How Franklin Roosevelt and Pat Brown Built California

by Robert Ingraham

The following article was written for The New Federalist newspaper in 2005 but was never published.

Writing in "Cauchy's Infamous Fraud," (*EIR,* April 1, 2005) Lyndon LaRouche defined what he calls "The Noösphere Principle." LaRouche says that the progress of mankind is defined by "a principle of endless, and accelerating scientific and related progress," and that this is a fundamental and universal truth, to which all nations and governments must cohere. The role of government is not to be a referee, impotently overseeing economic looting by private interests in some free-market system designed during a masturbatory fantasy of an Ayn Rand cultist. Government's role is to ensure that human progress, including the technologically driven development of the physical economy, continues.

As a case study, the state of California demonstrates exactly how magnificent the sovereign power of government, if utilized in the way LaRouche describes, can be. The current decimation of California under the hammer blows of the Bush Administration, and the pro-Hitler then-Governor Arnold Schwarzenegger, only accentuates the need to return to the policies that built California, and the nation, during the 20th Century.

Beginning in 1933, under Franklin Roosevelt, and continuing for more than 30 years, particularly under Gov. Pat Brown (1959-67), the entire physical economy and the biosphere of California were transformed. Rivers were moved, mountains were tunneled, harbors were developed, energy was harnessed, and thousands of bridges, dams, canals, generating stations, parks, schools, and hospitals were built. Much of this was accomplished with breathtaking speed. Out of this process modern California was born.

I. What Franklin Roosevelt Accomplished

The Water Projects

In 1930, California was an undeveloped, underpopulated, and largely unindustrial state, within which immense geographical areas were nothing but semi-desert backwaters. Los Angeles, although a large city, was still smaller than San Francisco, and, with a population of 576,000, was barely larger than Buffalo, N.Y. San Jose, today the center of Silicon Valley, was a city of only 45,000, and the great Central Valley was practically empty, with Bakersfield, a town of only 24,000, and Modesto, a village of a mere 9,000. That all changed, beginning in 1933.

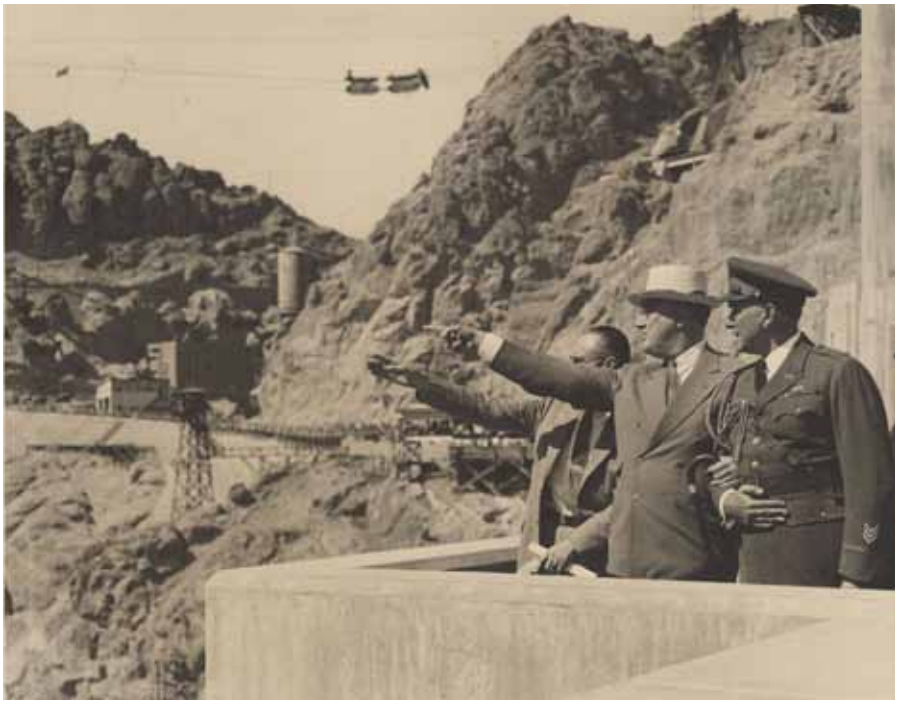
During Roosevelt's first year in office, Secretary of the Interior Harold Ickes announced that the Administration would escalate the Boulder Dam project—the construction of a dam and reservoir on the Colorado River—with the intent to finish it two years early. The Boulder (later renamed Hoover) Dam, together with the Tennessee Valley Authority, and the projects on the Columbia and St. Lawrence rivers, were the great "Four Corners" infrastructure projects of Roosevelt's New Deal.

