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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 Files, 1989-1993

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**OA/ID Number:** 13523  
**Folder ID Number:** 13523-007

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**Folder Title:**  
National Transportation Policy Meeting 3/8/90 [OA 4728] [2]

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Stack:	Row:	Section:	Shelf:	Position:
<b>G</b>	<b>26</b>	<b>16</b>	<b>2</b>	<b>1</b>

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1764

# WHITE HOUSE STAFFING MEMORANDUM

DATE: 3/6/90 ACTION/CONCURRENCE/COMMENT DUE BY: 3/7/90 NOON

SUBJECT: PRESIDENTIAL REMARKS: NATIONAL TRANSPORTATION POLICY

	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 checked="" type="checkbox"/>	NEWMAN	<input type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input checked="" 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"/>
BATES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	UNTERMAYER	<input type="checkbox"/>	<input type="checkbox"/>
CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>ROGERS</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CICCONI	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>WINSTON</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>PINKERTON</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>BOSKIN</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>BROMLEY</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HAGIN	<input type="checkbox"/>	<input type="checkbox"/>	<u>                    </u>	<input type="checkbox"/>	<input type="checkbox"/>

REMARKS: Please forward any comments directly to Chriss Winston, Rm. 122, x2930, no later than NOON, Wednesday, March 7, with a copy to my office. Thank you.

RESPONSE: March 7, 1990  
MEMO FOR CHRISS WINSTON

The NSC concurs with the attached remarks with a possible addition as noted on page 2.

*B. Scowcroft*  
Brene Scowcroft 90 MAR 7 4 58 PM '90

cc: James Cicconi

**James W. Cicconi**  
Assistant to the President  
and Deputy to the Chief of Staff  
Ext. 2702

1990 MAR -6 PM 6:03

Davis/Martin  
Title: Trans  
March 6, 1990  
Title: Trans

**PRESIDENTIAL ADDRESS: NATIONAL TRANSPORTATION POLICY  
((Time)), Thursday, March 8, 1990**

Thank you Sam. As some of you may know, once Sam Skinner became Secretary of Transportation, he then took the time to earn a license as a jet-pilot. ((Somehow I get the feeling, Sam, that if I had named you Secretary of Agriculture, you'd be out on a farm, milking cows.))\\\

Kidding aside, Sam's leadership derives from his experience. And it is experience and solid analysis that has shaped the National Transportation Policy we are unveiling today.

No sector is more important to American economic growth than transportation. It's an \$800 billion a year business with \$5 trillion worth of assets. To say that it's critical to our personal needs, our export trade, and our national security is a gross understatement. As world trade grows ever larger, as we become increasingly a leader of a global society, we will become even more dependent on transportation than we are today.

Yet when transportation lags or is congested, when people and goods are stranded in traffic or in airports, our economic life suffers. When people and goods flow through a responsive, well-maintained and efficient transportation system, our quality of life improves with it. For over two hundred years, since the

days of barges and riverboats, America has grown and prospered with its transportation. Our competitive stake will depend no less on American transportation leadership in the future.

Still, too often, we take for granted the highways that bind America together, and the airports and harbors that bind America to the world. The institutions our forebears created, the technologies they developed, and the transportation systems they built, created a new mobile society far different from the life they knew.

For example, as a young man, Dwight David Eisenhower had a vision of a nation united, of an America in which goods and people would flow from city to city, from state to state, with great ease. The vision of his youth became the reality of his Presidency. And I am pleased to tell you that under this new National Transportation Policy, we will at long last complete his vision, the most ambitious public works project in the history of man -- the Interstate Highway System.

Just as the Model-T and the Kitty Hawk prepared the way for today's millions of cars and thousands of passenger jets -- so it is now our turn to invest in America's future -- to begin to create the transportation systems of the 21st century.

On the ground, over the waterways and in the air and space, our mission for this decade and the next century is to build on our achievements, to link the nations of the world as we have linked the states of this great country.

*Add some  
reference  
to Ike's  
centennial  
this year?*

The National Transportation Policy is our blueprint for this new world.

As I said in the State of the Union last month, it's time to act on transportation -- time to act **together**. Our new policy will give us a strategy to fix roads, build new airports, reform maritime regulations, and most of all, to unleash the creative genius of American technology.

