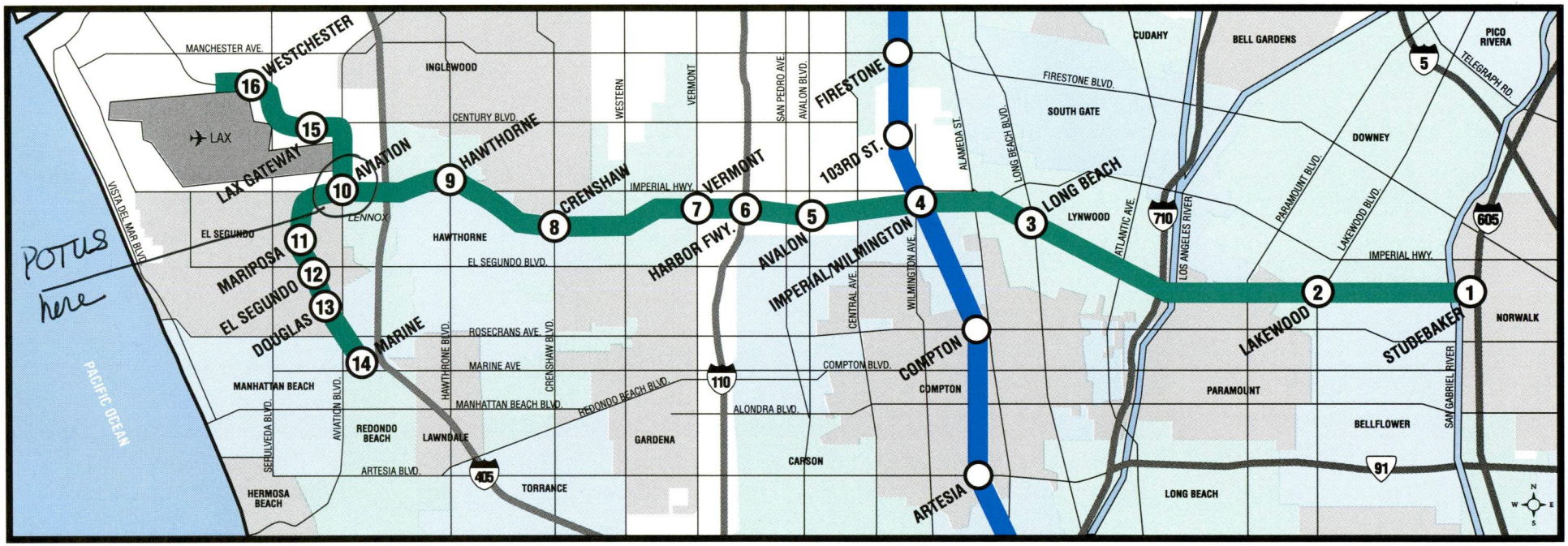
Speed: Up to 65 miles per hour.

Operations Begin: Fall, 1994.

Funding: Proposition A. (Los Angeles County voters approved increasing sales taxes by half a cent for public transit in 1980.) Proposition C (Voters also approved a new half-cent addition in 1990, making possible the construction of the North Coast Extension.)

Los Angeles Metro Green Line

Norwalk-El Segundo-Westchester



Sixteen passenger rail stations will serve thousands of citizens daily when the Metro Green Line opens in 1994. The 23-mile line begins in Norwalk (Studebaker Road and the San Gabriel River Freeway, I-605), runs along the center of the I-105 (Glenn Anderson Freeway), and then branches in two directions at Aviation Boulevard and Imperial Highway.

The "North Coast" Extension, a three-mile segment, will provide transportation links with Los Angeles International Airport and the Westchester community. Plans call for a future Metro Rail link with Marina Del Rey.

The "South" El Segundo Extension, a separate 3.5-mile segment, will carry rail commuters into that city's major employment area; ultimately, it may also run to Torrance.

Most of the passenger rail stations offer easy connection to bus services. Park-and-ride lots will be provided at 14 stations.

1. **STUDEBAKER:** Studebaker Road and San Gabriel River Freeway (I-605).
2. **LAKEWOOD:** Lakewood Boulevard and Imperial Highway.
3. **LONG BEACH:** Long Beach Boulevard and Imperial Highway.
4. **IMPERIAL/WILMINGTON:** Imperial Highway and Wilmington Avenue. Transfer point to the Metro Blue Line, running from Long Beach to Downtown Los Angeles.
5. **AVALON:** Avalon Boulevard and 117th Street.
6. **HARBOR FREEWAY:** Harbor Freeway and 117th Street. Transfer to the Harbor Freeway Transitway, a partially-elevated bus/car pool route scheduled to open in 1994.
7. **VERMONT:** Vermont Boulevard and 117th Street.
8. **CRENSHAW:** Crenshaw Boulevard and 119th Street.
9. **HAWTHORNE:** Hawthorne Boulevard and 111th Street.
10. **AVIATION:** Aviation Boulevard and Imperial Highway. Transfer to airport or El Segundo.
11. **MARIPOSA:** Mariposa Avenue and Nash Street.
12. **EL SEGUNDO:** El Segundo Boulevard and Nash Street.
13. **DOUGLAS:** Douglas Street.
14. **MARINE:** Freeman Avenue and Marine Avenue.
15. **LAX GATEWAY:** Century Boulevard and 98th Street.
16. **WESTCHESTER:** Westchester Parkway and Sepulveda Boulevard.

Transp.

Defense & natl sec. role

Federal role — 118, 164, 169

Highways — 169, 185

Proposed legislation — 824

DOT.

Aviation Adm, Federal

Coast Guard

Highway Traffic Safety Adm.

St Lawrence Seaway

To Michelle

Date _____ Time 2:37

WHILE YOU WERE OUT

M Claire Seibler

of 2800

Phone _____

Area Code Number Extension

TELEPHONED		PLEASE CALL	X
CALLED TO SEE YOU		WILL CALL AGAIN	
WANTS TO SEE YOU		URGENT	
RETURNED YOUR CALL			

Message Transportation Details

Operator Jan

AMPAD EFFICIENCY® 23-021 CARBONLESS

Transportation

you start to lose some of the international support?

The Defense Minister. There are a lot of considerations that have to be taken into account. We have great respect and confidence in General Schwarzkopf, in the military judgments that he will make on the ground. He talks closely to our commanders there as well, which is very valuable to us. And we appreciate very much—and, obviously my relationship with Secretary Cheney, but particularly the President's excellent habit of keeping in very close touch with Prime Minister John Major. And so, as far as I can say for the United Kingdom, the cooperation couldn't be closer. And we know, I think all of us, in our hearts, a whole range of issues that have to be taken into account before the President will undoubtedly have to reach a very important judgment.

Q. But right now do you think they have the balance?

The Defense Minister. Oh, I think there's some work to be done.

Q. Mr. President, do you feel there is pressure to get it over with? Either internal or international?

The President. I'm not going to take any questions here. But I must—like to identify myself with the remark we've just heard here. [*Inaudible*]

The Defense Minister. We've got a change of shift.

The President. This may be some of your troops coming in.

The Defense Minister. [*Inaudible*]

The President. I think so.

The Defense Minister. But it's been very useful to be able to see that exchange of views.

The President. I think there's a conscientious effort on his part to try to raise the propaganda value—accusing us of indiscriminate bombing of civilians. And it's simply not true. And what's overlooked is the—a lot of the brutality that's so evident and so purposeful on his part—the treatment of the prisoners—the Scud missile attacks have no military value—the environmental terrorism has not taken human life yet, but it's pretty bad. And we are doing the right thing. And I'm just delighted with the cooperation. And we are on track. And I think most of the world knows it. But to hear this one-sided propaganda machine cranking out a lot of myths and falsehoods—but I don't think the world is buying it, frankly.

The Defense Minister. We didn't see many television pictures of the casualties in Kuwait, did we?

The President. No. It's still going on.

The Defense Minister. And of the civilians and the tens of thousands of civilians that must have lost their lives there?

The President. No, I think we're right on track—right on track and very proud to be identified with you all in this enterprise.

Note: The exchange began at 2:05 p.m. in the Oval Office at the White House. The Defense Minister referred to Secretary of Defense Dick Cheney; Brent Scowcroft, Assistant to the President for National Security Affairs; Gen. H. Norman Schwarzkopf, commander of the U.S. forces in the Persian Gulf; and Lt. Gen. Frederick M. Franks, Jr., and Maj. Gen. Isaac Dixon Smith, commanding general and deputy chief of staff for personnel, 1st Armored Division, U.S. Army Europe and 7th Army.

