

**FILE**

REMARKS PREPARED FOR DELIVERY BY SECRETARY  
OF TRANSPORTATION BROCK ADAMS, AT A  
GRANT-SIGNING CEREMONY, BALTIMORE EXPRESSWAY,  
WASHINGTON, D.C., OCTOBER 20, 1978.

WE SCHEDULED THIS GRANT-SIGNING CEREMONY  
THIS MORNING -- AND I'M GLAD THAT SO MANY OF THE  
PEOPLE RESPONSIBLE FOR THE PROGRESS OF MARYLAND'S  
SURFACE TRANSPORTATION SYSTEMS COULD BE HERE --  
BECAUSE UNDER THE NEW LAW PASSED BY THE CONGRESS  
LAST WEEK WE'RE GOING TO DO A LOT FOR THE HIGHWAYS  
AND THE BRIDGES AND THE PUBLIC TRANSIT SERVICES  
OF THIS COUNTRY.

AND ONE THING WE'RE GOING TO DO IS  
FINISH THE INTERSTATE SYSTEM -- COMMIT TO  
CONSTRUCTION THOSE SECTIONS THE STATES WANT, AND  
CONVERT TO OTHER PURPOSES THOSE THEY DON'T WANT.

I WAS IN CALIFORNIA EARLIER THIS WEEK TO  
GIVE A FINAL OKAY TO A FREEWAY PROJECT THAT HAS BEEN  
STALLED THERE FOR 10 YEARS. WE'RE GOING TO BUILD  
IT -- WITH CENTER LANES FOR BUSES AND CARPOOLS.

AND WE'RE HERE THIS MORNING BECAUSE WE'RE GOING TO BUILD A FOUR-MILE EXTENSION TO THE NORTHWEST EXPRESSWAY IN BALTIMORE, WHICH WILL RUN FROM I-695 TO REISTERSTOWN. THE SECTION TO BE CONSTRUCTED WILL BE DESIGNED TO INTERFACE WITH THE PROPOSED LIGHT-RAIL TRANSIT INVESTMENTS BEING MADE IN THAT TRAVEL CORRIDOR.



THIS IS ALSO SOMETHING OF AN HISTORIC  
EVENT BECAUSE THIS SPUR -- I-795 -- IS PROBABLY  
THE LAST BIT OF INTERSTATE HIGHWAY TO BE APPROVED  
UNDER THE 1973 FEDERAL HIGHWAY ACT WHICH PERMITTED  
THE SUBSTITUTION OF NEW INTERSTATE MILEAGE FOR  
MILEAGE DELETED ELSEWHERE. AS I'VE ALREADY NOTED,  
THIS IS NOT PERMITTED UNDER THE NEW ACT. WE HAVE  
TO BRING THE CURTAIN DOWN ON THE INTERSTATE  
NETWORK, SO THAT WE CAN DETERMINE THE APPROVED  
SYSTEM, GET IT COMPLETED, AND TURN TO THE VERY  
IMPORTANT TASK OF KEEPING THE TOTAL SYSTEM IN  
GOOD CONDITION.

THE COST OF THE NORTHWEST EXPRESSWAY SPUR  
IS ESTIMATED AT \$71 MILLION. WE'RE PROVIDING 90  
PERCENT OF THAT. AND I'M DELIGHTED NOW TO SIGN  
THE GRANT SO THAT WORK CAN BEGIN ON THE PROJECT  
THAT, I TRUST, GOVERNOR HUGHES WILL COMPLETE.

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