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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:** 13581-004

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**Folder Title:**  
Metro System - Los Angeles 9/19/91 [OA 6036] [2]

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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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(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. / 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

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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"/>	<u>SNOW</u>	<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

21 SEP 16 P6:22

September 16, 1991

MEMORANDUM FOR THE PRESIDENT

THROUGH:           DAVID DEMAREST  
                  TONY SNOW *TS*

FROM:               CURT SMITH *J*

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. //

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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. //

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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. //

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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.

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# WHITE HOUSE STAFFING MEMORANDUM

91 SEP 17 P1: 29

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"/>
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THROUGH:           DAVID DEMAREST  
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FROM:               CURT SMITH *CS*

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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  
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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.)) //

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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 *provide a high-tech solution to our transportation problems.* ~~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 <sup>HOV lanes</sup> which encourages commuters to car-pool. / All over America -- including California -- we are seeing "smart car, smart highways" programs <sup>that</sup> 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~~ -- <sup>Contains other innovations</sup>

including more flexibility for ~~state and local transportation~~ <sup>spending of</sup> officials on how federal <sup>transportation</sup> 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 <sup>that</sup> 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 per cent 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 <sup>that</sup> which

simply furthers political careers. // The incredible fact is that there are more than 500 special interest projects in the House's bill, -- ~~and~~ <sup>more</sup> 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. <sup>Projects of this sort</sup> ~~They are examples of how transportation infrastructure~~ can make us more competitive in the global economy. ~~They show~~ <sup>You should be proud: In trans, s</sup> 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.

# # #

# WHITE HOUSE STAFFING MEMORANDUM

DATE: 9/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: MONDAY, 9/16/91 NOON

RESTAFFING OF 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"/>	<u>SNOW</u>	<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 NOON, MONDAY SEPTEMBER 16, with a copy to this office. Thank you.

- MASTER -

RESPONSE:

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

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

91 SEP 13 P5:05

I-105 (OMB)

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. //

Yes  
No  
((Before one of my aides told me I'd been invited to <sup>visit this (DOT)</sup> speak <sup>project (DOT)</sup> at a transportation event, he said, "How would you like to have a moving experience?") // BAD - Smith

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. //

yes  
Interstate 105 dramatizes the federal, state, and local <sup>partnership (DOT)</sup> relationship at its best -- showing that together, we Americans can do anything. //

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

and the Eastern United States (DOT)

rail, car, bus and air transportation.

With links to both

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. //

Interstate 105 and the Green Line will help speed goods to markets throughout the global economy.

Move to previous page (End of 4th FF)

yes

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

its commitment of over a billion dollars -- including the total price tag for the new Green Line. //

local funding for

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. //

yes

Federal

on roads of national importance - the

~~((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.")) //~~

No

Potholes not covered by transportation plan ComBS too

CS -> can help improve state's roads.

Our transportation plan will turn that record off. Look at Interstate 105 -- a crucial link in our new highway system.

yes

Especially with the Green Line using its median strip, it will prove how investment in high tech can ease congestion and other problems. /

local ComBS

The Green Line will be a state-of-the-art, fully automated system -- one of only four such systems in the world. I-105

101  
 encourages  
 to car pool  
 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. //

NO  
 why joke about natural disasters that destroy people's lives  
 ((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.)) //

Yes  
 and incentives for greater use of private funds to support our road system  
 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 transit. But we still face one big hurdle that needs to be cleared. Yes, I'm talking about the Congress. //

No  
 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 <sup>Poach</sup> 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 <sup>proposed (OMB)</sup> ~~current~~ gas tax can be spent on Congressional porkbarrel projects. //

Yes  
 Let me say: No way. We need a transportation system that spends money to address <sup>national (OMB)</sup> local needs -- and not <sup>one that simply</sup> just support <sup>further</sup> political careers. // The incredible fact is that there are more <sup>(McC)</sup> 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

bill that contains a gasoline

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. //

yes  
yes

I-105 and the Green Line are projects California <sup>N/S</sup> wants <sup>(OMB)</sup> 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~~ <sup>OMB too</sup> ~~Metrol's completion.)~~ <sup>we can't commit to this! (DZ)</sup>

yes

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.