Nomination of Catherine Yi-yu Cho Woo To Be a Member of the National Council on the Arts

February 12, 1991

The President today announced his intention to nominate Catherine Yi-yu Cho Woo, of California, to be a member of the National Council on the Arts for the remainder of the term expiring September 3, 1994. She would succeed Marvin Hamlisch.

Since 1969 Dr. Woo has been a professor of Chinese in the department of classical and Oriental languages and literatures at San Diego State University in California.

Dr. Woo graduated from San Diego State College (B.A., 1968), California State University (M.A., 1972), and the University of San Francisco (Ed.D., 1981). She was born May 23, 1935, in Peking, China. She is married, has two children, and resides in San Diego.

Remarks Announcing the Proposed Surface Transportation Assistance Act of 1991

February 13, 1991

Mr. Secretary; a special welcome to Senators Riegle and Moynihan, Congressman Larry Coughlin; and let me just welcome all of you to the White House. It's great to have you here. And it's great for me to be with our able Secretary of Transportation, whose baby we are unveiling here.

Thirty-five years ago, President Eisenhower envisioned an interstate highway system that today is a reality. And his idea fueled development in this country for a generation and united the States as never before—economically, politically, and socially. So, take a look at any map in our country, and you'll see President Eisenhower's legacy for a strong America.

Today the interstate system is virtually complete, and Americans enjoy unequaled mobility. But in the years since its construction began, there have been major demographic shifts and travel changes in our country. And we have a remarkable highway system, but as Sam has told you and certainly told me, much of it needs improvement. And we need to move forward to meet the transportation needs of the coming generations. It's time to take the first step on the long road that lies ahead. And the status quo will simply not get us there.

Economic competition in the 21st century is going to be tougher than ever before. We can help build competitiveness and improve the links between workers and jobs and goods and markets. Already, transportation accounts for about 20 percent of total consumer spending. And we've got to find ways to expand our nation's mobility for urban Americans, for rural Americans, and for Americans with disabilities who are on the move.

So, today we're unveiling a blueprint for a national highway system. This map explains it. Sam has been, I understand, briefing on that here. We've designed new legislation—the Surface Transportation Assistance Act—to reform existing highway programs and increase funding for what works, to prepare for the next American century. And to do it, we must invest in our future. So, we're investing $105 billion in our transportation infrastructure over the next 5 years. Highway investment will increase by 39 percent to $20 billion by 1996. And funds for capital investment in mass transit will increase by 25 percent. And we've proposed a 34 percent increase in funding for highway safety programs over the next 5 years.

The future of Americans' transportation rest on the new foundation that we're laying today. Building on the success of the interstate system, this bill provides for the designation of a new national highway system which concentrates Federal dollars on the rehabilitation and improvement of our most critical highways. It creates a new urban-rural block grant that will streamline narrow highway grant programs into a larger, more flexible block grant.

The legislation will reduce the backlog of bridges needing repair and replacement. It promotes efficiency by cutting redtape for the trucking industry. The bill also focuses attention on the needs of our cities, where millions of our citizens depend on public transit. Mass transit in urban areas will be maintained and improved. And under this legislation, funding for it will become more stable and equitable.

Our approach will provide States and localities with flexibility to select which highways will receive targeted Federal dollars, and States and localities will be able to choose whether to spend Federal dollars on transit or highway solutions. As never before, we are encouraging creative new financing and management by the States.

This bill is a good one. And we believe it will draw broad support from all sectors: the States, the cities, the transportation industry, and the Congress. And as part of this administration's national transportation policy, it will move us into the next American century. With this legislation, America is on the road to expanded productivity, more jobs, and a strengthened infrastructure for a stronger United States.

Sam, you've been dubbed the "road warrior." [*Laughter*] I don't know whether it's just by yourself or by all the rest of us, but nevertheless, I—[*laughter*]—since you've already been dubbed that, I want you—and I

see we've got some heavyweights here in the front rows—to ask for their support. But I really hope that you can bring back a bill that I can enthusiastically sign this fall or perhaps sooner. I don't know what your legislative schedule is.

But in any event, I think we're off to a good start. And I'm grateful to you and the people at the Department of Transportation who have put so much of their hearts and souls into formulating this new approach. So, to all of you who have been a part of—direct or indirect—my sincere thanks. We're going to work hard to make this become a reality. And thanks for coming over here today.

And God bless you all. Thank you very, very much.

Note: The President spoke at 10:34 a.m. in Room 450 of the Old Executive Office Building. In his remarks, he referred to Secretary of Transportation Samuel K. Skinner.

Statement by Press Secretary Fitzwater on Allied Bombing in Baghdad

February 13, 1991

Last night, coalition forces bombed a military command and control center in Baghdad that, according to press reports, resulted in a number of civilian casualties.

The loss of civilian lives in time of war is a truly tragic consequence. It saddens everyone to know that innocent people may have died in the course of military conflict. America treats human life as our most precious value. That is why even during this military conflict in which the lives of our service men and women are at risk, we will not target civilian facilities. We will continue to hit only military targets. The bunker that was attacked last night was a military target, a command and control center that fed instructions directly to the Iraqi war machine, painted and camouflaged to avoid detection, and well-documented as a military target. We have been systematically attacking these targets since the war began.

We don't know why civilians were at this location, but we do know that Saddam Hussein does not share our value in the sanctity of life. Indeed, he, time and again, has shown a willingness to sacrifice civilian lives and property that further his war aims.

Civilian hostages were moved in November and December to military sites for use as human shields. POW's reportedly have been placed at military sites. Roving bands of execution squads search out deserters among his own ranks of servicemen. Command and control centers in Iraq have been placed on top of schools and public buildings. Tanks and other artillery have been placed beside private homes and small villages. And only this morning we have documentation that two MIG 21's have been parked near the front door of a treasured archeologic site which dates back to the 27th century B.C.

His environmental terrorism spreads throughout the Persian Gulf, killing wildlife and threatening human water supplies. And finally, Saddam Hussein aims his Scud missiles at innocent civilians in Israel and Saudi Arabia. He kills civilians intentionally and with purpose.

Saddam Hussein created this war. He created the military bunkers. And he can bring the war to an end. We urge him once again to save his people and to comply with the U.N. resolutions.

Thank you very much.

Note: Press Secretary Fitzwater read the statement to reporters at 11:47 a.m. in the Briefing Room at the White House.

Nomination of John G. Keller, Jr., To Be an Under Secretary of Commerce

February 13, 1991

The President today announced his intention to nominate John G. Keller, Jr., of the District of Columbia, to be Under Secretary of Commerce for Travel and Tourism at the Department of Commerce. He would succeed Rockwell Anthony Schnabel.

Since 1989, Mr. Keller has served as Deputy Assistant to the President and Director of Presidential Advance. Prior to this, Mr. Keller served in the Office of the Vice President as Deputy Assistant to the Vice President and Director of Advance, 1987–1989, and as Deputy Director of Advance, 1986–1987 and 1984–1985. He served as a confidential assistant to the Director at the U.S. Fish and Wildlife Service, 1985–1986. Mr. Keller has served in the Office of the Vice President as a lead advance representative, 1982–1984, and as a volunteer advance representative, 1981–1982. Mr. Keller has served at the George Bush for President campaign as the scheduling and advance coordinator, 1979–1980. His work experience has allowed him to travel over one million miles and has taken him to more than 70 foreign countries and every State in the nation.

Mr. Keller graduated from Iowa State University (B.A., 1982). He was born August 10, 1958, in Washington, DC. Mr. Keller is married and resides in Alexandria, VA.

Executive Order 12750—Designation of Arabian Peninsula Areas, Airspace, and Adjacent Waters as the Persian Gulf Desert Shield Area

February 14, 1991

By the authority vested in me as President by the Constitution and the laws of the United States of America, including section 7508 of the Internal Revenue Code of 1986 (26 U.S.C. 7508), I hereby designate, for purposes of that section, the following locations, including the air space above such locations, as the Persian Gulf Desert Shield area in which any individual who performed Desert Shield services (including the spouse of such individual) is entitled to the benefits of section 7508 of the Internal Revenue Code of 1986:

—the Persian Gulf
—the Red Sea
—the Gulf of Oman
—that portion of the Arabian Sea that lies north of 10 degrees north latitude and west of 68 degrees east longitude
—the Gulf of Aden
—the total land area of Iraq, Kuwait, Saudi Arabia, Oman, Bahrain, Qatar, and the United Arab Emirates.