This genius took us to the Moon. Now it must make travel to earth orbit economical and commonplace. This genius built a network of highways. Now it must make it as easy to travel **within** our cities as it is to travel **between** them.

In this effort, it is not enough to have a partnership between federal, state and local government. We must have that dynamic fourth partner, the private sector. Such a partnership has already built a transportation system that is the envy of the world. If we work together, in this joint venture, America can continue to be the world leader of transportation.

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THE WHITE HOUSE

WASHINGTON

March 6, 1990

MEMORANDUM FOR CHRISS WINSTON

FROM: ROGER B. PORTER *RBP*

SUBJECT: Presidential Remarks: National Transportation  
Policy

We have reviewed the attached draft and have only the following suggestion:

Page 3, line 6: Before the word "unleash," add "market forces and the." ✓

cc: James W. Cicconi

50 : 11 : 05  
7 MAR 7 1990

# WHITE HOUSE STAFFING MEMORANDUM

DATE: 3/6/90 ACTION/CONCURRENCE/COMMENT DUE BY: 3/7/90 NOON

SUBJECT: PRESIDENTIAL REMARKS: NATIONAL TRANSPORTATION POLICY

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GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>BROMLEY</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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REMARKS: Please forward any comments directly to Chriss Winston, Rm. 122, x2930, no later than NOON, Wednesday, March 7, with a copy to my office. Thank you.

RESPONSE:

James W. Cicconi  
Assistant to the President  
and Deputy to the Chief of Staff  
Ext. 2702

1990 MAR -6 PM 6:03

Davis/Martin  
Title: Trans  
March 6, 1990  
Title: Trans

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(Time), Thursday, March 8, 1990**

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No sector is more important to American economic growth than transportation. It's an \$800 billion a year business with \$5 trillion worth of assets. To say that it's critical to our personal needs, our export trade, and our national security is a gross understatement. As world trade grows ever larger, as we become increasingly a leader of a global society, we will become even more dependent on transportation than we are today.

Yet when transportation lags or is congested, when people and goods are stranded in traffic or in airports, our economic life suffers. When people and goods flow through a responsive, well-maintained and efficient transportation system, our quality of life improves with it. For over two hundred years, since the

days of barges and riverboats, America has grown and prospered with its transportation. Our competitive stake will depend no less on American transportation leadership in the future.

Still, too often, we take for granted the highways that bind America together, and the airports and harbors that bind America to the world. The institutions our forebears created, the technologies they developed, and the transportation systems they built, created a new mobile society far different from the life they knew.

For example, as a young man, Dwight David Eisenhower had a vision of a nation united, of an America in which goods and people would flow from city to city, from state to state, with great ease. The vision of his youth became the reality of his Presidency. And I am pleased to tell you that under this new National Transportation Policy, we will at long last complete his vision, the most ambitious public works project in the history of man -- the Interstate Highway System.

Just as the Model-T and the Kitty Hawk prepared the way for today's millions of cars and thousands of passenger jets -- so it is now our turn to invest in America's future -- to begin to create the transportation systems of the 21st century.

On the ground, over the waterways and in the air and space, our mission for this decade and the next century is to build on our achievements, to link the nations of the world as we have linked the states of this great country.

The National Transportation Policy is our blueprint for this new world.

As I said in the State of the Union last month, it's time to act on transportation -- time to act **together**. Our new policy will give us a strategy to fix roads, build new airports, reform maritime regulations, and most of all, to unleash the creative genius of American technology. *market forces and*

This genius took us to the Moon. Now it must make travel to earth orbit economical and commonplace. This genius built a network of highways. Now it must make it as easy to travel **within** our cities as it is to travel **between** them.

In this effort, it is not enough to have a partnership between federal, state and local government. We must have that dynamic fourth partner, the private sector. Such a partnership has already built a transportation system that is the envy of the world. If we work together, in this joint venture, America can continue to be the world leader of transportation.

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airports,  
harbors,  
and  
mass  
transit  
systems

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and to finance  
these systems  
in ways that  
are equitable  
and efficient

The National Transportation Policy is our blueprint for this new world.

As I said in the State of the Union last month, it's time to act on transportation -- time to act together. Our new policy will give <sup>this nation</sup> us a strategy to fix roads, build new airports, reform maritime regulations, and most of all, to <sup>eliminate unneeded regulatory</sup> unleash <sup>market forces and</sup> the creative genius of American technology.