# # #

→ (Note: "transportation tax" broadens POTUS veto threat!)

THE WHITE HOUSE

WASHINGTON

91 SEP 16 6:12  
September 16, 1991

MEMORANDUM FOR TONY SNOW

FROM: ROGER B. PORTER *RBP*

SUBJECT: Presidential Remarks: Metro System

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

Please let us know if you have any questions or if we may help in any other way.

cc: Phillip D. Brady

# WHITE HOUSE STAFFING MEMORANDUM

DATE: 9/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: MONDAY, 9/16/91 NOON

RESTAFFING OF 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"/>	<del>SNOW</del>	<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 <i>M/U</i>	<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 NOON, MONDAY SEPTEMBER 16, with a copy to this office. Thank you.

**RESPONSE:**

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

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

91 SEP 13 P5:05

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

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. //

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. //

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. //

((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. /

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. //

((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. //

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. //

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

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.

#

#

#

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

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 right now is the one atop the National League West.)) //

I am here today to congratulate Los Angeles and California for their leadership in advancing a project that 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 Los Angeles International Airport and southern California's port facilities, Interstate 105 and the Green Line will speed goods to markets throughout the world. //

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 one billion dollars -- including local funding for the total price tag for the new Green Line. //

Our Nation needs greater infrastructure investment -- at all levels of government, and in the private sector. With this in mind, our Administration's transportation plan proposes 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 provide a high-tech solution to local 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, and HOV lanes encourage commuters to car-pool. / All over America -- including California -- we are seeing "smart car, smart highways" programs that 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.)) //

Our transportation plan contains other innovations -- including more flexibility for the federal transportation dollars that go to state and local transportation departments / 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: 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 per cent of the proposed gas tax can be spent on Congressional porkbarrel projects. // ←

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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. Projects of this sort can make us more competitive in the global economy by getting our people to work, and our goods to market. You should be proud: In transportation, California leads 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.

# # #

# WHITE HOUSE STAFFING MEMORANDUM

31 SEP 16 All: 54

DATE: 9/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: MONDAY, 9/16/91 NOON

RESTAFFING OF PRESIDENTIAL REMARKS: METRO SYSTEM  
 LOS ANGELES, CALIFORNIA  
 THURSDAY, SEPTEMBER 19, 1991

SUBJECT: \_\_\_\_\_

	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"/>	<u>SNOW</u>	<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 NOON, MONDAY SEPTEMBER 16, with a copy to this office. Thank you.

*minor comments*

RESPONSE: *XX*

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

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

91 SEP 13 P5:05

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

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The Green Line will be a state-of-the-art, fully automated system -- one of only four such systems in the world. I-105

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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.

*We can't commit to that*

# # #

# WHITE HOUSE STAFFING MEMORANDUM

91 SEP 16 P2:50

DATE: 9/13/91

ACTION/CONCURRENCE/COMMENT DUE BY: MONDAY, 9/16/91 NOON

RESTAFFING OF PRESIDENTIAL REMARKS: METRO SYSTEM  
 LOS ANGELES, CALIFORNIA  
 THURSDAY, SEPTEMBER 19, 1991

SUBJECT:

	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"/>	<u>SNOW</u>	<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 NOON, MONDAY SEPTEMBER 16, with a copy to this office. Thank you.

RESPONSE:

*Good S.R.*

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

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

91 SEP 13 P5:05

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

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. //

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. //

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. //

((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. /

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. //

((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.)) //

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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. //

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

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.

# # #



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



91 SEP 16 P 1: 33

**NOTICE:**

Enclosed are comments from staff members of the Office of Management and Budget (OMB). Such comments do not necessarily represent the official position of the Director of OMB or of the Office of Management and Budget. If you wish to have the Director's personal comments, please let me know -- and contact me if you have any questions.