George Bush

The White House,
February 14, 1991.

[*Filed with the Office of the Federal Register, 12:43 p.m., February 15, 1991*]

Executive Order 12751—Health Care for Operation Desert Storm

February 14, 1991

By the authority vested in me as President by the Constitution and the laws of the United States of America, including the National Emergencies Act (50 U.S.C. 1601 *et seq.*), section 5011A of title 38 of the United States Code, and pursuant to the national emergency declared with respect to Iraq in Executive Order No. 12722 of August 2, 1990, it is hereby ordered that, in the event that the Department of Veterans Affairs is requested by the Department of Defense to furnish care and services to members of the United States Armed Forces on active duty in Operation Desert Storm, the Secretary of Veterans Affairs may, pursuant to this order, enter into contracts with private facilities for the provision of hospital care and medical services for veterans to the fullest extent authorized by section 5011A(b) (1)–(2) of title 38 of the United States Code.

George Bush

The White House,
February 14, 1991.

[*Filed with the Office of the Federal Register, 12:44 p.m., February 15, 1991*]

Appointment of John Kenneth Blackwell as United States Representative on the United Nations Commission on Human Rights

February 14, 1991

The President today announced his intention to appoint John Kenneth Blackwell, of Ohio, to be the Representative of the United States on the Human Rights Commission of the Economic and Social Council

FACT SHEET

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 818 West 7th. St., Suite 1100, Los Angeles, CA. 90017

THE METRO GREEN LINE

The 23-mile **Metro Green Line** will begin in Norwalk and run 16.5 miles west in the center of the I-105 (Glenn Anderson Freeway) and then branch in two directions at Aviation Boulevard and Imperial Highway. The three-mile **North Coast Branch** will extend on its own aerial guideway from Aviation/Imperial to Westchester Boulevard and Sepulveda Boulevard. The 3.5-mile **El Segundo Branch** will extend south to Freeman Avenue at Marine Avenue.

The entire route of the **Metro Green Line**, including the El Segundo Branch and the North Coast Branch will open together in the fall of 1994. The freeway opens in 1993.

Riding the Metro Green Line:

The **Metro Green Line** will be the first fully automated rapid transit line in the United States. Only three other transit operations in the world have computer-operated, driverless systems in service: Vancouver, Canada; London, England; and Lille, France.

Stations in the center of the new freeway will be accessible either by stairs, escalators or elevators. Buses will serve each of 16 stations. A carpool lane will run on either side of the rail line in the Century Blvd. segment. Modern overhead wires, safely well above ground, will feed electrical power to high-speed rail cars.

Passengers may transfer from the **Metro Green Line** to the Long Beach-Los Angeles **Metro Blue Line** at a shared station, located at Wilmington Avenue and Imperial Highway. The **Metro Blue Line** carries northbound passengers downtown, ending at the **Metro Red Line**. The **Metro Red Line** will link the center of metropolitan Los Angeles, through Hollywood, with the San Fernando Valley.

Contracting Information:

Building the **Metro Green Line** includes trackwork and track bed installation, station construction, aerial structures, utility relocation, signal and switching equipment, rail vehicle contracts and landscaping.

Estimated cost: $886 million.

Key Features:

- **Security:** Each station will be monitored 24 hours a day by closed-circuit cameras. Armed police will patrol the line.
- **Passenger: Assistance** Roving attendants will assist passengers with boarding, paying directions and security.
- **Frequency:** Trains will come every two minutes in rush hour; every six minutes in non-rush hours, and run daily from early morning to after midnight.
- **Vehicles:** 84 to 90-feet long with room to accommodate 150 standing and seated passengers.
- **Length of: Line** 23 miles.
- **Fares:** Price will be comparable to bus fares. Passengers will buy tickets from self-service machines in stations. Monthly passes will be sold.
- **Travel Time:** 35 minutes
- **Speed:** Up to 65 miles per hour
- **Operations Begin:** Fall 1994
- **Funding:** From Proposition A and Proposition C monies

(MORE)

Metro Green Line Stations:

Freeway Corridor:

- **Studebaker Road and 605 Freeway**: has park-and-ride lot with 2058 spaces
- **Lakewood Boulevard and Imperial Highway**: has park-and-ride lot with 545 spaces
- **Long Beach Boulevard and Imperial Highway**: has park-and-ride lot with 650 spaces
- **Imperial Highway and Wilmington Avenue**: has park-and-ride lot with 976 spaces. Transfer point to Long Beach-Los Angeles Metro Blue Line.
- **Avalon Boulevard and 117th Street**: has park-and-ride lot with 152 spaces.
- **Harbor Freeway and 117th Street**: has park-and-ride lot with 410 spaces. Future connection to Harbor Freeway Transitway.
- **Vermont Boulevard and 117th Street**: has park-and-ride lot with 290 spaces.
- **Crenshaw Boulevard and 119th Street**: has park-and-ride lot with 500 spaces.
- **Hawthorne Boulevard and 111th Street**: has park-and-ride lot with 606 spaces.
- **Aviation Boulevard and Imperial Highway**: has park-and-ride lot with 800 spaces and shuttle service to LAX. The line branches in two directions here.

Southern Branch to El Segundo:

- **Mariposa Avenue and Nash Street**: the Metro Green Line continues on an aerial guideway to the next two stations.
- **El Segundo Boulevard and Nash Street**
- **Douglas Street**
- **Freeman Avenue**: has park-and-ride lot with about 350 spaces. South Branch temporarily ends here. An 8.3 mile South Bay spur may be added later.

(MORE)

Possible station sites for the South Bay Spur would be:

- 166th Street/Hawthorne Boulevard
- Artesia Boulevard (The Galleria Shopping Center)
- 190th Street (Old Towne Mall)
- Del Amo Fashion Center

Alternative terminus alignments were identified for sites at:

- Crenshaw Boulevard/Lomita Boulevard
- Skypark Drive/Madison Street
- Skypark Drive/Garnier Street

The Southern Branch would add approximately 13,000 daily riders to the Metro Green Line.

North Coast Branch:

- **Century Boulevard and 98th Street**

- **Westchester Parkway and Sepuleveda Boulevard.** The North Coast Branch temporarily ends here. Future plans call for a continuation of the Metro Green Line to Culver Boulevard in Marina Del Rey. This three-mile segment will have stations at **Manchester Boulevard, Jefferson Boulevard** and **Culver Boulevard.**

# # #

Ker Betsy Anderson X2774 9/5/91
Dom Pol Development

Surface Transportation Proposal

I. Importance of Transportation

- Americans traveling more than ever. Average American travels 8,000 miles/year, up from 3,350 in 1950 and 1,800 in 1929.

- Transportation system vital link for international competitiveness in a global economy.

    - $3.8 trillion in goods moved last year, eight times greater than in 1960.

II. U.S. has developed the most advanced transportation infrastructure in the world through: strong investment, partnership with State and local governments and private sector, and reliance on market forces.

- U.S. has 66 percent more roads/person than France, almost 3 times as many as Japan.

- U.S. has virtually completed Interstate Highway System.

- U.S. has invested heavily in transportation infrastructure. Since 1977 Federal, State, and local governments have spent over $1 trillion (in 1990 dollars) on our highway, transit, and air traffic system. That is approximately $4,000 per person.

- Success of deregulation in airlines, trucking and railroads has given us a more efficient transportation system.

III. Key principles of U.S. transportation policy are reflected in the Administration's Surface Transportation Proposal

- Investing for the future

    - Increases Federal highway spending by 39 percent during next five years.

- Creating opportunities for decision-making at State and local level, where possible.

Per Betsy Anderson X2774 9/5/91

- Provide new flexibility to States to best decide how to use funds. For example, provides choice to use money for highway or transit needs.

- Building partnership with private sector

  - Innovative measures to encourage private investment and toll roads, including first ever Federal match on toll roads.

