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FOIA Number:

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# FOIA MARKER

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

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**OA/ID Number:** 13581  
**Folder ID Number:** 13581-003

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**Folder Title:**  
Metro System - Los Angeles 9/19/91 [OA 6036] [1]

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

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# WHITE HOUSE STAFFING MEMORANDUM

DATE: 9/17/91

ACTION/CONCURRENCE/COMMENT DUE BY: ---

SUBJECT: PRESIDENTIAL REMARKS: TRANSPORTATION EVENT

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

REMARKS:

The attached has been forwarded to the President.

RESPONSE:

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

THE WHITE HOUSE  
WASHINGTON

01 SEP 16 P6:22

September 16, 1991

MEMORANDUM FOR THE PRESIDENT

THROUGH:           DAVID DEMAREST  
                  TONY SNOW *TS*

FROM:               CURT SMITH *S*

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 Secretary Skinner and Senator John Seymour.

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 discuss elements of your transportation bill and Congress's failure to answer your 100-day challenge.

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

PRESIDENTIAL REMARKS: I-105  
LOS ANGELES, CA.  
THURSDAY, SEPT. 19, 1991

Secretary Skinner. Senator Seymour. 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. //

((Before one of my aides told me I'd been invited to visit this transportation project, 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. //

The project will improve the movement of people and goods not just within the 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 lanes. / 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 their commitment of over a billion dollars -- 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 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 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 improve America's roads. 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. /

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 commuters to car-pool. / All over America -- including California -- we are seeing "smart car, smart highways" programs which help drivers move more safely and freely. //

((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 move 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 / 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. Yes, I'm talking about the Congress. //

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 percent of the proposed gas tax can be spent on Congressional porkbarrel projects. //

Let me say: No way. We need a transportation system that spends money to address national needs -- and not one which

simply furthers 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 local priority lists. Here's another fact: If Congress sends me a transportation bill that contains a gasoline 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 Californians want -- and need. 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. //

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.

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#

#

join: 85-year-old Esther Wilson has been working with at-risk kids in Salem for nine years. Members of a local church help students with languages -- but they're also building a playground. In Salem, you see, people understand that you must help kids be students -- without forgetting that they're kids, and ought to experience life's joys as well. The community encourages parents to volunteer to do anything at all -- this enriches the school and makes citizens feel better about themselves.

There are thousands of stories like these; and you can write your own versions in your own neighborhoods. America can't afford to wait -- or waste -- a generation. As we look ahead to the year 2000 we must answer the call -- "Let tomorrow begin today."

Here in Oregon, we must answer that call by working hard to return Bob Packwood to the Senate. \\

Thank you for this chance to visit with you here in Portland. I'll remember this day next spring when I welcome the Trailblazers to the White House after they win the NBA title. \\ Oh, boy -- that's going to get me in trouble later, because my next stop is Los Angeles. And tomorrow I visit -- you guessed it -- Chicago. \\

Well, again, thanks for your welcome and your support. God bless you all.

# # # # #

THE WHITE HOUSE

WASHINGTON

September 13, 1991

MEMORANDUM FOR TONY SNOW

FROM: ROGER B. PORTER *RBP*

SUBJECT: Presidential Remarks: Metro System

We have reviewed the attached presidential remarks and have noted several suggested changes on the draft.

Please contact us if you have any questions or if we can assist you in any other way.

cc: PHILLIP D. BRADY

# WHITE HOUSE STAFFING MEMORANDUM

DATE: 9/12/91 ACTION/CONCURRENCE/COMMENT DUE BY: FRIDAY 9/13/91 5:00 pm

PRESIDENTIAL REMARKS: METRO SYSTEM  
LOS ANGELES, CALIFORNIA

SUBJECT: THURSDAY, SEPTEMBER 19, 1991

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

REMARKS:

Please forward your comments directly to Tony Snow, Rm. 122, x2930, no later than 5:00 p.m., FRIDAY, SEPTEMBER 13, with a copy to this office. Thank you.

RESPONSE:

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

which, through combined Federal, state and local funding, will improve the efficient movement of people and goods in and out of the center city through a variety of transportation options, while reducing congestion and pollution.

(Smith/Nix)  
September 12, 1991  
Draft Three, 2:30pm  
TRANS

91 SEP 12 P3:07

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 <sup>e</sup> 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.)) //

transportation planning.

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.~~ //

Glenn Anderson  
Freeway

↓  
Should refer to the entire highway/metro project. Does it have a name?

The system

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

and

entirely

check with DOT whether metro is state funded.

with its use of high-occupancy vehicle lanes and park-and-ride facilities

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

and airport

Refer to entire project

← [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. //

((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. //

Rider

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

For this correct? STET  
(Stacy high)

### Rider

It will focus Federal funds on roads of national significance. The bill will also give state and local authorities flexibility to use funds for either highways or transit systems. And under this legislation, incentives for toll roads will encourage greater use of private funds to support our road system.

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. //

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. //

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. // need

← 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

in

Congress has tried to add to our bill

Refer to entire project

Is this firm?

of this project

you for a wonderful day. God bless you, and the United States of  
America.