A handwritten signature in black ink, appearing to read "James C. Murr", is written over the typed name.

James C. Murr  
Associate Director for  
Legislative Reference  
and Administration

# WHITE HOUSE STAFFING MEMORANDUM

DATE: 9/13/91

ACTION/CONCURRENCE/COMMENT DUE BY: MONDAY, 9/16/91 NOON

RESTAFFING OF 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"/>	<u>SNOW</u>	<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 NOON, MONDAY SEPTEMBER 16, with a copy to this office. Thank you.

RESPONSE:

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

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

91 SEP 13 P5:05

PRESIDENTIAL REMARKS: ~~METRO SYSTEM~~ I-105  
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.)) //

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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

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. //

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. //

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. //

((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.") //

*Potholes are local - not federal responsibility*

~~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 <sup>local</sup> 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 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. //

((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 transit. But we still face one big hurdle that needs to be cleared. Yes, I'm talking about the Congress. //

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Let me say: No way. We need a transportation system that spends money to address <sup>national</sup> ~~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~~

STET  
 [Handwritten notes and scribbles]

~~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.

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# WHITE HOUSE STAFFING MEMORANDUM

91 SEP 16 12:00

DATE: 9/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: MONDAY, 9/16/91 NOON

RESTAFFING OF PRESIDENTIAL REMARKS: METRO SYSTEM  
 LOS ANGELES, CALIFORNIA  
 THURSDAY, SEPTEMBER 19, 1991

SUBJECT: \_\_\_\_\_

	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 NOON, MONDAY SEPTEMBER 16, with a copy to this office. Thank you.

RESPONSE:

*All comments*

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

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

91 SEP 13 P5:05

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. //

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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.)) //

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

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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. //

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The Green Line will be a state-of-the-art, fully automated system -- one of only four such systems in the world. I-105

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*Fax*  
6218 ✓

# WHITE HOUSE STAFFING MEMORANDUM

91 SEP 16 PI2: 37

DATE: 9/13/91 ACTION/CONCURRENCE/COMMENT DUE BY: MONDAY, 9/16/91 NOON

RESTAFFING OF 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"/>	<del>MCCLURE</del>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUNUNU	<input type="checkbox"/>	<input type="checkbox"/>	<del>PETERSMEYER</del>	<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"/>	<u>SNOW</u>	<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 NOON, MONDAY SEPTEMBER 16, with a copy to this office. Thank you.

*See pg 3.*

RESPONSE:

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

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

91 SEP 13 P5:05

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.)) //

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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. //

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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. //

((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.)) //

Why joke  
Bout  
natural  
disasters  
that destroy  
people's lives?

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 transit. But we still face one big hurdle that needs to be cleared. Yes, I'm talking about the Congress. //

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

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local priority lists. Here's another fact: If Congress sends me a transportation <sup>bill that contains a gasoline</sup> tax, I will veto it. I won't let Congress raise the gas tax for projects that communities don't even want. //

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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.

# # #

→ (Note: "transportation tax" would be PTAS = Veto threat!)

# WHITE HOUSE STAFFING MEMORANDUM

91 SEP 16 P12:32

DATE: 9/13/91

ACTION/CONCURRENCE/COMMENT DUE BY: MONDAY, 9/16/91 NOON

RESTAFFING OF 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"/>	<u>SNOW</u>	<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 NOON, MONDAY SEPTEMBER 16, with a copy to this office. Thank you.

RESPONSE: Comments from Cabinet Affairs are attached.

Thanks,  
*EL*  
Elizabeth Luttig

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

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

91 SEP 13 P5:05

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 <sup>visit this (trans)</sup> ~~speak~~ <sup>Project (trans)</sup> ~~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.)) //

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Interstate 105 dramatizes the federal, state, and local <sup>partnership (Transportation)</sup> ~~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

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, // and the Eastern United States. (Transportation)

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((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. /

The Green Line will be a state-of-the-art, fully automated system -- one of only four such systems in the world. I-105

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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. //

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(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 -- <sup>The project will</sup> ~~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. //

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