- Focusing Federal funds on national needs

  - National Highways System for roads critical to interstate commerce

  - Urban and rural program for other roads

  - Bridge program to maintain critical infrastructure component

IV. Administration challenged Congress to pass the bill by June 14.

- Version of the transportation bill passed by the Senate raises several serious concerns. For example, Senate bill contains higher spending levels than those proposed by the Administration, which could result in reductions in other important transportation programs. Senate bill also fails to focus Federal funds sufficiently on national needs by failing to provide sufficient dedicated funding for the National Highway System.

- House Public Works Committee withdrew its transportation bill from consideration after it became clear that a proposed 5-cent per gallon increase in the federal gasoline tax lacked votes necessary for passage. No further action has been taken by the House since then. The President has stated that he will veto any bill containing such a federal gasoline tax increase.

V. Conclusion

Transportation infrastructure is essential for future U.S. competitiveness in a global economy. New Highway bill is critical part of the President's domestic agenda, reflecting the President's commitment to build transportation infrastructure that will carry us into the 21st century.

PRESIDENT BUSH'S DOMESTIC LEGISLATIVE PRIORITIES

When Congress adjourned for Summer recess on August 2, 1991, it had passed 109 pieces of legislation. Among the highlights of the legislation the Congress has labored to produce:

44 citations for commemorative days, months, or years;
11 bills resulting from Operation Desert Shield/Storm;
6 pieces of legislation to name public buildings;
5 related to the federal government's relationship with the District of Columbia;

And 43 pieces of legislation covering everything from appropriation bills . . . to monuments and memorials . . . to land-related bills . . . to commissions. But they did not pass a crime bill, a highway bill, an education bill, an energy strategy or a banking reform plan.

CRIME:

The comprehensive crime package calls for laws that are fair, fast and final. This package includes stiff penalties for criminals using semiautomatic weapons; an improved exclusionary rule; habeas corpus reforms; tougher punishment for drug kingpins who threaten federal witnesses, jurors, or judges; and the death penalty for criminals who kill law enforcement officers. It also calls for new protections for witnesses and abused children, rules making it easier to prosecute those who commit sexual violence against women and children, mandatory HIV testing of accused sex offenders, and a guarantee of a victim's right to address the court at sentencing.

TRANSPORTATION:

The proposed transportation legislation would improve this nation's infrastructure using market mechanisms to allocate resources; divide responsibility between Federal, State, and Local governments and the private sector; and improve safety in a cost-effective manner.

The President has threatened to veto both the House and Senate bills because of proposed increases in appropriations, little support of the National Highway System, an increase in the gas tax, and a large amount of earmarked projects.

The 109 pieces of legislation mentioned earlier included bills to fund more than 450 "demonstration projects."

- An example of one these projects is a "hybrid fuel cell project" in Indiana. Neither the Federal Highway Administration or the Indiana Department of Transportation know what this project is about.
- Another example is a House bill that would authorize $5 million to reimburse the state of North Carolina for repair of the Bonner Bridge near Cape Hatteras. However, FHWA had already made available $5.4 million

in emergency relief funds for the same reason. And this is coupled with the fact the state is taking legal action to recover damages from the owners and insurers of the barge involved in the accident.

These are blatant examples of the type of pork barrel spending that is weighing down a badly needed transportation bill.

EDUCATION:

The America 2000 Excellence in Education Act is an effort to move America's education system into the 21st century. The America 2000 strategy has four parts:

1. For today's students, we must make existing schools better and more accountable.
2. For tomorrow's students, we must invent new schools to meet the demands of a new century -- a New Generation of American Schools, bringing at least 535 of them into existence by 1996, and thousands by decade's end.
3. For the adults who think their school days are over, we've got to become a nation of students -- recognizing learning as a lifelong process.
4. Finally, outside our schools we must cultivate communities where learning can happen.

ENERGY:

The National Energy Strategy calls for energy conservation and efficiency; increased development, and greater use of alternative fuels. This strategy would advance the national interest by securing adequate energy supplies over the long term at a reasonable cost; reducing our vulnerability to oil market disruptions; and exerting U.S. leadership in energy research, science, and technology.

BANKING:

The Administration's banking reform plan will revamp America's financial system so that our banks remain safe and secure and can continue to make job-creating loans for our factories, our businesses and our home-buyers. The Administration's proposals are:

- Expanded bank powers, including securities and insurance powers.
- Commercial ownership of banks.
- Interstate banking and branching.
- Recapitalization of the Bank Insurance Fund.
- Restructuring the financial regulatory framework.
- Reduction of the deposit insurance safety net.

September 11, 1991

MEMORANDUM FOR CURT SMITH

FROM: **MICHELE NIX**

SUBJECT: **QUOTES/ANECDOTES FOR TRANSPORTATION EVENT**

Attached is what I found in the way of quotes/anecdotes re transportation and/or government waste. There wasn't much in the anecdote/quote books. What I found is attached.

I'm also working with Correspondence Analysis should they find any good anecdotes from their letters. I will hear from them tonight at home or tomorrow morning.

Let me know if any of this works.

DOUG GAMBLE

424 - 36th Place
Manhattan Beach, CA 90266
(213) 546-6409

June 17/91

TO: CHRISTINA MARTIN

jokes

STATE HIGHWAY OFFICIALS (Mark Lange)

— I MENTIONED TO ONE OF MY GRANDKIDS THAT I'D BE SPEAKING TO [redacted] HIGHWAY OFFICIALS FROM ALL OVER THE COUNTRY. HE INSISTED ON COMING WITH ME UNTIL I FINALLY CONVINCED HIM THAT NONE OF YOU KNOW "THE ROADRUNNER" PERSONALLY.

— I'M IMPRESSED WITH THE DEDICATION OF THE NATION'S HIGHWAY MAINTENANCE CREWS. I CAN'T IMAGINE HOW EARLY THEY HAVE TO GET UP IN THE MORNING IN ORDER TO GET THE HIGHWAYS NARROWED DOWN TO ONE LANE IN TIME FOR RUSH HOUR.

— THE STATE OF SOME OF OUR HIGHWAYS WAS REFLECTED IN AN UPDATED VERSION OF AN OLD SONG I HEARD THE OTHER DAY. "YOU TAKE THE HIGH ROAD AND I'LL TAKE THE LOW ROAD, AND I'LL HIT A POTHOLE BEFORE YUH."

— I TALKED ABOUT CONGRESS PASSING LEGISLATION, INCLUDING A TRANSPORTATION BILL, WITHIN A HUNDRED DAYS. WHEN THE TRAFFIC IS BAD, IT CAN TAKE ALMOST THAT LONG TO GET OVER HERE FROM D.C.

2. Under our scheme of government the waste of public money is a crime against the citizen, and the contempt of our people for economy and frugality in the personal affairs deplorably saps the strength and sturdiness of our national character.

GROVER CLEVELAND
Second Inaugural Address, Mar. 4, 1893

3. The duty of economy is not debatable. It is manifest and imperative. In the appropriations we pass we are spending the money of the great people whose servants we are—not our own. We are trustees and responsible stewards in the spending. The only thing debatable and upon which we should be careful to make our thought and purpose clear is the kind of economy demanded of us. I assert with the greatest confidence that the people of the United States are not jealous of the amount their Government costs if they are sure that they get what they need and desire for the outlay, that the money is being spent for objects of which they approve, and that it is being applied with good business sense and management.

WOODROW WILSON
Second Annual Message to Congress, Dec. 8, 1914; *Messages and Papers* (*Shaw*), *I*, 74

4. After order and liberty, economy is one of the highest essentials of a free government. . . . Economy is always a guarantee of peace.

CALVIN COOLIDGE
Speech at Northampton, Mass., May 30, 1923; *Freedom*, p. 350

5. With us economy is imperative. It is a full test of our national character. . . . I am for economy. After that I am for more economy.

CALVIN COOLIDGE
Speech in Washington, D.C., June 30, 1924; *Foundations*, pp. 41, 47

6. I favor the policy of economy, not because I wish to save money, but because I wish to save people. The men and women of this country who toil are the ones who bear the cost of the Government. Every dollar that we carelessly waste means that their life will be so much the more meager. . . . Economy is idealism in its most practical form.

The wisest and soundest method of solving our tax problem is through economy.

The result of economic dissipation to a nation is always moral decay.

CALVIN COOLIDGE
Inaugural Address, Mar. 4, 1925

7. Economy is the method by which we prepare today to afford the improvements of tomorrow.

CALVIN COOLIDGE
Message to Congress, 1925; *Message*, p. 3

y of the southern states and in some cigars.