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WHITE HOUSE STAFFING MEMORANDUM

90 FEB 4 A8:10

DATE: 3/6/90

ACTION/CONCURRENCE/COMMENT DUE BY: 3/7/90 NOON

SUBJECT: PRESIDENTIAL REMARKS: NATIONAL TRANSPORTATION POLICY

	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 checked="" type="checkbox"/>	NEWMAN	<input type="checkbox"/>	<input type="checkbox"/>
SCOWCROFT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PORTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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CARD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>ROGERS</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CICCONI	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>WINSTON</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DEMAREST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>PINKERTON</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FITZWATER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>BOSKIN</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>BROMLEY</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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RESPONSE:

*OK*  
*[Signature]*

James W. Cicconi  
Assistant to the President  
and Deputy to the Chief of Staff  
Ext. 2702

1990 MAR -6 PM 6:03

Davis/Martin  
Title: Trans  
March 6, 1990  
Title: Trans

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# WHITE HOUSE STAFFING MEMORANDUM

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	ACTION FYI			ACTION	FYI
VICE PRESIDENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	MCCLURE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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HAGIN	<input type="checkbox"/>	<input type="checkbox"/>	_____	<input type="checkbox"/>	<input type="checkbox"/>

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RESPONSE:

*No comments*  
*3-7-90*

20:11v 7 MAR 90

**James W. Cicconi**  
Assistant to the President  
and Deputy to the Chief of Staff  
Ext. 2702

THE WHITE HOUSE

WASHINGTON

90 MAR 7 AM 11:14  
March 7, 1990



MEMORANDUM FOR CHRISS WINSTON  
DEPUTY ASSISTANT TO THE PRESIDENT  
FOR COMMUNICATIONS

FROM: JEFFREY R. HOLMSTEAD *JRH*  
ASSISTANT COUNSEL TO THE PRESIDENT

SUBJECT: National Transportation Policy

Counsel's Office makes no legal objection to the presidential remarks referenced above. I have marked one editorial suggestion on the attached page.

Thank you for the opportunity to review this matter.

cc: James W. Cicconi  
Assistant to the President and  
Deputy to the Chief of Staff

1990 MAR -6 PM 6:03

Davis/Martin  
Title: Trans  
March 6, 1990  
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RESPONSE:

*Please see suggestions.*

*3/7/90*

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Kidding aside, Sam's leadership derives from his experience. And it is experience and solid analysis that has shaped the National Transportation Policy we are unveiling today.

No sector is more important to American economic growth than transportation. It's an \$800 billion a year business with \$5 trillion worth of assets. To say that it's <sup>important</sup> ~~critical~~ to our <sup>lifestyles</sup> ~~personal needs~~, ~~our interstate commerce~~, ~~the flow of commerce~~ <sup>✓</sup> and our national security is a gross understatement. <sup>And</sup> ~~As~~ <sup>more</sup> world trade grows ever larger, ~~as we~~ <sup>and</sup> ~~the global economy~~ become increasingly <sup>interdependent,</sup> a leader of a global society, we will become <sup>plays an increasingly important role.</sup> even ~~more dependent on transportation~~ <sup>than we are today.</sup>

Yet <sup>✓</sup> when transportation lags or is congested, when people and goods are stranded in traffic or in airports, ~~our economic~~ <sup>we</sup> ~~life suffers~~. When people and goods flow through a responsive, well-maintained and efficient transportation system, our quality of life improves with it. For over two hundred years, since the

critical may not be a gross understatement

days of barges and riverboats, America has grown and prospered with <sup>improvements in</sup> its transportation <sup>system.</sup> Our competitive stake will depend no less on American transportation leadership in the future.

Still, too often, we take for granted the highways that bind America together, and the airports and harbors that bind America to the world. The institutions our forebears created, the technologies they developed, and the transportation systems they built, created a new mobile society far different from the life they knew.

For example, as a young man, Dwight David Eisenhower had a vision of a nation united, of an America in which goods and people would flow from city to city, from state to state, with great ease. The vision of his youth became the reality of his Presidency. And I am pleased to tell you that under this new National Transportation Policy, we will at long last complete his vision, the most ambitious public works project in the history of man -- the Interstate Highway System.

