

SECRETARY OF TRANSPORTATION ANDREW CARD  
ORLANDO AIP GRANT ANNOUNCEMENT TALKING POINTS  
OCTOBER 27, 1992  
ORLANDO, FLORIDA

Thank you ... and let me acknowledge Senator  
Connie Mack and Congressman Bill McCollum.

We're able to be here today because of their hard  
work in obtaining Congressional approval of the 1992  
Airport and Airway Improvement Act -- the funds of  
which are dedicated to improving Orlando's and the  
entire nation's airports.

This week actually marks a special occasion in  
commercial aviation -- as a little over 56 years ago, the  
headline story in all the newspapers proclaimed a new  
record in scheduled commercial aviation. In just 18-  
and-a-half days, a reporter for the New York World  
Telegram beat out two competing journalists in a race  
around the globe by crossing the finish line in less than  
three weeks. Quite an amazing feat given the  
enormous difficulties one had back in 1936 when it  
came to finding and making connecting flights.



The \$39 million in Airport Improvement Program (AIP) grants we are announcing today, will ease travel not only for those passengers still racing to make a connecting flight, but for those travelers seeking to remain in Orlando: either to visit the world famous tourist attractions or to conduct important corporate business.

These AIP grants -- to improve airport and runway access, security and safety, and construct a new international passenger terminal -- are absolutely vital if Orlando International Airport is to remain a magnet for the region's economic growth.

This airport is now one of the fastest growing airports in the nation in terms of passengers and traffic. It is already serving over 20 million people and creating employment opportunities for thousands of Floridians. To say nothing of the hundreds of construction and other jobs to be created by these new grants.



The significance of this airport is hard to overstate. Although everyone knows that Orlando International acts as a jumping off point for Disneyland, Epcot Center, and Cape Canaveral, it also serves high tech, research, insurance and other key businesses vital to this nation's economy.

According to a recent article in FORTUNE, Orlando remains one of the top 10 cities to do business in. And this month's BUSINESS WEEK said that Orlando's " Laser Lane " is one of the nation's hot spots for companies involved in high-tech laser and optics research-- much of it related to aviation technology development.

So when we are investing in Orlando International Airport, we are really investing in our nation's economy and future. And that's why President Bush is determined to rebuild and expand America's transportation infrastructure here in Orlando, and across the country.



Orlando International Airport is actually but one mode of transportation we are building or expanding in the area. Just several days ago, we announced the selection of a high-speed, 358-mile rail corridor linking Miami with Orlando and Tampa. And we are committed to linking this system, and other modes of surface transportation, to the airport and other key destinations in the Orlando area

To help support intermodalism, we're pleased to announce that the Department will be awarding \$400,000 to the city of Orlando to assist in the design of a Grand Terminal Station -- to be located just minutes away on International Drive.



This intermodal terminal will act as a hub for all of Orlando's various public transportation systems: including the proposed Florida MAGLEV demonstration project -- into which the Department is investing nearly \$97 million. When fully completed, this unique magnetically levitated train system will whisk passengers from the Grand Terminal Station to the airport in just minutes flat.

By tying these modes of public transportation together into a seamless web, we are becoming part of the wave of the future: intermodal planning. And we couldn't have done it without the close cooperation between county, state and local agencies.

Thank you all very much -- and congratulations on bringing Orlando's transportation systems into the 21st century.

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