W. S. Gilbert

needs is a good five-cent cigar. *Thomas*

I
lie. *Walter Savage Landor*
woman, but a good cigar is a smoke.

I like it.
ed. I like it.
ıkes you lean,
f your bean.
I've ever seen.
mminger

TOLERANT

ce, but it is a very difficult thing to tolerate
ible to tolerate the intolerable. *George*

shown by a wise man when he listens to
'. *Prochnow*

TOMBSTONE

he only thing that can stand upright and
time. *Mary Wilson Little*

TOMORROW

omorrow what you ought not to do at all.

matic about tomorrow. *Heywood Broun*

TONGUE

edged tool that grows keener with constant

sword and she never lets it rust. *Anon-*

thing a mother doesn't like her daughter
rd Brinsley Sheridan

eminine in Greek, Latin, Italian, Spanish,
stin O'Malley

TORTOISE

ctory of the tortoise over the hare, he
arie von Ebner-Eschenbach

TOURIST

is called a tourist. *Paul Richard*

TOWN

5947 There isn't much to be seen in a little town, but what you hear makes up for it. *Frank McKinney Hubbard*

5948 A hick town is one where there is no place to go where you shouldn't be. *Alexander Woollcott*

TOY

5949 The child had every toy his father wanted. *Robert E. Whitten*

TRADITION

5950 Tradition does not mean that the living are dead but that the dead are live. *G. K. Chesterton*

5951 A tradition, like a bald head, comes with years, fast enough. *D. H. Lawrence*

TRAFFIC

5952 There is never any traffic congestion on the straight and narrow path. *Herbert V. Prochnow*

5953 Traffic sign in eastern village: "Slow, no hospital." *Anonymous*

TRAINING

5954 Train your child in the way you now know you should have gone yourself. *Charles Haddon Spurgeon*

TRANQUILLITY

5955 Nothing contributes more to peace of mind than to have no opinions whatever. *Georg C. Lichtenberg*

TRANSITION

5956 It is, of course, a trite observation to say that we live "in a period of transition." Many people have said this at many times. Adam may well have made the remark to Eve on leaving the Garden of Eden. *Harold Macmillan*

5957 When our first parents were driven out of Paradise, Adam is believed to have remarked to Eve: "My dear, we live in an age of transition." *William R. Inge*

Congestion

TRANSPORTATION

5958 In a subway you not only learn to think on your feet but on other people's. *Anonymous*

5959 The average straphanger's complaint is one of long standing. *El Paso Times*

TRAVEL

5960 Travel is a foretaste of hell. *Turkestan Proverb*

5961 In America there are two classes of travel—first class, and with children. *Robert Benchley*

5962 See one promontory, one mountain, one sea, one river, and see all. *Socrates*

ROOSEVELT, Theodore, Jr. (1887–1944), *US soldier, explorer, and politician, the son of President Theodore Roosevelt. He served as a major and lieutenant colonel in World War I and as a brigadier general in World War II. Between the wars he led expeditions to Asia (1925, 1928–29) and was governor of Puerto Rico (1929–32) and of the Philippines (1932–33).*

Quote - Usable?

1 Roosevelt had arranged to meet his wife's train. Arriving at the railroad station at the appointed time, he was dismayed to see the train speed past the platform without stopping. His wife waved anxiously from the rear car, tossing out an envelope as she passed her husband. Roosevelt retrieved the envelope with some difficulty and was amused to read the following message: "Dear Ted: This train doesn't stop here."

Could build something around this

❧ ❧

ROOT, Elihu (1845–1937), *US lawyer and statesman. He became secretary of state under President Theodore Roosevelt and later was senator for New York. He won the Nobel Peace Prize in 1912.*

1 When a frail old man in his eighties, Root was frequently visited by Sol M. Linowitz, who used to read to him. One day Root asked the young man what he wanted to do in life. Linowitz replied, "I'm not sure. Maybe be a rabbi or perhaps a lawyer." Root's reply was immediate: "Be a lawyer. A lawyer needs twice as much religion as a rabbi."

{Linowitz took Root's advice and became a distinguished lawyer and a roving ambassador in the Carter administration.}

❧ ❧

ROPS, Félicien (1833–98), *French painter, engraver, and lithographer; illustrator of poems by Stéphane Mallarmé.*

1 Art dealer Ambroise Vollard had occasion to visit Rops a few years before the painter's death. Rops warned him: "I'm expecting a woman. When the bell rings three times, you must leave by the other end of the studio." After some time the bell rang as predicted and Vollard took his leave. Glancing behind him as he closed the door, he saw an old housemaid enter the room. "Come now, monsieur," she said, "it's time for your *tisane*" (herbal tea).

❧ ❧

ROSENBLOOM, Max (1904–76), *US light heavyweight boxer, world champion in 1930.*

1 Called Slapsie-Maxie because of his skill as a deft boxer, Rosenbloom gloried in his ability to win decisions without resorting to such crude tactics as actual knockdowns. Once one of his open gloves made contact, and his bewildered opponent collapsed on the canvas. Bellowed Maxie, "Why, you dirty double-crossing rat!"

❧ ❧

ROSENTHAL, Moriz (1862–1946), *Polish-born pianist. He studied with Liszt and was court pianist to the emperor of Austria and the queen of Rumania. He also played for ten seasons in the United States.*

1 One day Rosenthal was cornered into hearing a recital given by a mediocre string quartet. When the ordeal was over, the second violinist hurried over to the maestro to hear his opinion. "How did you like it?" he asked. "Excellent," lied Rosenthal. The player was still unsatisfied. "And our tempi — did they suit you?" he went on. "Brilliant," said Rosenthal, "brilliant — especially yours."

2 When Rosenthal heard that pianist Artur Schnabel had failed his physical for the army, he said, "What did you expect? No fingers!"

{This remark is also attributed to others about others.}

3 Coerced into listening to a child prodigy, Rosenthal asked the boy how old he was. "Seven," said the child.

"What are you going to play for me?"

"The Tchaikovsky concerto, sir."

"Too old!" said Rosenthal.

4 Rosenthal used to make fun of a fellow pianist much given to playing Liszt's sixth Hungarian Rhapsody at a tempo Rosenthal considered far too slow. On one occasion he invited this friend to come and see him. The man excused himself, saying that he did not have the time. "Nonsense!" retorted Rosenthal. "If you have time to play the sixth rhapsody like that, you certainly have time to pay me a visit."

transportation system to the development of our country. America's economic growth is intertwined with improvements in our transportation system.

Perhaps no one tells the story of the challenges early America faced than the great historian and descendant of two Presidents, Henry Adams, in his History of the United States of America During the Jefferson Administrations. Of America's infrastructure in 1800, Adams wrote:

> "While Europe had thus consumed centuries in improving paths of trade, until merchandise could be brought by canal a few score miles from the Rhone to the Loire and Seine, to the Garonne and the Rhine, and while all her wealth and energy had not yet united the Danube with other river systems, America was required to construct, without delay, at least three great roads and canals, each several hundred miles long, across mountain ranges, through a country not yet inhabited, to points where no great markets existed -- and this under constant peril of losing her political union, which could not even by such connections be with certainty secured."

Henry Adams goes on to describe what is was like on one of the few roads that existed in 1800:

> Even the lightly equipped traveller found a short journey no slight effort. Between Boston and New York was a

tolerable highway, along which, thrice a week, light stage-coaches carried passengers and the mail, in three days. From New York a stage-coach started every week-day for Philadelphia, consuming the greater part of two days in the journey; .... South of Philadelphia the road was tolerable as far as Baltimore, but between Baltimore and the new city of Washington it meandered through forests; the driver chose the track which seemed least dangerous, and rejoiced if in wet seasons he reached Washington without miring or upsetting his wagon. In the Northern States, four miles an hour was the average speed for any coach between Bangor and Baltimore. Beyond the Potomac the roads became steadily worse, until south of Petersburg even the mails were carried on horseback. Except for a stage-coach which plied between Charleston and Savannah, no public conveyance of any kind was mentioned in the three southernmost states."

These days, travelling with a President of the United States is an experience that one never forgets. One cannot help but marvel at the incredible logistical efforts involved in Presidential travel. Life is very different than in the early years of the Republic. As President, Thomas Jefferson had to travel fairly often from his home at Monticello to Washington -- about a hundred miles. In 1801, in a letter to his Attorney General, Jefferson wrote from Monticello: "Of

eight rivers between here and Washington, five have neither bridges nor boats."

