

Originally Processed With FOIA(s):

S

FOIA Number:

S

FOIA MARKER

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

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

OA/ID Number: 13770
Folder ID Number: 13770-006

Folder Title:
Los Angeles Transportation Event 9/19/91 [OA 8328] [2]

Stack:	Row:	Section:	Shelf:	Position:
G	26	21	6	2

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.

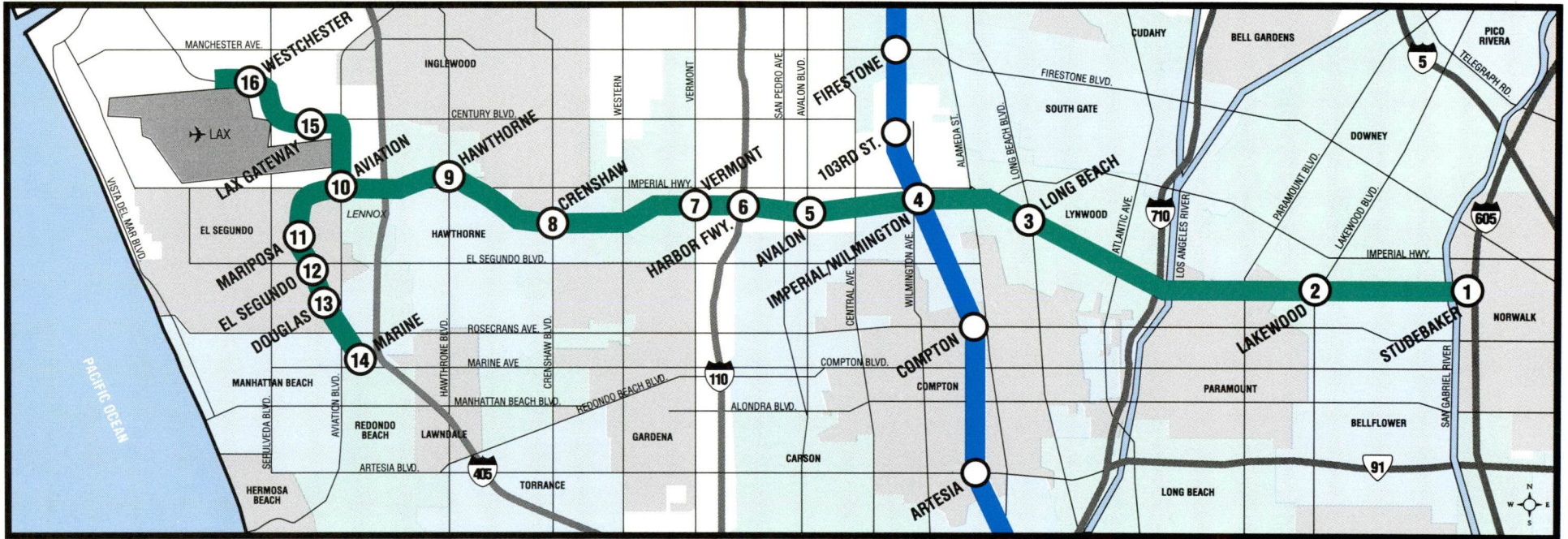
Operations Begin: Fall, 1994.

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.

- See Skinner will be there - 8-10 minutes
- outside in front of construction site

From Cab
Affairs
Doug Adair

**LOS ANGELES, CALIFORNIA
PROPOSED SURFACE TRANSPORTATION EVENT**

BACKGROUND

The Los Angeles Metro System at present has three lines either operating or under construction: the Blue Line, the Red Line and the Green Line. It is intermodal, in that in some cases the rail line runs down the center of a highway, flanked by High Occupancy Vehicle lanes, and it connects in designated areas to bus terminals and the airport. The 22-mile Blue Line, connecting Long Beach to Los Angeles, opened in July of 1990 and has been very successful to date, with ridership surpassing expectations. The 17.4-mile Red Line, which is currently under construction, will connect Union Station in downtown L.A. to North Hollywood. The first section of the Red Line is scheduled to open in September 1993, with the entire line completed in 2001. Also presently under construction, the Green Line will be a 23-mile line running east-west from Norwalk to LAX, with a three-mile north-south branch at LAX. The Green Line will open in the fall of 1994.