In early 1934, Ickes allotted $38 million, through the Bureau of Reclamation (BOR), in order to finish the dam ahead of schedule. Construction was completed in less than one year, and the reservoir began to fill on Feb. 1, 1935. Hydroelectric generation began in September 1936. Originally 12 generators produced 3 billion kilowatt hours of electricity annually (1/8 of all U.S. electricity generation in 1940). Five more generators were added in 1961. Contracts with the Metropolitan Water

District of Southern California and the Southern California Edison Company supplied both water and power to southern California.

The Hoover Dam was 726 feet high, and took 750,000 cubic yards of concrete to build (enough to build a six-lane highway from Seattle to New York City). Behind the dam was Lake Mead, the world's largest artificial lake, 115 miles long and 500 feet deep, holding 28.5 million acre-feet of water.

From the dam, two canals were built to bring water into Southern California. Together they revolutionized both agriculture and urban development in the southern part of the state. The first of these was the All-American Canal, an 80-mile artery from the Colorado River into California's Imperial Valley along the Mexican border. Begun in 1934 with a grant of $9 million from FDR's Public Works Administration (PWA), the canal was completed in 1940. In 1942, a second branch—a 130-mile canal—was extended to the north, into the Coachella Valley. The water from these two canals brought 1.5 million acres of land under cultivation and transformed the region into the "Winter Garden of America." Both were built by the Interior Department's Bureau of Reclamation, at a total cost of $24 million, with the money to be repaid by the two local water districts over 40 years at zero interest, a practice common to FDR's water projects.



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The Boulder (later renamed Hoover) Dam, together with the TVA, and the projects on the Columbia and St. Lawrence rivers, were the great "Four Corners" infrastructure projects of Roosevelt's New Deal. Here, FDR looks over construction of the dam, September 1935.

The second major waterway from the Hoover Dam was the 300-mile-long Colorado River Aqueduct. Financed by a $220 million loan from Jesse Jones' Reconstruction Finance Corporation (RFC), and built by the Metropolitan Water District of Southern California, construction of the aqueduct required crossing desert wastelands and tunneling through mountains, in order to bring water to the City of Los Angeles.

In addition to the water projects, the Los Angeles Bureau of Power and Light received Federal money to build high-tension electric lines from Hoover Dam's generators to supply electricity to the city.

The final part of the Colorado project was the construction, 155 miles below Hoover Dam, of the Parker Dam. Financed by a loan from the RFC, it too was built by the Metropolitan Water District of Southern California. This dam supplied electricity to both Southern California and Phoenix, Ariz.

The Central Valley Project

Extending from the Tehachapi Mountains north of Los Angeles to the Shasta Mountains north of Redding, California's Central Valley is 500 miles long and 125 miles wide. At 62,500 square miles, it encompasses an area greater than the combined size of Massachusetts and Pennsylvania. In 1932, it had a population of less than 900,000.

Plans to develop the water potential of the valley originated in the 1870s, when Col. Barton Alexander of the U.S. Army Corps of Engineers was deployed to California by President Ulysses S. Grant. In 1919, Col. Robert Bradford Marshall, the Chief Hydrographer of the U.S. Geological Survey, presented a detailed water plan which formed the initial basis of what eventually became the Central Valley Project (CVP).

Marshall's 1919 plan included the following components: 1) a dam on the northern Sacramento river, with two canals to bring water to the delta; 2) a pumping station in the delta to send water into a canal down the Central Valley; 3) a dam on the American River near Folsom, with a canal to the same Delta pumping station; 4) a dam on the San Joaquin River northeast of Fresno, with two canals, one northward and the other southward to Bakersfield; 5) a Contra Costa Canal to deliver water into the East Bay region (east of Oakland).