Just as the Model-T and the Kitty Hawk prepared the way for today's millions of cars and thousands of passenger jets -- so it is now our turn to invest in America's future -- to begin to create the transportation systems of the 21st century.

On the ground, over the waterways and in the air and space, our mission for this decade and the next century is to build on our achievements, to link the nations of the world as we have linked the states of this great country.

The National Transportation Policy is our blueprint for this new world.

As I said in the State of the Union last month, it's time to act on transportation -- time to act **together**. Our new policy will give us a strategy to fix roads, build new airports, reform maritime regulations, and most of all, to unleash the creative genius of American technology.

? This genius took us to the Moon. Now it must make travel to earth orbit economical and commonplace. This genius built a network of highways. Now it must make it as easy to travel **within** our cities as it is to travel **between** them.

In this effort, it is not enough to have a partnership between federal, state and local government. We must have that dynamic fourth partner, the private sector. Such a partnership has already built a transportation system that is the envy of the world. If we work together, in this joint venture, America can continue to be the world leader of transportation.

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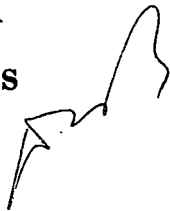
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THE WHITE HOUSE  
WASHINGTON

**TO:** JUSTINE D'ANDREA

**FROM:** DAVID Q. BATES

- FYI
- Action
- Comment

A handwritten signature or scribble in black ink, located to the right of the distribution list. It consists of several overlapping, fluid lines that form a shape resembling a stylized letter 'B' or a similar character.

THE WHITE HOUSE  
WASHINGTON

Date: 2/26/90

TO:

DAVID BATES

FROM:

**JAMES W. CICONI**  
**Assistant to the President and**  
**Deputy to the Chief of Staff**

The attached has been forwarded  
to the President.

THE WHITE HOUSE  
WASHINGTON  
February 26, 1990

MR. PRESIDENT:

At this point, you are being asked to approve in principle the goals for the National Transportation Policy outlined in the memo, and sign a cover letter which will be included when the Policy is released.

The details of the Policy Statement itself are still being finalized, and will be forwarded to you when complete.

All offices concur with the attached summary and cover letter.

*Jim*  
Jim Cicconi

THE WHITE HOUSE

WASHINGTON

February 23, 1990

1990 FEB 26 PM 1:38

MEMORANDUM FOR THE PRESIDENT

FROM: THE ECONOMIC POLICY COUNCIL

SUBJECT: National Transportation Policy Statement

Issue

During his confirmation hearings last year, Secretary Skinner promised to develop a National Transportation Policy (NTP) statement. The Transportation Department would like to release the NTP statement in early March. This memorandum reviews the NTP statement and presents a cover letter for your approval.

Background

The Transportation Department last issued a National Transportation Policy statement in 1978. Secretary Skinner developed a NTP statement in order to provide a framework for making future transportation policy decisions and to provide guidance for Federal, State, and local governments and the private sector in planning transportation policy.

The Transportation Department wants to issue a NTP statement, in particular, because major Federal aviation and highway programs need to be reauthorized. The Congress must reauthorize Federal aviation programs this year and highway and mass transit programs next year. While the NTP statement outlines some principles for considering program reauthorization, the EPC agreed that the Administration still needs to determine carefully its approach toward specific legislation and specific programs.

The Transportation Department conducted extensive "outreach" efforts involving public hearings and meetings with interested groups. The Transportation Department reviewed draft NTP statements with affected EPC departments and agencies through an extensive interagency clearance process.

Summary of policy statement

The NTP statement outlines six key transportation policy themes:

1. *Maintain and expand the nation's transportation system*

The NTP statement supports reauthorizing Federal transportation programs to emphasize State and local participation, focus Federal resources on projects of national significance, reduce categorical grants, and increase flexibility to recipients.

2. *Foster a sound financial base for transportation*

The NTP statement supports increasing reliance on user fees, reducing spending from the general fund, and using transportation trust funds in a fiscally responsible way.

3. *Keep the transportation industry strong and competitive*

The NTP statement supports eliminating unnecessary Federal regulations, reassessing Federal user charges and subsidies affecting competition among transportation modes, and negotiating to improve access of U.S. transportation companies to international markets.