SUGGESTED EVENT

To commend L.A. for local funding, investment for the future and technological innovation in transportation, the President and the Secretary would visit a selected site on the Green Line to view construction progress. A construction "milestone" could be announced with the appropriate state and local officials. The President and Secretary inspecting the site would be the photo.

RATIONALE

The Green Line is the appropriate line to visit for several reasons. 1) It is intermodal in that it will run down the center of I-105 (the Glenn Anderson Freeway), connecting to bus terminals and to LAX. I-105 will also have HOV lanes. This is a perfect example of the multi-modal philosophy in the National Transportation Policy and STAA. 2) It is completely locally-funded, representing the increased local level of commitment encouraged in STAA. In November 1990, the voters of Los Angeles County approved a second half-percent sales tax, providing \$400 million annually for rail, bus and HOV construction. This, paired with the earlier Proposition A half-percent, funds the estimated \$886 million construction cost of the Green Line. 3) It reflects the high technology emphasis of STAA, in that the Green Line is the first fully-automated rapid transit line in the United States. Only three other transit operations in the world have computer-operated, driverless systems: Vancouver, Canada; London, England; and Lille, France. 4) It is sensitive to the environment and will alleviate congestion, utilizing park-and-ride facilities and bus connections. Air pollution and traffic congestion are two major concerns to residents of Southern California.

POSSIBLE SPEECH FORUM

There are several business groups, such as the Town Hall, that could serve as excellent forums for the President to highlight his '92 domestic legislative concerns: STAA and the crime bill.

DOUG GAMBLE

Sept. 11/91

424 - 36th Place
Manhattan Beach, CA 90266
(213) 546-8409



TO: CHRISTINA MARTIN

L.A. SUBWAY (Curt Smith)

BEFORE ONE OF MY AIDES TOLD ME I'D BEEN INVITED TO SPEAK AT A TRANSPORTATION EVENT, HE SAID "HOW WOULD YOU LIKE TO HAVE A MOVING EXPERIENCE?"

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.

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.

(Assuming Dodgers & Braves are still neck & neck.)

THE KEY TO UNLOCKING GRIDLOCK IS GETTING MORE COMMUTERS OUT FROM BEHIND THE WHEEL OF THEIR CARS, AND BEHIND THE IDEA OF PUBLIC TRANSPORTATION.

THE WHITE HOUSE
WASHINGTON

September 4, 1991

MEMORANDUM FOR THE PRESIDENT

THROUGH: DAVID DEMAREST
TONY SNOW *TS*

FROM: BETH HINCHLIFFE *BH*

SUBJECT: NATIONAL ASSOCIATION OF TOWNS AND TOWNSHIPS

On Friday, September 6, at 10 a.m., in the Hyatt Regency in Washington, you will address an audience of approximately 1,000 people from across the country who are attending the National Association of Towns and Townships conference.

2491
Your remarks (10 minutes, teleprompter) focus on major Administration initiatives having a direct impact on American towns -- particularly transportation and education.

(Hinchliffe/Blymire)
September 4, 1991 5 p.m.
NATAT.TS Draft Five

**PRESIDENTIAL REMARKS: NATIONAL ASSOCIATION OF TOWNS AND TOWNSHIPS
September 6, 1991
Hyatt Regency, Washington, D.C.**

You know, this week doesn't mark the end of summer just for schoolchildren across this country. I'm back at my desk too. But I won't bore you with a speech titled "What I did on my summer vacation." \ Well, okay: I will tell you my reaction when I received a phone call on August 19th saying: "It's a crisis!" I responded: "I've already heard enough about Barbara's golf game."

Thank you for giving me the chance to meet with you today. You know, President Eisenhower talked of "the great and priceless privilege of being raised in a small town." I understand because I, too, had that privilege. The towns of my youth and of my children's youth were all very different from each other -- from the treelined streets of Greenwich, Connecticut to the salt air of Kennebunkport to the dusty, oil-patch plains of Midland, Texas. But they also had much in common.

Our towns nurture dreams and nourish values. Think of the ideals of integrity, hard work, and caring for others instilled in a young boy growing up in Pinpoint, Georgia. Today, that man stands ready to serve on the highest court in this land. Clarence Thomas embodies the virtues America -- and all her towns and townships -- hold dear.