In 1921, the state legislature funded a $200,000 study by the State Engineer on the feasibility of the Marshall Plan. The Engineer's final recommendations (very close to Marshall's original plan) were officially adopted in 1931. In 1933, the legislature created the Central Valley Project, and in December of that year, California voters approved the sale of $170 million in bonds to build it.

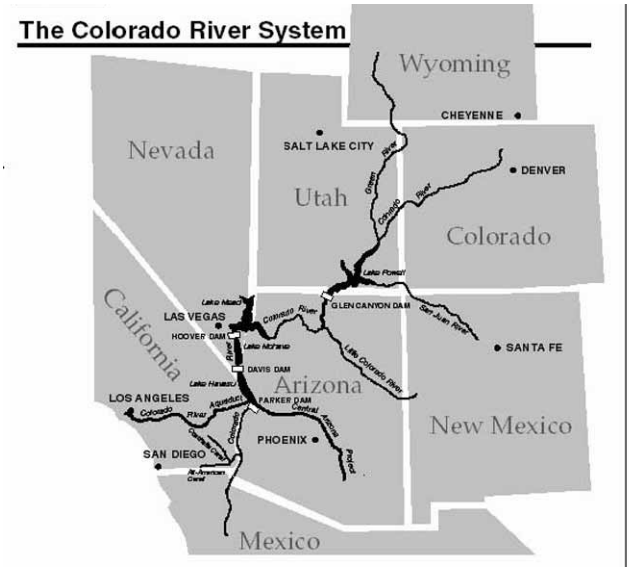
At that point, the project stopped dead in its tracks. In the Depression year of 1933, the state could find no buyers for the bonds. Not one of them was sold, and the project languished for more than two years. In 1935, the Roosevelt Administration stepped in, and announced that the Federal government would assume the responsibility for the construction of Shasta Dam, the most important single component of the project. In 1936, both houses of the California legislature voted to ask the Federal government to take over and build the entire Central Valley Project. In August of 1937, Congress approved the Central Valley Project Act, and authorized PWA grants to get it started. The CVP, and all of its components, became a project of the Federal Bureau of Reclamation.

What Was Built

At the heart of the Project was a plan to develop the two main river systems which feed the Central Valley, the Sacramento and San Joaquin rivers. Major dams, reservoirs, and generating stations were to be built on both rivers. The various tributaries of these rivers would also be developed and integrated into the overall plan. These included the American, Feather, Pitt, York, and Bear rivers (tributaries of the Sacramento River), and the Fresno, Merced, Tuolumne, Stanislaus, and Chowchilla rivers (tributaries of the San Joaquin River).

The key component for the entire project was the Shasta Dam on the Northern Sacramento River. Begun in 1937 with labor from the Federal Works Progress

FIGURE 1



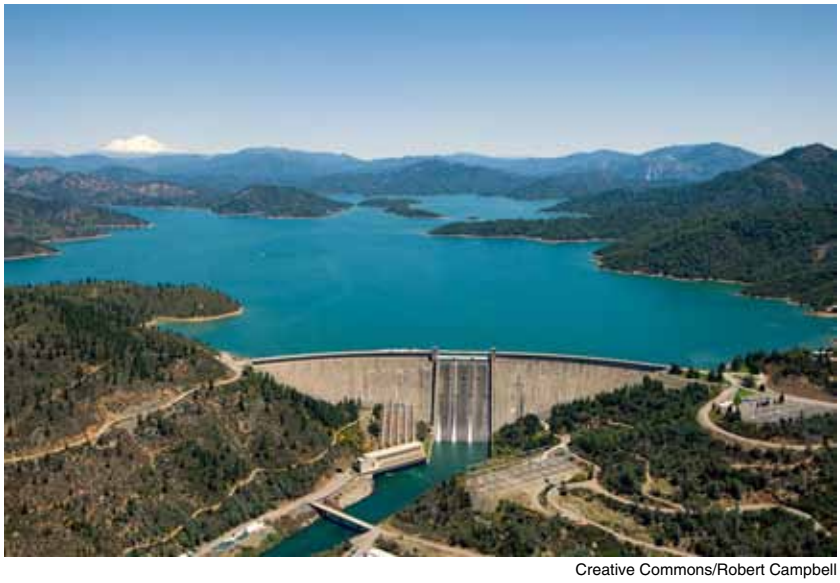
Administration (WPA), Shasta Dam was completed in 1944. It was the second-largest concrete dam in the World, after the Grand Coulee. By comparison, the Hoover Dam was taller, at 726 feet, than Shasta's 602, but Hoover was only 1,282 feet wide, compared to Shasta's 3,500 feet. The Shasta Dam delivers 4.5 million acre-feet of freshwater per year, and its turbines produce 1.5 billion kilowatt hours of electricity annually. From Shasta, water flows south on the Sacramento River to the Keswick Dam.