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# WHITE HOUSE STAFFING MEMORANDUM

91 SEP 13 P2:49

DATE: 9/12/91 ACTION/CONCURRENCE/COMMENT DUE BY: FRIDAY 9/13/91 5:00 pm

PRESIDENTIAL REMARKS: METRO SYSTEM  
LOS ANGELES, CALIFORNIA

SUBJECT: THURSDAY, SEPTEMBER 19, 1991

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

REMARKS:

Please forward your comments directly to Tony Snow, Rm. 122, x2930, no later than 5:00 p.m., FRIDAY, SEPTEMBER 13, with a copy to this office. Thank you.

*OK Counsel*

*OK DS*

RESPONSE:

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

(Smith/Nix)  
September 12, 1991  
Draft Three, 2:30pm  
TRANS

91 SEP 12 P3:07

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 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.

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. //

((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. //

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

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. //

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. //

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. //

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.

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# WHITE HOUSE STAFFING MEMORANDUM

DATE: 9/12/91

91 SEP 13 P3:46

ACTION/CONCURRENCE/COMMENT DUE BY: FRIDAY 9/13/91 5:00 pm

PRESIDENTIAL REMARKS: METRO SYSTEM  
LOS ANGELES, CALIFORNIA

SUBJECT: THURSDAY, SEPTEMBER 19, 1991

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

REMARKS:

Please forward your comments directly to Tony Snow, Rm. 122, x2930, no later than 5:00 p.m., FRIDAY, SEPTEMBER 13, with a copy to this office. Thank you.

RESPONSE:

The Department of Transportation has revised the speech. Their version is attached.

Thanks,  
*E*  
Elizabeth Luttig

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

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

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. //

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. //

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. //

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

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. //

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

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. //

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 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. //

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. //

# # #



Edw  
Child Care

# WHITE HOUSE STAFFING MEMORANDUM

DATE: 9/12/91

ACTION/CONCURRENCE/COMMENT DUE BY: FRIDAY 9/13/91 5:00 pm

PRESIDENTIAL REMARKS: METRO SYSTEM  
LOS ANGELES, CALIFORNIA

SUBJECT: THURSDAY, SEPTEMBER 19, 1991

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

REMARKS:

Please forward your comments directly to Tony Snow, Rm. 122, x2930, no later than 5:00 p.m., FRIDAY, SEPTEMBER 13, with a copy to this office. Thank you.

RESPONSE:

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

(Smith/Nix)  
September 12, 1991  
Draft Three, 2:30pm  
TRANS

91 SEP 12 P3:07

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.

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. //

((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~~ <sup>reduce</sup> 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. //

<sup>for (spell it out)</sup> 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

*insensitive*  
*lecture*  
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. //

*nearly*  
Last March, I challenged Congress to pass this bill in 100 days. Well, it's *197 started day after flag day* 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. //

*lecture*  
Let me say: No way. We need a transportation system that *not one porkbarrel project* ~~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.

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.

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C-Here's the draft in from DOT. I'm fact-checking it. *Michelle*

366-4570 16/5/91  
(DOT)  
September 13, 1991  
Draft Four, 10:00 a.m.  
TRANS

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. //

2

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. //

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.

//

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. //

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

3

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. //

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

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. //

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 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. //

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. //

# # #

C - Would you let me know where the quote is from. Thanks. — Michel

# WHITE HOUSE STAFFING MEMORANDUM

91 SEP 13 12:19

DATE: 9/12/91

ACTION/CONCURRENCE/COMMENT DUE BY: FRIDAY 9/13/91 5:00 pm

PRESIDENTIAL REMARKS: METRO SYSTEM  
LOS ANGELES, CALIFORNIA

SUBJECT: THURSDAY, SEPTEMBER 19, 1991

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

REMARKS:

Please forward your comments directly to Tony Snow, Rm. 122, x2930, no later than 5:00 p.m., FRIDAY, SEPTEMBER 13, with a copy to this office. Thank you.

*Good All comments*  
*[Signature]*

RESPONSE:

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

91 SEP 12 P3:07

(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.

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. //

((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. //

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

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. //

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. / *But we certainly don't need more Pork.* ~~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. //

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. //

Metro System is a project California wants -- and needs. Congratulations on your success so far, and I <sup>(I'm confident it)</sup> shall return ~~will be a great day when Metro is completed.~~ ~~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.

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# WHITE HOUSE STAFFING MEMORANDUM

91 SEP 12 P5:18

DATE: 9/12/91

ACTION/CONCURRENCE/COMMENT DUE BY: FRIDAY 9/13/91 5:00 pm

PRESIDENTIAL REMARKS: METRO SYSTEM  
LOS ANGELES, CALIFORNIA

SUBJECT: THURSDAY, SEPTEMBER 19, 1991

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

REMARKS:

Please forward your comments directly to Tony Snow, Rm. 122, x2930, no later than 5:00 p.m., FRIDAY, SEPTEMBER 13, with a copy to this office. Thank you.

RESPONSE:

*Good / [initials] for SR*

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

(Smith/Nix)  
September 12, 1991  
Draft Three, 2:30pm  
TRANS

91 SEP 12 P3:07

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

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