I'm glad to be here with people from the towns that form this nation's backbone. You know what Thomas Jefferson meant when he said American townships "have proved themselves the

wisest invention ever devised by the wit of man for the perfect exercise of self-government, and for its preservation."

You understand the problems that challenge our country. You understand them not from a bureaucrat's safe distance, but from the embattled position of public servants whose neighbors call to complain about services -- or the lack thereof. You understand the real basics of local government, and that's why you're our country's future and our country's hope.

Our domestic policy begins with you -- the people of this land. In Washington and in the states, politicians and officials have learned that we can't just hurl money at problems. We take enough of people's money as it is: If we want to do our jobs, we must make better use of the vast sums already at our disposal.

More fundamentally, we must recognize the genius of our own people. We must trust them -- trust you -- to find answers, to do good things, to make America work. We must make our government more responsive, more local. And we must learn from the real professionals -- you, the NATAT representatives. You're the voice of small-town America.

That's a considerable voice, of course. Eight of ten governmental bodies in this nation represent communities with 5,000 or fewer residents. And you will have to teach the other 20 percent how to live within their means.

Your strengths begin with your commitment to the American idea of civic responsibility. Many of you are part-time officials, volunteers. You give your time to your communities.

You emphasize creativity and innovation -- what folks in my birthplace of Milton, Massachusetts would call "old-fashioned Yankee ingenuity." Sometimes, you exhaust your ingenuity just trying to escape regulatory handcuffs placed upon you by federal and state mandates. I'm concerned about those mandates, and I believe strongly in the importance of cooperation among all levels of government.

Our Administration also remains committed to the common-sense approach of the Regulatory Flexibility Act -- one that lets you use your common sense to solve your own problems -- and I will direct federal departments and agencies to follow the spirit and the letter of that law. \\\

Speaking of creativity, I want to add my congratulations to Bill Herman of Weare, New Hampshire. Bill won your Grassroots Government Leadership Award by producing ideas for cutting costs without slashing services. \\ Maybe I should call on Bill's help in solving a big problem -- because when I asked my staff how we could improve our crisis management, they said: "How about a calendar that doesn't have August on it." \\\

All of you here have helped develop public/private partnerships -- a crucial concept as we gear up for the unique problems of the 21st Century. The alliance between your National Center for Small Communities and private sector sources like the Kellogg Foundation sets an example for others to follow.

Because of your strengths, your successes and your leadership -- today I ask you to lead one of our greatest

battles: Making our nation's schools the world's best.

Our Administration introduced an education strategy five months ago. We call it "America 2000," and it involves four different tracks: accountable schools for today; a new generation of schools for tomorrow; a nation of students committed to a lifetime of education; and communities where learning can happen.

You play a critical role in making the entire strategy work -- and especially Track Four: building communities that value, support, encourage and advance education. It's no coincidence that we historically have entrusted this fundamental responsibility -- education -- to communities. We now call upon you to enlist in our national crusade to improve education community-by-community. First, you must adopt the education goals established 18 months ago following the education summit with the nation's governors. Then you can begin to develop a community plan to reach the goals -- to design a report card to measure your progress -- and to create your own "break the mold school" -- one that builds upon your unique strengths and takes into account your special needs and circumstances. \\\

As we immerse ourselves in the challenges of the 90s, our Administration also will look to you for leadership in other areas. For instance, Congress is debating the five-year re-authorization of the nation's surface transportation system. We need your help in getting a system that spends money to address needs -- and not just support politicians' careers.

We've called in our bill for increased investment in infra-

structure. But, frankly, simply spending more money isn't the answer -- we need more sensible programs. More than half of all Congressionally-mandated transportation projects don't even show up on state priority lists. You might like some of the programs your member of Congress slips into legislation, but in the end, Congress usurps local power for its own purposes -- making decisions in Washington that affect the lives and pocketbooks of people in Berea, Kentucky, or Mount Wolf, Pennsylvania.

So: If Congress sends me a transportation bill with a gasoline tax, I will veto it. We must not let Congress raise the gas tax for projects towns don't even need. We won't let it raise tax that will do nothing except squeeze local economies and lighten workers' already-thin pocketbooks. My highway bill will invest in infrastructure without raising taxes or busting budget caps.