The development of the American River contained two separate projects. The first was the Folsom Dam project. Originally authorized in 1944, construction was delayed by the war. Eventually, the dam was built by the Army Corps of Engineers, from 1951 to 1956, and then turned over to the Bureau of Reclamation. The Folsom unit includes Folsom Dam, Folsom Lake, and a power plant, as well as Nimbus Dam, Lake Natoma, and a power plant. The second part of the American River Project was the Sly Park unit, which includes the Sly Park Dam, Jenkensen Lake, the Camp Creek Diversion Dam and Tunnel, and the Camino Conduit and Tunnel. Today, the entire American River Project delivers 1 million acre-feet of water annually into the CVP system.

Most of the water from the Shasta and Folsom dams flows through the 50-mile-long Delta Cross Channel. In Tracy, half of that water is pumped into the Delta-Mendota Canal, and then flows 117 miles to the south. The Tracy pumps are powered by electricity from the

Shasta, Folsom, and Keswick turbines. Other water from Tracy is pumped into the Contra Costa Canal, built in 1937, which brings water into the San Francisco-East Bay region from the delta.

The second major component of the Central Valley Project was the development of the San Joaquin River system, anchored by the construction of Friant Dam, northeast of Fresno. Built between 1939 and 1944, water from the Friant Dam is diverted into two canals, the Madera Canal (to the north) and the Friant-Kern Canal, which flows 154 miles south to Bakersfield, and irrigates the whole eastern side of the San Joaquin Valley. Both of these canals were completed in 1951.



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The Shasta Dam was the single-most important component of the Central Valley Project, which got underway in 1937, under the auspices of the Bureau of Reclamation.

By 1961, the CVP included 7 dams, 390 miles of canals, 4 power plants, 8 pumping stations, and 760 miles of transmission lines. It delivered over 3 million acre-feet of water annually for irrigation and other uses, and over 3 billion kilowatt hours of electricity.

To accomplish these construction projects required an infinite variety of heavy equipment and machinery, all supplied by American manufacturing plants.

The Project, however, was still not complete. Later phases included: 1961—Trinity Reservoir, which diverts 865,000 acre-feet of Trinity River water south to the Sacramento Valley system; 1965—the 125-mile-long Tehama-Colusa Canal, covering Tehama, Glenn, Colusa, and Yolo counties, northwest of Sacramento; 1968—the San Luis Unit, on the west side of the San Joaquin Valley, near Kettleman City. This includes the New Melones Reservoir on the Stanislaus River, and was intended to tie in with the (still un-built) Auburn Dam system; 1961-62—various Army Corps of Engineers projects: Pine Flats Reservoir (on the Kings River), Isabella Reservoir (on the Kern River), Success Dam (on the Tule River), and Terminus Dam (on the Kaueah River).

By 1975, the CVP included 40 dams and storage reservoirs, more than 25 canals (covering over 2,000 miles), and 28 hydroelectric plants. Three million acres of new land were put into production. The total cost of both phases was $2 billion. Today, California's Central Valley contains more than 20% of all the irrigated land in the United States.

II. Transforming the Biosphere

In reading over all the dates, facts, and numbers in the previous section, it is easy to fog out and to miss the magnitude of what was accomplished in California. However, please consider the following: The 80-mile-long All-American Canal, itself only one (relatively small) component of California's man-made water system, delivers more acre-feet of water per year to the Imperial Valley, than the annual flow of the Potomac River past Washington, D.C. Between 1933 and 1945, the State of California was transformed in a way that no other location on Earth has ever been changed by the intervention of man, within such a short time. Don't think "infrastructure projects"; think instead "terraforming."