4. *Ensure public safety and national security*

The NTP statement supports improving transportation safety. A major focus will be reducing highway fatalities. In addition, the Transportation Department will devote efforts to effective handling of hazardous materials and dealing with the problems of aging aircraft and aviation security.

5. *Protect the environment and the quality of life*

The NTP statement supports minimizing adverse effects of transportation on the environment and promoting more effective measures to prevent oil spills.

6. *Advance U.S. transportation technology and expertise*

The NTP statement supports increasing Federal spending for transportation research, including maglev and Intelligent Vehicle/Highway Systems.

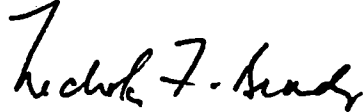
The EPC observed that departments and agencies reached agreement on the general principles in the NTP statement. However, the EPC agreed on the need to address the difficult policy choices that must be decided before specific legislation can be submitted to the Congress. These issues include, for example, how the highway reauthorization bill defines highways of national significance and what role the Federal government has in urban highways, particularly with respect to urban congestion. These issues have important policy and budget implications.

The EPC agreed that appropriate investment in research and development in new transportation technologies could yield significant benefits. For example, if magnetic levitation transportation proves feasible, it could be less expensive and better for the environment than expanding transportation systems based on current technology. The Federal government has an appropriate role in researching this technology, and then turning it over to the private sector for development.

Recommendation

The EPC unanimously recommends that the Administration adopt the National Transportation Policy statement and that you sign the attached cover letter.

Approve \_\_\_\_\_ Disapprove \_\_\_\_\_ Want more information \_\_\_\_\_



Nicholas F. Brady  
Chairman Pro Tempore

## THE WHITE HOUSE

WASHINGTON

It is the responsibility of each generation to renew the foundations of society -- to take all that we have learned, the mistakes we have made, our progress, and our potential, and apply this experience to shaping tomorrow.

Our forebears made an investment in the future that has paid us a handsome return and provided us with a higher quality of life than they enjoyed. The institutions they created, the new technologies they developed, and the transportation systems they built formed the foundations for a society far different from the one they inherited. We must pass on to future generations the legacy we have inherited, and build the foundations for a better tomorrow.

History must record that we took charge of our destiny and left a new generation with a better environment, a higher quality of life, and greater opportunities. To achieve this goal, transportation and transportation policy can be -- must be -- a vital agent for change. We have already reaped substantial benefits from regulatory reform and economic deregulation in transportation, and the Nation must build on that success. In the coming years, the transportation system must be an integral part of our investment in America's future.

To set the stage today for meeting our responsibilities and our obligations to future generations, the Department of Transportation, with the help of thousands of Americans who participated in the Department's outreach efforts, has given time and attention to rethinking our transportation programs and policies. This *Statement of National Transportation Policy* will help our transportation system to meet the needs of the 21st century. Now all of us -- the Federal Government, State and local governments, industry, and private citizens -- must work together to put this agenda into motion.

Thirty-five years ago, President Eisenhower's goal in establishing the program to build the Interstate Highway System was to "Unite the Nation" in a way that only an effective interchange of people and goods can provide. The Interstate Highway System is now virtually complete, and we have extensive transportation facilities and services in place in other modes. On the ground, over the waterways, in air and space, our mission for the next decade and the next century is to build on those achievements, to ensure connections among all parts of the United States and with the world. Our competitive success in a global economy depends on it.

Draft Opening Statement For  
THE PRESIDENT at Ceremony Announcing  
National Transportation Policy  
Washington, D.C.  
March 8, 1990

[Secretary Skinner will make brief remarks and present the President with the National Transportation Policy prior to the President's remarks.]

~~Thank you Sam, and thank you to all those who helped put this statement together.~~

We will be judged as a civilization by the kind of world we leave for our children. Our forebearers made an investment in the future that has provided us with a higher quality of life than they enjoyed. The institutions they created, the new technologies they developed, and the transportation systems they built formed the foundations for a society far different from the one they inherited. Now, in the last decade of the 20th century, it is our turn to invest in America's future. An investment in transportation is an investment in America's future, in its economic strength and vitality.

The National Transportation Policy announced here today will play an important role in helping us pass on to future generations the legacy we have inherited.

No industry in the nation is more important to U.S. economic growth and international competitiveness than transportation. It's an \$800 billion dollar a year business with \$5 trillion dollars worth of assets. Every household and every business in America, along with export trade and national security, depend on transportation.