It is no wonder that the word "travel" comes from the same root as "travail." Travel and transportation meant work. Certainly, it took a lot of work to create this country's transportation system. In the 19th century, the development of a national system of railroads and navigable waterways allowed us to settle the western frontier, develop a national economy, and become truly one country.

In the 20th century, our roads and highways have provided the foundation for our country's growth and prosperity. Our 4,000,000 miles of roads together with our Interstate Highway System led to the growth of suburbs, the creation of one of the world's largest industries, automobiles, and the freedom that comes with individual mobility.

Today transportation is the critical link in our economy and our lives. America moves $3.8 trillion of goods per year, eight times greater than in 1960. And Americans are more mobile than ever before. In 1929, the average American's inter-city travel was 1800 miles per year. By 1950, the average had increased to 3350 miles per year. Today, Americans average 8,000 miles per year of inter-city travel. Improvements in auto and air travel, in roads and air traffic

(Smith/Nix)
September 11, 1991
Draft One
TRANS

PRESIDENTIAL REMARKS: METRO SYSTEM
LOS ANGELES, CALIFORNIA
THURSDAY, SEPT. 19, 1991

Mayor Bradley. ((ACKNOWLEDGEMENTS)). Thank you for that introduction, and for the chance to be a in State whose ~~future~~ is now -- the Golden State of California. //

((Before one of my aids told me I'd been invited to speak at a transportation event, he said, "How would you like to have a moving experience?"))

I am moved to be here, and to receive this great reception. I'm especially grateful that you endured L.A.'s traffic to get here. / ((Actually, I suspect the traffic jam that Los Angeles is most concerned about breaking up these days is the one at the top of the National League West.)) //

I am here ~~today~~ because of what California is doing, and has done, to bring sanity and common sense to urban congestion. I speak, particularly, of your Metro System. It shows the key to unlocking gridlock is getting more commuters out from behind the wheel of their cars -- and behind the idea of public transportation. //

((This transit line should help ease L.A.'s legendary traffic problems. Someone told me that with the mudslides in the hills and the traffic on the freeways, Los Angeles is one city where the houses sometime move faster than the cars.)) //

Metro System can help change that. / It is intermodal -- that is, it combines rail, car, bus, and air transportation. / It uses high technology creatively, and dramatically -- the Green Line is the first fully automated rapid transit line in America. / It is State and locally funded. What's more, it is sensitive to the environment and will ease congestion -- utilizing bus connections and park-and-ride facilities. //

Metro System shows that working together -- government, business, and individuals -- there is nothing Americans can't do. // It is also what we had in mind when, last Fenruary, I unveiled a blueprint for American transportation in the 21st Century. // We call it the Surface Transportation Assistance Act (STAA). It seeks to reform existing highway programs / to discard what doesn't work / to increase funding for what does / in short, to make our transportation Number One. //

Our legislation will reduce the backlog of bridges needing repairs and replacement. It promotes efficiency by cutting red tape for the trucking industry. / The bill also focuses on the needs of the millions of citizens whose use public transit -- mass transit in urban areas like Los Angeles will be maintained and improved. / And under this legislation, funding for it will become more stable and equitable. //

STAA will invest $105 billion in the transportation infrastructure over the next five years. Highway investment will increase by 39 per cent to $20 billion by 1996. Funds for capital investment and mass transit will increase by 25 per cent.

And we've proposed a 34 per cent jump in funding for highway safety programs. //

Last March, I challenged Congress to pass this bill in 100 days. Well, it's __ days and counting -- and what's the bos score? Sadder than a Dodgers' loss. The House of Representatives has produced a bill more larded down than Porky the Pig. We want a bill that works. They want to enact a nickel a gallon tax increase -- so that over 40 per cent of the current gas tax can be spent on Congresssional porkbarrel projects. //

I say: No way. We need a transportation system that spends money to address local needs -- and not just support political careers. // The fact is that more than half of all Congressional transportation projects don't even show up on State and local priority lists. Here's another fact: If Congress sends me a transportation tax, I will veto it. I won't let Congress raise the gas tax for projects that communities don't even want. //

Metro System is a project California wants -- and needs. It is an example of how transportation infrastructure can make us more competitive in the gloal economy. It shows California leading the way toward a brighter and -- dare I say it -- less congested tomorrow. //

For that, I congratulate you. I'll be back for Metro's completion. The novelist John Steinbeck once wrote, "The spring is beautiful in California." So is September. Thank you for a wonderful day. God bless you, and the United States of America.

o o o o

growth of motor vehicle traffic, to strengthen the Nation's defenses, to reduce the toll of human life exacted each year in highway accidents, and to promote economic growth." By any measure, the interstate highway system is a remarkable achievement. It has spurred the development of a national economy, given us one of, if not the, safest roadway system in the world, and provided unparalleled mobility to our 250,000,000 people.

Even success brings with it the need for change. First, the original Interstate System is now virtually completed. 99.2 percent of its highways have been built. Second, major demographic changes since the 1950s suggest the need to reevaluate which roads should be included in our primary national system. Third, many of the roads and bridges built in the early and mid-parts of the 20th century are in need of repair, repavement, restoration, and rehabilitation. About 11 percent of the Interstate System pavement is in poor condition. 27 percent of bridges are structurally deficient. Fourth, congestion continues to be a major problem. It is estimated that traffic delays in our largest cities alone cost America $35 billion per year. Traffic jams do more than just cause frustration — they hurt the economy by wasting time. Gary Larson?

The Administration's challenge in developing its Surface Transportation proposal was how to move from phase I - the building of the Interstate System - to phase II - maintaining

5963 A monologue is a conversation between the woman who went around the world and the one who stayed home. *Anonymous*

5964 If an ass goes traveling, he'll not come home a horse. *Thomas Fuller*

5965 Travel and society polish one, but a rolling stone gathers no moss, and a little moss is a good thing on a man. *John Burroughs*

5966 There is a certain relief in change, even though it be from bad to worse; as I have found in traveling in a stage coach, that it is often a comfort to shift one's position and be bounced in a new place. *Washington Irving*

5967 It is misery to be in a place where everything occupies and bothers you. I seem to enjoy more freely the pleasures of another man's house than my own. Diogenes was asked what wine he liked best; and he answered as I would have done when he said, "Somebody else's." *Michel de Montaigne*

5968 A good place to visit but a poor place to stay. *Josh Billings*

5969 If you travel you see people in variety. But if you stay home you see them in development. *Upton Close*

5970 Too often travel, instead of broadening the mind, merely lengthens the conversation. *Elizabeth Drew*

5971 Surely to have seen Athens gives a man what Swift calls Invisible Precedence over his fellows. *Sir Edward Marsh*

5972 A good traveler is one who does not know where he is going to, and a perfect traveler does not know where he came from. *Lin Yutang*

5973 As a member of an escorted tour, you don't even have to know the Matterhorn isn't a tuba. *Temple Fielding*

5974 It is not worthwhile to go round the world to count the cats in Zanzibar. *Henry D. Thoreau*

5975 The heaviest baggage for a traveler is an empty purse. *German Proverb*

5976 Long voyages, great lies. *Italian Proverb*

5977 Methods of locomotion have improved greatly in recent years, but places to go remain about the same. *Don Herold*

5978 People travel for the same reason as they collect works of art: because the best people do it. *Aldous Huxley*

5979 She went up the Nile as far as the first crocodile. *Nicholas Murray Butler*

5980 Travel is no longer any charm for me. I have seen all the foreign countries I want to see except heaven and hell, and I have only a vague curiosity as concerns one of those. *Mark Twain*

5981 How much a dunce that has been sent to roam
Excels a dunce that has been kept at home! *William Cowper*

TREES

5928 Tree: an object that will stand in one place for years, then jump in front of a lady driver. *Ruth Lemezis*

5933 I think that I shall never see
A billboard lovely as a tree,
Perhaps, unless the billboards
I'll never see a tree at all.