We believe in letting communities shape their own futures - - and this belief lies at the heart of our Community Opportunity Act. This proposal invites communities to think of new ways to solve old problems -- and it lets all of us adopt a more flexible approach to domestic social programs. It puts the emphasis on results, and not on procedures cooked up in Washington. After all, when someone wants food or shelter or schooling, what's more important, the service -- or the government paperwork?

This common-sense approach, giving local governments greater flexibility, led us to propose turning over \$15 billion in federal money to the states. This initiative will give decision-making power to the people whose lives those decisions will

affect. Quite simply -- that's the fundamental principle on which this Administration functions.

This "turnover proposal," and the Act itself, grow out of the basic assumption that government assistance programs should lead people to self-sufficiency. There's no better way to do this than rebuilding these programs from the bottom up: based on plans developed right at the community level.

I talked about Jefferson earlier: If we want to remain true to the spirit of his philosophy, we must empower communities to control their own futures. \\ Our domestic policy isn't a spending policy -- it's designed to increase personal freedom and to produce results -- not just expensive rhetoric. This is the way to approach all this country's challenges -- it's an extraordinary opportunity and it's essential that we get it enacted and in use.

Thank you for your work and your example. Even with whatever problems our towns may face, I know we'd all agree with writer Catharine Sedgwick, who loved her town of Stockbridge, Massachusetts. Someone once told her that she spoke about Stockbridge as if it were heaven. "Well," she replied, "I expect no very violent transition." \\ \\

Good luck to all of you -- and may God bless the towns to which you return.

#

THE WHITE HOUSE

Office of the Press Secretary

For Immediate Release

February 13, 1991

FACT SHEET

THE SURFACE TRANSPORTATION ASSISTANCE ACT OF 1991

President Bush today announced transmittal to Congress of the Administration's Surface Transportation Assistance Act of 1991. The bill reflects the President's determination to strengthen significantly the nation's surface transportation infrastructure by increasing the federal investment in transportation and building a stronger partnership with the states.

The Administration's bill proposes a \$105.4 billion investment over the next five years in highways, mass transit and highway safety programs. The proposal represents a new vision for surface transportation to meet the needs of an increasingly mobile society.

GOALS OF THE BILL

The bill is an important part of what the President described in his State of the Union address as "a forward-looking plan of action" to provide "long-term investments for the next American century." It implements basic goals outlined by Transportation Secretary Samuel Skinner and the Administration's National Transportation Policy, released in March 1990. The bill would:

1. Increase infrastructure investment. A strong surface transportation system is critical to ensuring the mobility of our nation and the competitiveness of our economy. The bill proposes to increase spending on highways from \$14.6 billion in FY 1991 to \$20.3 billion in FY 1996 -- a 39 percent increase over the next five years. Mass transit capital funding will increase by 25 percent to \$2.9 billion. The bill also contains new incentives for private sector investment in toll roads.
2. Restructure the federal highway system. The 43,000 mile Interstate Highway System has united America and stimulated our nation's growth. Now that the system is over 99 percent complete, the President is proposing a new 150,000 mile National Highway System. This system will include the present Interstate System and other roads of national significance. In addition, the proposal consolidates

several present funding categories into the new Urban and Rural Program. The present Bridge Program will be retained with substantially increased funding. This new structure will improve program efficiency and better focus federal funds on our nation's most important highways.

3. Provide greater flexibility to states and local governments.

The proposal strengthens the federal, state and local partnership. States and local governments will have far greater discretion in selecting projects for funding and will participate in designating the new National Highway System. They will, for the first time, have broad flexibility to use funds for either highways or mass transit. New requirements for modern management systems and performance-based accountability at the state and local level will ensure cost-effective management of our transportation resources.

4. Assure a safe and efficient system. For the transportation system to serve the needs of America, it must be safe and efficient. The President's proposal meets both needs. The proposal increases funding for highway safety by 34 percent over the next five years, and provides incentives for states to adopt tough anti-drunk driving measures and promote increased seat belt use. The proposal will also call for the elimination of duplicative and costly state regulations governing the rates and services of interstate motor carriers.

The President's bill is divided into three main parts: the Federal-aid Highway Program, the Mass Transit Program and the Highway Safety Program. These three programs are described below.