Our transportation system must work efficiently to serve these needs in an increasingly global society.

An improved transportation system will enhance our productivity as a nation. Productivity suffers when people and goods are stranded in traffic or delayed at airports. A responsive, well maintained, and efficient transportation system means more jobs, economic prosperity, and an improved quality of life. For over two hundred years transportation has stimulated economic activity and brought the country together. America's many accomplishments have been supported by advancements in transportation.

The policy we are announcing today provides strategy guidelines for the 21st century. It signals a new era of responsible leadership that intends to build on the legacy of President Dwight David Eisenhower. Thirty-five years ago he

put into reality a vision he had carried with him since he was a young man -- the Interstate Highway System.

President Eisenhower's goal in establishing the program to build the Interstate Highway System was to "Unite the Nation" in a way that only an effective interchange of people and goods can provide. The Interstate Highway system is now virtually completed, and we have extensive transportation facilities and services in place in other modes. On the ground, over the waterways, in air and space, our mission for this decade and the next century is to build on those achievements, to ensure connections among all parts of the United States, and with world. Our competitive success in a global economy depends on it. The Interstate system helped America forge its place of leadership in the world economy.

This morning we are going a step further. We are leaving our mark on transportation and the economy. We are doing our part to make America a better place for our children.

You will recall that the one thing I said about the transportation policy in the State of the Union last month was that it's time to act. And it's time to act together. The policy we announce today gives us a strategic framework, not only for fixing the roads, building new airports and making better use of the ones we have. It provides a decision making tool for using capacity of the railroads, reforming maritime regulations, and unleashing the creative genius of American research and the ingenuity of our superior technology. With this policy we will do all those things and much more.

Even more important -- this policy calls for a joint venture between federal, state and local governments, and an important fourth partner -- the private sector. We all have a stake in transportation. It must be a joint venture. Now we have an excellent blueprint for the task. But it is only a beginning. Now is the time to act and act together.

Thank you.

Davis/Martin  
Title: Trans  
March 6, 1990  
Title: Trans

**PRESIDENTIAL ADDRESS: NATIONAL TRANSPORTATION POLICY  
((Time)), Thursday, March 8, 1990**

Thank you Sam. As some of you may know, once Sam Skinner became Secretary of Transportation, he then took the time to earn a license as a jet-pilot. ((Somehow I get the feeling, Sam, that if I had named you Secretary of Agriculture, you'd be out on a farm, milking cows.))\ \ \

Kidding aside, Sam's leadership derives from his experience. And it is experience and solid analysis that has shaped the National Transportation Policy we are unveiling today.

No sector is more important to American economic growth than transportation. It's an \$800 billion a year business with \$5 trillion worth of assets. To say that it's critical to our personal needs, our export trade, and our national security is a gross understatement. As world trade grows ever larger, as we become increasingly a leader of a global society, we will become even more dependent on transportation than we are today.

Yet when transportation lags or is congested, when people and goods are stranded in traffic or in airports, our economic life suffers. When people and goods flow through a responsive, well-maintained and efficient transportation system, our quality of life improves with it. For over two hundred years, since the

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In this effort, it is not enough to have a partnership between federal, state and local government. We must have that dynamic fourth partner, the private sector. Such a partnership has already built a transportation system that is the envy of the world. If we work together, in this joint venture, America can continue to be the world leader of transportation.

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**TRANSFER SHEET**  
**BUSH PRESIDENTIAL MATERIALS PROJECT**

COLLECTION Bush Presidential Records--  
Office of Speechwriting--  
Speech File - Drafts

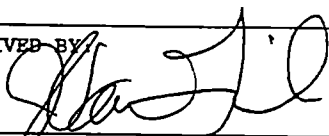
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\_\_\_\_\_ BOOK COLLECTION \_\_\_\_\_ MUSEUM COLLECTION  
OTHER (SPECIFY: computer \_\_\_\_\_)

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DESCRIPTION: one computer diskette

SERIES Office of Speechwriting Speech File - Drafts	BOX NO. 50
FILE FOLDER TITLE: National Transportation Policy Meeting 3/8/90 [OA 4728] [2]	
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RECEIVED BY: 	DATE RECEIVED 4/17/96