A myriad of Federal agencies were deployed by the Roosevelt Administration to get the job done. These included:

1. The Interior Department's Bureau of Reclamation: the primary agency which had oversight over almost all the major water and irrigation projects in the western United States, including the Hoover Dam and the Central Valley Project.

2. The Works Progress Administration: Between 1935 and 1943, the WPA employed 8,500,000 people in more than 1,400,000 projects throughout America. Nationally, it built 651,000 miles of roads and highways; constructed or repaired 124,000 bridges and 125,000

public buildings (including hospitals, TB wards, libraries, schools, and post offices). It constructed 853 airport landing fields, and 8,200 parks.

3. The Public Works Administration (PWA): It played a key role in financing the construction of thousands of schools, hospitals, bridges, government office buildings, and other facilities during roughly the same period as the WPA.

4. The Army Corps of Engineers: Among its other functions, the Corps was responsible for flood-control projects. In that capacity, it built hundreds of dams across the country. Since it was not allowed to be involved in irrigation projects, and the Bureau of Reclamation was not supposed to be involved in flood control, the two agencies often functioned in tandem. In the Central Valley Project, the BOR built the major irrigation and hydroelectric dams, but many of the smaller dams were built by the Corps of Engineers.

5. The Rural Electrification Administration: Established May 11, 1935 by Executive Order, and authorized by Congress in 1936, the REA was placed under the Agriculture Department. It made long-term, low-interest loans to state and local governments and farmers' cooperatives. Between 1935 and 1941, millions of farms, rural communities, and businesses, which the private utilities refused to service, were provided with electricity.

6. Many other agencies, including the Civilian Conservation Corps, which aided in forest reclamation. (During the New Deal, over 2 billion trees were planted in the U.S.A.).

In the State of California some, among the many, accomplishments of the men and women of these agencies were:

1. The San Francisco-Oakland Bay Bridge: Construction began in July 1933, and was completed in November 1936. The total cost of the bridge was $78 million. The initial funding came from a $62 million loan from the RFC. The bridge was completed ahead of schedule after securing an additional $16.2 million grant from the Public Works Administration. The Bay Bridge was the most expensive public works project in U.S. history up to that time.

2. The Caldecott Tunnel: Another PWA project, this tunnel is familiar to anyone who has lived in the Bay Area. It goes through the coastal range east of Oakland and connects the interior of Alameda and Contra Costa counties to the Bay Area. It opened on Dec. 5, 1937.

3. The development of Stockton as a deep water port. Stockton Channel, begun in 1930 and completed in 1933 made Stockton, on the San Joaquin River, a deep water port, capable of handling ocean-going cargo vessels. From 1933 to 1940, vast improvements, including dredging, were completed with PWA funds.

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Southern California's great Imperial Valley. "Between 1933 and 1945, the State of California was transformed in a way that no other location on Earth has ever been changed by the intervention of man, within such a short duration of time."

4. In 1933, after the Long Beach earthquake, practically the entire city was rebuilt with WPA and PWA funds.

5. The rebuilding of the entire Los Angeles County School System between 1934 and 1938, including the construction of 140 brand new schools and 536 school buildings. Over half the money came from the PWA. High schools included South Pasadena, Emerson, Thomas Jefferson, and Hollywood, as well as Pasadena City College.

6. From 1934 to 1938, more than 221 major new government office buildings were built in California by the PWA, including the Alameda County Courthouse on Lake Merritt in Oakland, central post offices (including in San Francisco and Santa Monica), the Los Angeles Union Station (the last great train station built in the United States), and Long Beach Airport.

7. In 1939, following the flood of 1938, which killed 49 people and buried large sections of the city under water, the entire Los Angeles River System was rebuilt by the Army Corps of Engineers. This involved major relocation and upgrading of the Los Angeles River, Rio Honda, and the San Gabriel River. Consider that in one single year, 1936-37, the following

projects were simultaneously under construction in California:

- The Colorado River Aqueduct
- The All-American Canal
- Shasta Dam
- San Francisco-Bay Bridge
- Oakland-Bay Bridge
- Golden Gate Bridge
- Hundreds of WPA & PWA projects (schools, libraries, hospitals, post offices, etc.)
- Rural electrification

As a result of the in-depth development of California's infrastructure, by the end of Roosevelt's second term, the state had become a national leader in technology and manufacturing. In 1939, Los Angeles County led the nation in agricultural production and in the manufacture of aircraft. It was second in automobile assembly and third in oil refinery. During World War II this development continued, even escalated. From 1941 to 1945, the U.S. government invested $70 billion in capital projects in California, mostly in Los Angeles and San Diego counties. Whole new industries were created. Between 1940 and 1943, the population of California increased by 40%.