THE MAJOR PROGRAMS

I. THE FEDERAL-AID HIGHWAY PROGRAM

The bill proposes to invest \$87.7 billion in highways over the next five years. It restructures the federal highway system into three main components:

- o The new National Highway System will encompass some 150,000 miles, including the existing Interstate System and other principal arterial routes. Funding for the National Highway System (NHS) will increase from \$7.7 billion in 1992 to \$11.2 billion in 1996.

The NHS will reflect the major demographic and travel changes that have occurred since the Interstate routes were designated. It will be an interconnected system of

*As
LA System
Proven
Success story
of local
funding
results*

principal arterial routes serving major population centers, rural areas, ports, airports and international border crossings. Designation of the routes will be made through consultation with state and local government officials. The federal matching share will be 75 percent, except for repairing or improving the operation of Interstate highways, which will be at 90 percent.

- o The new Urban and Rural Program will consolidate several existing programs and provide funding for approximately 700,000 miles of non-local roads. Funding for the program will be increased from \$3.9 billion in 1992 to \$5.7 billion in 1996. States will have greater flexibility in selecting projects for funding within this program and may use federal funds for either highway or mass transit capital projects. The federal matching share will be 60 percent.
- o The Bridge Program will provide funding for the rehabilitation and replacement of existing bridges. Funding will increase by 50 percent, going from \$1.8 billion in 1992 to \$2.8 billion in 1996. The federal matching share will be 75 percent.

In addition, the proposal will remove the restriction on the use of federal funds for the construction and improvement of toll roads and will encourage private participation in the construction and management of toll roads. The federal share for toll projects will be up to 35 percent. To reduce traffic congestion and improve air quality, the Secretary of Transportation may permit, on an experimental basis, large cities with serious air quality problems to impose rush hour fees on drivers.

The bill also contains proposals to encourage new technologies including:

- state of the art toll collection systems, which can electronically "read" a car and register a toll charge without requiring the car to stop; and
- intelligent vehicle highway systems, often referred to as "smart cars" and "smart highways," which integrate the vehicle, the driver, and the highway through electronic warning and vehicle/traffic control systems.

II. THE MASS TRANSIT PROGRAM

The mass transit program consists of two major components: a formula program that provides grants to transit systems and a discretionary program that assists with major construction projects. The discretionary program will include the most cost

effective new construction projects, funding for innovative approaches to solving transportation problems and activities addressing the needs of users with disabilities.

The entire mass transit program will be funded from the Mass Transit Account of the Highway Trust Fund. This will more equitably distribute user fee revenues and will provide state and local decision-makers with a more predictable and stable federal funding source.

The bill proposes a shift in federal support, from operating subsidies to more capital spending. The bill also encourages maintenance of existing transit fleets.

Consistent with the Administration's commitment to research and new technology, the bill provides for increased and flexible funding for research and proposes a new and expanded partnership with the transit community to foster innovative solutions to transit problems.

The proposed five-year funding for mass transit programs totals \$16.3 billion. The federal matching share is 60 percent for the formula grant program, 50 percent for the discretionary program and 75 percent for planning grants.

III. HIGHWAY SAFETY PROGRAMS

The bill places an increased emphasis on safety. Funding for highway safety programs financed by the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA) will be increased from \$355 million in 1991 to \$436 million in 1992 and to \$476 million in 1996. Five-year funding for highway safety programs will total \$2.3 billion.

These programs consist primarily of grants to the states in support of safety initiatives. All NHTSA programs will be funded from the Highway Account of the Highway Trust Fund. NHTSA's current highway safety grant program will continue, with the federal share at 60 percent. Safety bonuses from existing NHTSA and FHWA programs will be provided to states that satisfy certain criteria relating to their highway safety programs, especially an aggressive effort to remove drunk drivers from our highways.

#



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

13 SEPT 91
DATE

THE FOLLOWING 5 PAGES (INCLUDING COVER SHEET) ARE FOR:
Michelle Dix NAME OF INDIVIDUAL
WHITE HOUSE SPEECHWRITING COMPANY NAME
456-6218 DESTINATION

THE FOLLOWING PAGES ARE FROM: Kelly Johnston

COMMENTS:
Per our conversation. Thank you for your patience.
Hope THIS HELPS.