5984 Apart from my dislike of th
the tribesmen are fine men.

5985 I feel it is time that I also pa
Mark, Luke and John. *Fuli*

5986 If misery loves company, then
Moore

5987 The way out of trouble is r
W. Howe

5988 Nobody ever grew despond
ney Hubbard

5989 The trouble with our age is
Kronenberger

5990 To bear other people's afflic
to spare. *Benjamin Frankl*

5991 The trouble with the world
intelligent full of doubt. *I*

5992 "The trouble with this cou
are too many people goin
country is—' " *Sinclair L*

5993 He that mischief hatcheth,

5994 There is always a comforti
not our trouble. *Don Ma*

5995 I believe in getting into
Chesterton

5996 I am an old man and hav
of them never happened.

5997 One of the worst things ab
letter with trouble in it co
you feel bad, and the new
body all over the world,
most of the time, and it's

5998 How awful to reflect tha
Pearsall Smith

5999 There is nothing more lik
constitutional preference
Hazlitt

Funds, of the cooperation of the Federal Government, I have approved the appointment of the Honorable George M. Humphrey, Secretary of the Treasury, as Vice Chairman for the Federal Government of United Community Campaigns.

In the spirit of true voluntary giving I am confident that you will extend the full cooperation of your Department in each community throughout the United States and its territories and possessions where it conducts its operations. Such cooperation should, under the new uniform Federal policy on fund raising, include the effective solicitation of all employees, the acceptance of equitable unit goals, and the setting up of an adequate collection method for the convenience of those who wish to make contributions on an installment basis.

We who work in the Government want to assume our full citizen's share of voluntary support of the many worthwhile private health and welfare organizations. The United Fund and Community Chest campaigns provide us with an opportunity for supporting a wide variety and a large number of organizations through a single appeal.

It is my hope that all employees will give thoughtfully and generously to these campaigns.

DWIGHT D. EISENHOWER

186 ¶ Statement by the President in Response to a Progress Report on Highways by the Secretary of Commerce. *August* 16, 1956

I HAVE RECEIVED a progress report on highways from Sinclair Weeks, Secretary of Commerce.

I am pleased to learn that general programming of Interstate System projects since the Federal-Aid Highway Act of 1956 became law now exceeds $800 million.

The States have already been authorized to proceed with

advertising for bids on Interstate System projects costing over $36 million since the new highway legislation was approved on June 29.

One State, Missouri, has already awarded contracts totaling nearly $4 million for Interstate System improvements, utilizing both old and new funds available.

I am gratified to observe the initial speed with which this important program is developing. I am hopeful that the States will continue to move swiftly in advancing final project applications for construction. Prompt State action will help alleviate the great deficiencies in our highway systems and will convert the Federal fund authorizations into usable roads at the earliest possible time.

NOTE: Secretary Weeks' report, released with the foregoing statement, also informed the President that standards for improvement of the Interstate System were adopted by the State highway departments only 13 days after approval of the 1956 act. He added that these standards had been approved by the Bureau of Public Roads for application to all Interstate System improvements. The report is in the form of a letter dated August 9, 1956.

187 ¶ Statement by the President Following Meeting With the Commission on Increased Use of Agricultural Products. *August* 20, 1956

I HAVE TODAY met with the five members of the newly appointed bi-partisan Commission on Increased Industrial Use of Agricultural Products. The Commission's purpose, described in its name, is a very important one. In yet another way this Commission is going to attack the problems that have been created for our farmers by the production of agricultural surpluses.

The Commission members have told me today that their purpose is to see what can be done to put modern industrial science

The conditions of disaster and privation which require this emergency relief have been accurately described from day to day publicly by our news-reporting media. Amidst all their trials, the courage of the Hungarian people has been an inspiration to all freedom-loving peoples the world over.

By contributing to the Red Cross emergency campaign, each of us individually can express our sympathy and admiration for the brave Hungarian people.

NOTE: Released with this statement was a telegram from E. Roland Harriman, Chairman, American Red Cross, outlining the conditions requiring an immediate appeal for funds. The statement and the telegram were released at Augusta, Ga.

305 ¶ Letter to Harlow H. Curtice, Chairman, the President's Committee for Traffic Safety, on the Highway Modernization Program. *November 29, 1956*

Dear Mr. Curtice:

I was very glad to learn that your Committee for Traffic Safety is planning to give increased emphasis to the need for organized citizen support, in all States and communities, of the accident prevention possibilities of the new highway modernization program.

The 1956 Federal-Aid Highway Act established a "grand plan" for the rebuilding of our obsolete road and street system. It provides substantial financial aid to the States over a thirteen year period for construction. In addition, the Federal government will do everything it properly can do to expedite the completion of the program. A safe and efficient road network is absolutely essential to curtailment of death and injury from accidents, as well as to the national defense and to our expanding economy.

Federal action is only the beginning, however. There is likewise the big and complex task of acquiring the necessary rights-of-way, of designing, building and operating the highways. These are responsibilities that belong primarily to the States themselves and their local communities. The 1956 Act wisely carried forward intact the traditional Federal-State partnership which has been so effective in the development of America's highway system.

On a program of this magnitude and urgency, obviously the State and local highway agencies face numerous problems which must be solved as promptly as possible. They will need all the help they can get. Most of all, they will need the kind of informed support which can only come from wide and thorough public understanding.

I am sure that through the leadership of your Committee and the many splendid safety organizations cooperating with it, a timely and valuable contribution can be made to this objective.

Sincerely,

DWIGHT D. EISENHOWER

NOTE: The President's letter was in reply to a letter from Mr. Curtice dated November 14, 1956. Both were included in the Augusta, Ga., release.

306 ¶ White House Statement Concerning the Admission of Additional Hungarian Refugees. *December* 1, 1956

THE PRESIDENT ANNOUNCED today that the United States will offer asylum to 21,500 refugees from Hungary. Of these, about 6500 will receive Refugee Relief Act visas under the emergency program initiated three weeks ago. The remaining 15,000 will be admitted to the United States under the provisions of Section 212 (d) (5) of the Immigration and Na-

ANGELS SING

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ead see;

n to dwell,

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may die;
earth,
d birth.
s wings,
brings,
isness!
ince of Peace!

ALIZED CITIZENS
STATES

bsolutely and entirely re-
delity to any foreign prince,
m or which I have hereto-
ill support and defend the
tates of America against all
vill bear true faith and alle-
is obligation freely without
evasion; so help me God.
hereunto affixed my signa-

SAIL, DON'T DRIFT

Oliver Wendell Holmes, M.D.

I find the greatest thing in this world not so much where we stand, *as in what direction we* are moving. To reach the port of heaven, we must sail sometimes with the wind, and sometimes against it, but we sail, and not drift, nor live at anchor.

IN MEMORIAM
Margaritae Sorori

William Ernest Henley

A late lark twitters from the quiet skies;
And from the west,
Where the sun, his day's work ended,
Lingers as in content,
There falls on the old, grey city
An influence luminous and serene,
A shining peace.

The smoke ascends
In a rosy-and-golden haze. The spires
Shine, and are changed. In the valley
Shadows rise. The lark sings on. The sun,
Closing his benediction,
Sinks, and the darkening air
Thrills with a sense of the triumphing night—
Night with her train of stars
And her great gift of sleep.

So be my passing!
My task accomplished and the long day done,
My wages taken, and in my heart
Some late lark singing,
Let me be gathered to the quiet west,
The sundown splendid and serene,
Death.

ENTINE

ıer,
.tine.

, my darling,
mentine,
ıne forever,
nentine.

fairy,
ıber nine;
topses
ıtine. (*Chorus.*)

the water,
ıine;
plinter,
rine. (*Chorus.*)

ater,
ınd fine;
swimmer,
ıe. (*Chorus.*)

: the canyon,
h entwine,
other posies,
tine. (*Chorus.*)

rty-Niner,
ınd pine,
jine his daughter,
lementine. (*Chorus.*)

ll doth haunt me,
oaked in brine,
ed to hug her,
draw the line. (*Chorus.*)

LINCOLN'S LETTER TO MRS. BIXBY

November 21, 1864

DEAR MADAM:

I have been shown in the files of the War Department a statement of the Adjutant General of Massachusetts that you are the mother of five sons who have died gloriously on the field of battle. I feel how weak and fruitless must be any words of mine which should attempt to beguile you from the grief of a loss so overwhelming, but I cannot refrain from tendering to you the consolation that may be found in the thanks of the Republic that they died to save. I pray that the Heavenly Father may assuage the anguish of your bereavement, and leave you only the cherished memory of the loved and lost, and the solemn pride that must be yours to have laid so costly a sacrifice upon the altar of freedom.

Yours very sincerely and respectfully,
Abraham Lincoln

* * *

A man is rich in proportion to the number of things which he can afford to let alone.