Gov. "Pat" Brown (1959-67), an FDR Democrat, vowed that he would build the largest infrastructure project ever attempted in a single state in U.S. history. And he delivered.

In 1945, the five largest dams in the world were the Grand Coulee, Shasta, Fontana, Boulder, and Friant—all built under Franklin Roosevelt. Of these, Shasta and Friant were in California, and Hoover (on the Arizona-Nevada border) serviced the southern part of the state.

III. 'Pat' Brown's Fight To Continue FDR's Work

Shortly after winning the 1958 gubernatorial election, Democrat Edmund G. "Pat" Brown told a gathering of supporters, "I would pray that my works as Governor would reach the most forgotten person in the state of California." More than any single accomplishment of his career, that brief sentiment by Brown reveals the true measure of a remarkable political leader.

In high school, Pat Brown had organized his own fraternity, because the main fraternity excluded Jews (Brown was a Catholic). As San Francisco's District Attorney in the 1940s, he urged the adoption of laws to ban racial discrimination in housing. Later, as California's Attorney General, he issued a ruling that the racially segregated Los Angeles firehouses were unconstitutional, and he also acted against the mistreatment of patients at the state's mental hospitals, and aggressively supported prison reform.

In 1959, during his first year as governor, Brown signed into law the creation of the Fair Employment Practices Commission. A 1956 study had shown that of California's seven major oil companies, only one employed blacks in white-collar jobs; California's four largest brewers employed no blacks at all; there were no black employees, except as waiters and waitresses, in all of the top hotels in Los Angeles; and every major department store had an all-white sales force.

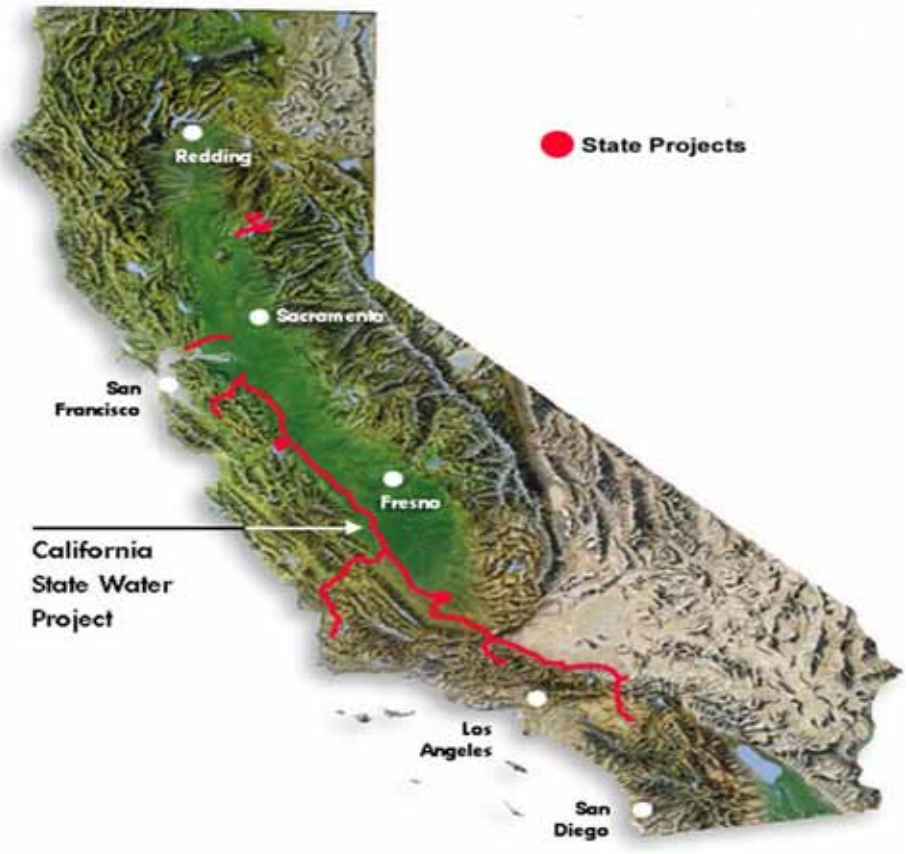
When Martin Luther King visited Los Angeles, Brown personally headed up the invitations committee. At about the same time he publicly donated $100 to the Mississippi Freedom Riders, and when he was criticized in the *Los Angeles Times* for supporting "troublemakers," he stood his ground. On Jan. 7, 1963, in his second inaugural address, Brown said, "A century has passed since Lincoln promised the slaves that they would be 'forever free'.... In conscience we cannot say today that we have redeemed Lincoln's promise." In the months that followed, Brown, together with Assemblyman Byron Rumford (one of only two African-Americans in the state legislature), pushed through the land-