IF YOU DO NOT RECEIVE ALL PAGES, PLEASE CALL Kelly or Linda
AT 366-4531 PROMPTLY.

THANK YOU

*Redraft
Cab Affairs*

(Smith/Nix)
September 12, 1991
Draft Three, 2:30pm
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 where the present and future merge -- 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 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 because of what California is doing, and has done, to bring sanity and common sense to urban transit. I speak, particularly, of your Metro System -- a pioneering initiative to get more commuters out from behind the wheel of their cars -- and behind the idea of public transportation. //

Metro System will help move people in and out of the central city. It is intermodal -- combining rail, car, bus, and air transportation. / It uses high technology creatively, and dramatically -- the Green Line marks the first fully automated rapid transit line in America. / It is State and locally funded.

*Cab Aff.
Doug Adair
Fact Sheet*

[Signature]
yes.

ved

*Cab App.
Doug
Fast
Sheet*

what's more, it respects the environment and will increase transit options -- utilizing bus connections and park-and-ride facilities. //

Metro System shows that working together -- government, business, and individuals -- we Americans can do anything. // It also shows what we had in mind when, last February, 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 / and to increase funding for what does. //

*Pres.
Documents
Feb 13, 1991
speech*

((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 you.")) //

Our legislation will turn that record off. It will reduce the backlog of roads and 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 who use public transit. It will maintain and improve mass transit in urban areas like Los Angeles. / And under this legislation, mass-transit funding will become more stable and equitable. //

*Pres
Documents
Feb 13, 1991*

*Betsy
Anderson
Dir. Pol
Development*

*Pres
Documents
Feb 12, 1991*

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. ((Maybe we can even ease L.A.'s legendary traffic problems. Someone told me

*Pres
Documents
or
Betsy
Anderson
info X 27774
Dir. Pol
Dev.*

Mar 6

197 days

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.)) // Under our bill, funds for capital investment and mass transit will increase 25 per cent. And we've proposed a 34 per cent jump in funding for highway safety programs. //

DOT's Marion Blakey Asst Sec for Pub Affairs Memo

Last March, I challenged Congress to pass this bill in 100 days. Well, it's 200 days and counting -- and what's the box 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 Congressional porkbarrel projects. //

Betsy Anderson Memo

Let me 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. //

OK ✓

DOT and NATAT speech

Betsy Anderson Pres Doc Townships

Metro System is a project California wants -- and needs.

Congratulations on your success so far and I shall return 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.

#

#

#

A redraft by DOT

Fact Check copy

Received from Kelly Johnston (KJ)

C- his changes

NOT FINAL SPEECH JUST COMMENTS

(DOT)
September 13, 1991
Draft Four, 10:00 a.m.
TRANS

Gov. Wilsons
(916) 445-2841

PRESIDENTIAL REMARKS: INTERSTATE 105
LOS ANGELES, CALIFORNIA
THURSDAY, SEPTEMBER 19, 1991

Governor Wilson. Senator Seymour. Mayor Bradley.

((ACKNOWLEDGEMENTS)). Thank you for that introduction, and for the chance to be in a State where the present and future merge -- the Golden State of California. //

I am here today to congratulate Los Angeles and California for their initiative, their leadership, in advancing a project that symbolizes the kind of transportation planning, high technology, and teamwork America needs to compete successfully in the world marketplace. //

Interstate 105 dramatizes the federal, state and local relationship at its best. The federal role is focused on construction of the Interstate, including HOV lanes, which will improve the movement of people and goods not just within the city, but between markets and all modes of transportation -- from Los Angeles International Airport and southern California's port facilities. //

The state and local role is focused on the efficient movement of commuters, and unclogging the Los Angeles area's notorious congestion. I congratulate California and the Los Angeles area for its commitment of over a billion dollars, including the total price tag for the new Green Line. //

This important project also symbolizes America's need for greater infrastructure investment at every level. When we unveiled our transportation plan more than seven months ago, we proposed investing thirty-nine percent more in highways, primarily by focusing investment in a 150,000-mile National Highway System. Interstate 105 will be an important link in that new system. //