—Henry David Thoreau

PILGRIMAGE

Sir Walter Raleigh

Give me my scallop-shell of quiet,
My staff of faith to walk upon,
My scrip of joy, immortal diet,
My bottle of salvation,
My gown of glory, hope's true gage,
And thus I'll take my pilgrimage.

LANDING OF THE PILGRIM FATHERS

Felicia Dorothea Hemans

The breaking waves dashed high
On a stern and rock-bound coast;
And the woods against a stormy sky,
Their giant branches tossed;
And the heavy night hung dark
The hills and waters o'er—
When a band of exiles moored their bark
On a wild New England shore.

Not as the conqueror comes,
They, the true-hearted, came;—
Not with the roll of stirring drums,
And the trumpets that sing of fame;—
Not as the flying come,
In silence and in fear;
They shook the depths of the desert's gloom
With their hymns of lofty cheer.

Amidst the storm they sang,
And the stars heard, and the sea!
And the sounding aisles of the dim woods rang
To the anthem of the free;
The ocean eagle soared
From his nest by the white wave's foam,
And the rocking pines of the forest roared:—
This was their welcome home!

There were men with hoary hair
Amidst that pilgrim band;
Why had they come to wither there,
Away from their childhood's land?
There was woman's fearless eye,
Lit by her deep love's truth;
There was manhood's brow serenely high,
And the fiery heart of youth.

What sought they thus afar?
Bright jewels of the mine?
The wealth of seas? the spoils of war?
They sought a faith's pure shrine!

Ay, call it holy ground,
The soil where first they trod!
They left unstained what there they found
Freedom to worship God!

THE LAMB

William Blake

Little lamb, who made thee?
Dost thou know who made thee,
Gave thee life and bade thee feed
By the stream and o'er the mead;
Gave thee clothing of delight,
Softest clothing, woolly, bright;
Gave thee such a tender voice,
Making all the vales rejoice?
Little lamb, who made thee?
Dost thou know who made thee?

Little lamb, I'll tell thee;
Little lamb, I'll tell thee.
He is callèd by thy name,
For He calls himself a Lamb;
He is meek and He is mild,
He became a little child.
I a child and thou a lamb,
We are callèd by His name.
Little lamb, God bless thee!
Little lamb, God bless thee!

LOVE ONE ANOTHER

Holy Bible, John 13:33–35

Little children, yet a little while I am with you. Ye shall seek me: and as I said unto the Jews, Whither I go, ye cannot come: so now I say to you.

A new commandment I give unto you, That ye love one another; as I have loved you, that ye also love one another.

By this shall all men know that ye are my disciples, if ye love one to another.

PAUL REVERE'S RIDE

Henry Wadsworth Longfellow

Listen, my children, and you shall hear
Of the midnight ride of Paul Revere,
On the eighteenth of April, in Seventy-five;
Hardly a man is now alive
Who remembers that famous day and year.

He said to his friend, "If the British march
By land or sea from the town tonight,
Hang a lantern aloft in the belfry arch
Of the North Church tower as a signal light,—
One, if by land, and two, if by sea;
And I on the opposite shore will be,
Ready to ride and spread the alarm
Through every Middlesex village and farm,
For the country folk to be up and to arm."

Then he said, "Good night!" and with muffled oar
Silently rowed to the Charlestown shore,
Just as the moon rose over the bay,
Where swinging wide at her moorings lay
The *Somerset,* British man-of-war;
A phantom ship, with each mast and spar
Across the moon like a prison bar,
And a huge black hulk, that was magnified
By its own reflection in the tide.

Meanwhile, his friend through alley and street
Wanders and watches, with eager ears,
Till in the silence around him he hears
The muster of men at the barrack door,
The sound of arms, and the tramp of feet,
And the measured tread of the grenadiers,
Marching down to their boats on the shore.

Then he climbed the tower of the Old North Church,
By the wooden stairs, with stealthy tread,
To the belfry-chamber overhead,
And startled the pigeons from their perch
On the sombre rafters, that round him made
Masses and moving shapes of shade,—

By the trembling ladder, steep and tall,
To the highest window in the wall,
Where he paused to listen and look down
A moment on the roofs of the town
And the moonlight flowing over all.

Beneath in the churchyard, lay the dead,
In their night-encampment on the hill,
Wrapped in silence so deep and still
That he could hear, like a sentinel's tread,
The watchful night-wind, as it went
Creeping along from tent to tent,
And seeming to whisper, "All is well!"
A moment only he feels the spell
Of the place and the hour, and the secret dread
Of the lonely belfry and the dead;
For suddenly all his thoughts are bent
On a shadowy something far away,
Where the river widens to meet the bay,—
A line of black that bends and floats
On the rising tide, like a bridge of boats.

Meanwhile, impatient to mount and ride,
Booted and spurred, with a heavy stride
On the opposite shore walked Paul Revere.
Now he patted his horse's side,
Now gazed at the landscape far and near,
Then, impetuous, stamped the earth,
And turned and tightened his saddle girth;
But mostly he watched with eager search
The belfry's tower of the Old North Church,
As it rose above the graves on the hill,
Lonely and spectral and sombre and still.
And lo! as he looks, on the belfry height
A glimmer, and then a gleam of light!
He springs to the saddle, the bridle he turns,
But lingers and gazes, till full on his sight
A second lamp in the belfry burns!

A hurry of hoofs in a village street,
A shape in the moonlight, a bulk in the dark,
And beneath, from the pebbles, in passing, a spark
Struck out by a steed flying fearless and fleet;

That was all! And yet, through the gloom and the light,
The fate of a nation was riding that night;
And the spark struck out by that steed, in his flight,
Kindled the land into flame with its heat.
He has left the village and mounted the steep,
And beneath him, tranquil and broad and deep,
Is the Mystic, meeting the ocean tides;
And under the alders that skirt its edge,
Now soft on the sand, now loud on the ledge,
Is heard the tramp of his steed as he rides.

It was twelve by the village clock,
When he crossed the bridge into Medford town.
He heard the crowing of the cock,
And the barking of the farmer's dog,
And he felt the damp of the river fog,
That rises after the sun goes down.

It was one by the village clock,
When he galloped into Lexington.
He saw the gilded weathercock
Swim in the moonlight as he passed,
And the meeting-house windows, blank and bare,
Gaze at him with a spectral glare,
As if they already stood aghast
At the bloody work they would look upon.

It was two by the village clock,
When he came to the bridge in Concord town.
He heard the bleating of the flock,
And the twitter of birds among the trees,
And felt the breath of the morning breeze
Blowing over the meadows brown.
And one was safe and asleep in his bed
Who at the bridge would be first to fall,
Who that day would be lying dead,
Pierced by a British musket-ball.

You know the rest. In books you have read,
How the British Regulars fired and fled,—
How the farmers gave them ball for ball,
From behind each fence and farmyard wall,
Chasing the redcoats down the lane,

Then crossing t
Under the trees
And only pausi

So through the
And so through
To every Midd
A cry of defianc
A voice in the
And a word th
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WHAT Y

Whatever hour God
hand nor put off joys
you have been you ma
reason and wisdom tha
a wide expanse of sea,
rush across the sea. 'Tis
and cars we seek to mak

Then crossing the fields to emerge again
Under the trees at the turn of the road,
And only pausing to fire and load.

So through the night rode Paul Revere;
And so through the night went his cry of alarm
To every Middlesex village and farm,—
A cry of defiance, and not of fear,
A voice in the darkness, a knock at the door,
And a word that shall echo for evermore!
For, borne on the night-wind of the Past,
Through all our history, to the last,
In the hour of darkness and peril and need,
The people will waken and listen to hear
The hurrying hoof-beats of that steed,
And the midnight message of Paul Revere.

WHAT YOU ARE SEEKING IS HERE

Horace

Whatever hour God has given for your weal, take it with grateful hand nor put off joys from year to year; so that in whatever place you have been you may say that you have lived happily. For if 'tis reason and wisdom that takes away cares and not a site commanding a wide expanse of sea, they change their clime, not their mind, who rush across the sea. 'Tis a busy idleness that is our bane; with yachts and cars we seek to make life happy. What you are seeking is here.

DOT

U.S. Department of Transportation
Office of the Secretary of Transportation

Assistant Secretary

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

OFFICE OF THE ASSISTANT SECRETARY FOR PUBLIC AFFAIRS

TELECOPIER INFORMATION SHEET

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