mark Fair Housing Bill, outlawing racial discrimination in housing. When that law was repealed the next year by passage of Proposition 14 in a state referendum, Brown told the media, "You can draw but one conclusion from the vote on 14, and that is that the white man is just afraid of the Negro. The Negroes have a long way to go before there is any acceptance by the white majority in our state."

As governor, Brown was responsible for a massive expansion of the state's public university and college system. During his first term, he increased aid to public schools, enacted state-funded health care for 9,000 poor, disabled persons, raised disability benefits, raised unemployment benefits, enacted the biggest tax increase in 25 years (primarily on the rich and corporations), and defeated all attempts to impose budget cuts. He enacted major Civil Rights legislation. He increased funding for social programs, for those most defenseless and in need, and supported public housing. He imposed a four-year moratorium on the death penalty.

It was also under Gov. Pat Brown that the state's first commercial nuclear power plant—the Humboldt Bay Nuclear Power Plant—was opened in 1963. An unshakeable commitment to the general welfare shines through as an unbroken thread throughout the entirety of Pat Brown's long political career.

FIGURE 2



California State Water Project

The State Water Project

Passing over the Tehachapi Mountains on Interstate 5, a traveler from Los Angeles descends into California's magnificent Central Valley. For hundreds of miles, almond groves, peach orchards, tomato fields, grape vines, cotton fields, and thousands of acres containing a bounty of crops flank the freeway. Along this route, from Bakersfield north to the California Delta—a distance of more than 250 miles—a man-made river runs alongside the freeway. That river is the Edmund G. Brown Aqueduct, named after California's greatest governor of the 20th Century.

In 1958, Brown campaigned for governor on primarily one issue: *that he would build the largest infrastructure project ever attempted by any individual state in the history of the United States.* Originally known as the Feather River Project, what Brown built is known today as the State Water Project (SWP), a massive complex of 32 reservoirs, 17 pumping stations, 662 miles of canals, the great California Aqueduct, and the Oroville Dam.

Originally proposed in 1951 as a complement and extension of the Central Valley Project, the Feather River Project was blocked by the dead hand of Hiram Johnson, the originator of California's "direct democracy" method of government. Under the Initiative and

Referendum process, foisted on the state in the early 20th Century by populist Gov. Hiram Johnson (1911-17), any major state-funded construction project, including major water projects, required an amendment to the California Constitution. This meant a two-thirds vote of the state legislature and approval by the California voters. As a result, the Feather River proposal was bottled up in the legislature from 1955 through 1958.

In 1958, during a post-election press conference, Governor-elect Brown simply announced that, in his view, a constitutional amendment was not required, and that he would proceed without one. Seven months later, by simple majority vote, the legislature passed the Burns-Porter Act authorizing the state government to borrow $1.75 billion—a staggering amount equal to more than 75% of the entire state budget—and build the project. Brown was still forced to get voter approval, and for almost a year, against intense political opposition, he criss-crossed the state, campaigning for the ballot initiative to approve the plan. On Nov. 8, 1960, the same day that John F. Kennedy was elected President, California voters approved Brown's plan by a vote of 5,842,712 to 5,668,768, a margin of only 174,000 votes.