KJ
Fact Sheet
Pres Doc
2/13/91

Interstate 105, particularly with the Green Line using its median strip, also symbolizes the need for investment in high tech solutions to congestion and other transportation problems. 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 addresses the need to reduce the number of commuters who drive alone. All over America, including California, we are seeing "smart car, smart highways" programs that help drivers move more safely and freely.

yes
KJ
KJ
KJ
Car
Fund

//

There are many other important innovations in our transportation plan, including more flexibility for state and local transportation officials on how federal dollars are spent, and more capital investment for transit. But we are facing one big hurdle that needs to be cleared -- the Congress. //

DOT

It's been almost 200 days now since I asked the Congress to present me with a surface transportation bill I could sign -- in 100 days. The Senate has passed its bill, but now action is

DOT
Marion
Blakey

✓ KJ

stalled in the House on a bill that would pave America with pork, and stick the driving public with a nickel gas tax increase to pay for it. //

Pres
Down
NATAT
speech

There are more than 500 special interest projects in their bill, less than half of which appear on any state's priority list.

KJ

Congress seems intent on taking away the ability of state and local officials to make their own decisions. We need to loosen the federal apron strings on state and local governments. //

And the House bill violates both the spirit and the letter of the budget accord we agreed to 11 months ago. //

KJ
✓

We do not need a gas tax increase that hits low and middle income Americans hardest to increase investment in our infrastructure. And we do not need to waste money on congressional projects that cities and towns do not want and have not asked for. //

I call on the House to end its logjam by cutting away the lard and removing the gas tax increase from its bill. If they do that, right now, we can begin work on a compromise that moves America forward. //

CHANGE Oct 7 1991

Our current surface transportation programs expire in just 18 days. We cannot afford the disruption in many construction and safety programs that would occur if Congress lets the current programs expire. Nor can we afford a lengthy delay in

11 days

implementing a five-year plan that puts in place the concepts and policies we proposed to the Congress. I'm pleased to see that many of those concepts are advanced in both the Senate's and House's plans. //

KJ
of
MB memo
from DOT

KJ

Congratulations on your success so far. I shall return for I-105's and the Green Line'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, California, and the United States of America. //

#

Last March
how many
days
Sept 19



**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

Assistant Secretary

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

MEMORANDUM

TO: JANET HALE
ASSOCIATE DIRECTOR, ECONOMICS AND GOVERNMENT
OFFICE OF MANAGEMENT AND BUDGET

FR: MARION C. BLAKEY
ASSISTANT SECRETARY FOR PUBLIC AFFAIRS

RE: TALKING POINTS FOR INTERSTATE I-105 SITE
FOR LOS ANGELES SURFACE TRANSPORTATION EVENT

- * The location dramatically illustrates several aspects of Administration policy, including: global competitiveness, intermodalism, high technology, increased state and local funding, and environmental sensitivity.
- * Physically, the site shows a major Interstate under construction with ribbons of concrete and construction activity and workers all around.
- * The project highlights local leadership and initiative at its best. Federal funding is focused on that aspect of the project involving intercity, interstate and international travel; local funding is focused on the transit portion and moving commuters. It involves excellent planning using high technology and intermodal connections to take advantage of the most up-to-date methods in Interstate development and congestion relief.
- * The site chosen is in close proximity to Los Angeles International Airport and provides key access for movement of cargo destined for here and abroad. The project also provides greater ease of access to the airport for national and international business travelers, by car or rail.
- * It is also centered in El Segundo, site of the aerospace and defense industries in the area and one of southern California's major, successful employers. It is key to improving the local economy as well as increasing access to Los Angeles' major ports, airports, all of northern California and points east.