The centerpiece of the project was the Oroville Dam on the Feather River. When completed in 1967, the Oroville Dam, together with the already existing Shasta and Folsom dams, made possible the creation of the "Delta Pool" as the key to the state's man-made water system. The backbone of the water-delivery system became the new California Aqueduct, which travels south from the Delta through the Central Valley. This was completed in 1968. In northern California, the South Bay Aqueduct was built. This brought water into the Livermore Valley in 1962, and into Santa Clara Valley (today's Silicon Valley) in 1965.

The great California Aqueduct, which now bears Brown's name, was a massive project which, when completed, carried three times the volume of water of the earlier Delta-Mendota Canal, which had been built by the Federal government as part of the Central Valley Project. These two man-made rivers run down the Central Valley and then join at the San Luis Reservoir.

Crossing the Mountains

From the San Luis Reservoir, 2 million acre-feet of water pour south in a single mighty channel, finally arriving at the Tehachapi Mountain Range. From there, four gigantic pumps, combined with a series of centrifugal pumps, send the water straight up from the valley floor, 3,000 feet over the mountain peaks. The water then flows through a series of tunnels and channels into three reservoirs—one at Pyramid Dam, a second at Castaic Dam, and a third at the Perris Reservoir. This last required a route that travels over the 3,000-feet Mojave and Antelope Plateaus, crossing and re-crossing the San Andreas Fault, ending at the Cedar Springs Reservoir.

From there, a four-mile tunnel takes the water to Devil Canyon near San Bernadino, goes underground, and emerges at the Perris Reservoir. All of the water that crosses the Tehachapi and arrives in these reservoirs, goes to Los Angeles and other cities in the Southland (the greater Los Angeles area).

The State Water Project was breathtaking in scope. It affected communities in the state from Plumas County in the far north, all the way down to the Mexican border. By 1994, the SWP consisted of 32 reservoirs, 17 pumping stations, and 662 miles of canals. It was Pat Brown who pushed the project through. When faced with op-

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An aerial photo of the great California Aqueduct, which now bears Governor Edmund G. Brown's name.

position, he pointed to the California State Code, which says that "all un-appropriated water belongs to all of the people." When the cost of the project jumped to $2.5 billion, Brown issued an Executive Order to sell the $325 million in revenue bonds that had been authorized in 1933 for the original Central Valley Project, but never sold!

IV. Unfinished Business

To this day, both the Central Valley Project and the State Water Project remain unfinished. In 1965, the Auburn-Folsom South Unit, intended to be the crowning jewel of the CVP, was begun, but construction of the Auburn Dam—which would have been the largest arched concrete dam in the world—was halted in 1971. Major components of the State Water Project, including the Peripheral Canal and Eel River Project, were never built.

The dirigist development of the state's water and other natural resources fell victim to the twin insanities that were unleashed on America in the 1970s. On Aug. 15, 1971, President Richard Nixon abolished Franklin Roosevelt's Bretton Woods monetary system, ushering in our current era of radical, deregulated, free-market economics, characterized by a fanatical commitment to oligarchical "property rights." That same President Nixon, in 1973, signed into law the Endangered Species Act, making the cult of environmentalism the law of the land. This latter development has had a particularly pernicious effect on California.

In taking up the challenge to continue the work of Franklin Roosevelt and Pat Brown, it will not be sufficient, however, to merely complete already planned projects, nor to limit what must be done to water development or other "hard" infrastructure projects. Among the urgent needs of the state are the following:

- Major rebuilding and expansion of energy/electricity generation, with a particular focus on nuclear power (including nuclear-powered water desalination).
- Transportation, both inter-city and regional, including high-speed/maglev rail service connecting the state's major urban areas, as well as local mass transit systems.
- Emergency action to address the state's acute health-care crisis. The recent devastation of the state's public-health facilities, including the multiple closures of trauma centers and emergency rooms, must be reversed.
- The state's public education system must be rebuilt from the ground up, with new schools, and adequate funding for teachers, books, and staff.

Were the political resolve mobilized to undertake these projects—in addition to similar urgent tasks in other parts of the country—this would require a marshalling of all the nation's productive capabilities. The re-tooling and rebuilding of America's machine-tool and manufacturing capabilities must by accomplished in the manner proposed by Lyndon LaRouche.