- * Specifically, the project combines traditional Interstate open-access lanes with HOV lanes and a rapid rail transit line, the Green Line. The major funding for Interstate 105, also known as the Glenn Anderson freeway, is drawn from Interstate funds with a substantial local component. The Green line is completely state and locally funded, thanks to a half-percent sales tax approved by Los Angeles County voters in November 1990 and earlier Proposition A funding.
- * The Green Line aspect of the project -- a 23 mile, fully automated rapid transit line will be the first of its kind in the United States and one of three in the world with computer operated, driverless systems. The Green Line will link the freeway to bus terminals and Los Angeles International Airport.
- * The I-105 project addresses the number one transportation issue of interest to the media in both Los Angeles and the United States -- traffic congestion -- through utilization of park-and-ride facilities and bus connections, which will also help reduce air pollution.
- * Secretary Skinner held a similar, highly successful event at another I-105 construction site which was well covered and received by the Los Angeles media.
- * If the President is asked about the need for increased federal funding of mass transit in light of the current debate on the Hill, he could note the following:
 - First, the Green Line is completely state and locally funded (this is true also for the Blue Line. The Red Line, which does not connect with this site or the Green Line, is the only part of the system with Federal funding and is specifically included in the Administration's FY92 budget).
 - Second, that traditional forms of transit along with HOV lanes and park-and-ride facilities that encourage ridership are the best solutions to congestion.
 - And third, by stressing the need for greater capital investment in these kinds of high tech solutions -- perhaps pointing out the Administration has proposed focusing 25% more funding for transit capital investment in the next five years, along with the flexibility for state and local governments to divert up to 40% of highway funds to mass transit.

The full House has
Committee have not
yet acted
has on Surface
Pub Works Transportation
& Tran legislation
leaders transportation
passed

To Michele
Date 9/17 Time 5:00

WHILE YOU WERE OUT

M Joyce
of Chicago Bulls
Phone 312 943-5880
Area Code Number Extension

TELEPHONED	<input checked="" type="checkbox"/>	PLEASE CALL	<input type="checkbox"/>
CALLED TO SEE YOU	<input type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>
WANTS TO SEE YOU	<input type="checkbox"/>	URGENT	<input type="checkbox"/>

RETURNED YOUR CALL

Message _____

tc
Operator

Fact Check Copy

Craig Kay

(Smith/Nix)
September 13, 1991
Draft Four
TRANS

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

Governor Wilson. Senator Seymour. Mayor Bradley. Thank you for that introduction, and for the chance to be a in State where the present and future merge -- the Golden State of California. //

((Before one of my aides 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 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 to congratulate Los Angeles and California for their leadership in advancing a project which symbolizes the kind of transportation planning, high technology, and teamwork America needs to compete in the world marketplace. //

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

The federal role is focused on construction of the Interstate -- including HOV lanes. The project will improve the

Kelly Johnston
subp
KT
DOT

KT

movement of people and goods not just within the city, but between markets and between modes of transportation -- from Los Angeles International Airport and southern California's port facilities. //

KJ ✓

State and local governments have joined to help commuters move more efficiently -- and to unclog Los Angeles area roads and highways. / I salute California and the Los Angeles area for its commitment of over a billion dollars -- including the total price tag for the new Green Line. //

KJ ✓

KJ ✓

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 investing 39 percent more in highway funding -- primarily by focusing investment in a 150,000 mile National Highway System. //

KJ ✓
Pres Docs
2/13/91

((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 you.")) //

Our transportation plan will turn that record off. 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 congestion and other problems. /

LA's
Green Line
Metro Map

KJ ✓

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 addresses the need to reduce the number of commuters who drive alone. / All over America -- including California -- we are seeing "smart car, smart highways" programs which help drivers move more safely and freely. //

KJ ✓

((Maybe our plan can even 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 mover faster than the cars.)) //

There are other innovations in our transportation plan -- including more flexibility for state and local transportation officials on how federal dollars are spent, and more capital investment for transmit. But we still face one big hurdle that needs to be cleared. Yes, I'm talking about the Congress. //

DOT ✓

Last March, I challenged Congress to pass our bill in 100 days. Well, it's 197 days and counting -- and what's the box score? Sadder than a Dodgers' loss. // The House of

Representatives has produced a bill that would pave America with pork. 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 Congressional porkbarrel projects. //

Fact Sheet acted the ✓
OK per DOT's Kelly Johnston

Let me say: No way. We need a transportation system that spends money to address local needs -- and not just support political careers. // The incredible fact is that there are more than 500 special interest projects in the House's bill -- and more than half of these projects don't even show up on State and

DOT
Marion Blakey
or KJ

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. //

I-105 and the Green Line are projects California wants -- and needs. They are examples of how transportation infrastructure can make us more competitive in the global economy. They show California leading the way toward a brighter tomorrow. //

For that, I congratulate you. I'll be back for I-105's and 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.

#

C?

P.105
Am the
Quotable