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REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION  
BROCK ADAMS, DEDICATING I-90 COMPLETION IN MINNESOTA,  
BLUE EARTH, MINNESOTA, SEPTEMBER 23, 1978.

AS YOU KNOW, I'M STANDING IN TODAY FOR YOUR  
NEIGHBOR AND MY OLD FRIEND, VICE PRESIDENT MONDALE. AFTER  
HE READ THE PRIMARY ELECTION RETURNS, HE DECIDED IT WAS  
SAFER IN WASHINGTON, D.C. THAN IN MINNESOTA.

BUT HE HAS NOTHING TO WORRY ABOUT; IT'S REALLY  
AMAZING HOW POPULAR THE VICE PRESIDENT IS IN HIS HOME STATE.  
I UNDERSTAND THAT THE MORNING AFTER THE CAMP DAVID SUMMIT  
WAS OVER, THE MINNEAPOLIS TRIBUNE RAN A HEADLINE: "FRITZ  
ENDS MIDDLE EAST CRISIS."

I'M GLAD TO SEE SENATOR ANDERSON HERE ON THE PLATFORM.  
THEY TELL ME THIS IS THE FARTHEST HE COULD GET FROM THE  
BOUNDARY WATERS CANOE AREA AND STILL STAY IN THE STATE.

I'M TOLD THAT WHEN FRITZ FLEW OVER BLUE EARTH IN HIS HELICOPTER TWO WEEKS AGO, ON HIS WAY TO ELMORE, HE MADE A PERSONAL SURVEY OF THE SITE WHERE WE STAND TODAY. IT'S NOT EVERY SECRETARY OF TRANSPORTATION WHO HAS A VICE PRESIDENT FOR AN ADVANCE MAN.

THE VICE PRESIDENT DID WANT TO BE HERE TODAY. WHEN HE COULDN'T WORK HIS SCHEDULE OUT HE ASKED ME TO BRING HIS GREETINGS. HE HOPED THAT SOME OF HIS CONTEMPORARIES IN THIS AREA WOULD REMEMBER "CRAZY LEGS" MONDALE FROM THE DAYS WHEN THE ANNUAL FOOTBALL GAME BETWEEN BLUE EARTH AND ELMORE WAS BIGGER THAN THE VIKINGS AGAINST GREEN BAY.

WE ALL KNOW THAT GOVERNOR PERPICH SPECIALIZES IN "FIRSTS." HE'S THE FIRST ROMAN CATHOLIC, THE FIRST DENTIST, THE FIRST YUGOSLAVIAN DESCENDANT AND THE FIRST IRON RANGE RESIDENT EVER TO SERVE AS GOVERNOR. NOW HE'S LOOKING FOR JUST ONE MORE "FIRST" -- ON THE FIRST TUESDAY IN NOVEMBER.

BUT MY OLD HOUSE COLLEAGUE, AL QUIE, HAS OTHER IDEAS. AL IS FAMOUS FOR RAISING AND TRAINING QUARTER-HORSES AND WE'LL FIND OUT IN ABOUT SIX WEEKS HOW HE RUNS IN THE STRETCH.

IF AL SHOWS ENOUGH SPEED AND STAMINA, HE'LL LOSE THE COMPANY OF TWO OF THE MOST DISTINGUISHED MEMBERS OF CONGRESS, TOM HAGEDORN AND RICK NOLAN.

I'M DELIGHTED, TOO, THAT MAYOR LELAND AND SO MANY OF THE CITIZENS OF FARIBAULT COUNTY AND SURROUNDING AREAS COULD BE HERE FOR THESE CEREMONIES. I ALSO WANT TO THANK COMMISSIONER HARRINGTON AND ALL THE PEOPLE AT THE MINNESOTA DEPARTMENT OF TRANSPORTATION FOR DOING SUCH AN EXCELLENT JOB IN ARRANGING THIS PROGRAM.

WE ALL REMEMBER THOSE MARVELOUS EARLY PHOTOGRAPHS OF OUR GREAT-GREAT-GRANDFATHERS AT THE GOLDEN SPIKE CEREMONY THAT MARKED COMPLETION OF THE FIRST TRANSCONTINENTAL RAILROAD. TODAY, BLUE EARTH IS PLAYING VERY NEARLY THE SAME PART THAT PROMONTORY SUMMIT, UTAH, PLAYED 99 YEARS AGO.

WE ARE ONLY DEDICATING A 14-MILE SEGMENT, BUT, WITH IT IN PLACE, I-90 WILL STRETCH UNINTERRUPTED FROM BOSTON WEST, ALMOST TO THE MONTANA BORDER. WHEN ANOTHER 100 MILES IN MONTANA AND IDAHO ARE COMPLETED, THIS GREAT INTERSTATE WILL RUN ALL THE WAY ON TO SEATTLE, COAST TO COAST WITHOUT A SINGLE STOPLIGHT.

LAST DECEMBER I WAS IN MARIETTA, GEORGIA, TO PARTICIPATE IN DEDICATION ACTIVITIES MARKING THE COMPLETION OF I-75, THE FIRST NORTH-SOUTH INTERSTATE TO BE FINISHED FROM BORDER-TO-BORDER. THAT HIGHWAY, STRETCHING FROM SAULT STE MARIE TO TAMPA, RUNS FIFTEEN HUNDRED MILES.

TODAY, IN JOINING THE EASTERN AND WESTERN SEGMENTS OF I-90, WE ARE EFFECTIVELY DOUBLING THAT 10-MONTH-OLD RECORD FOR THE LONGEST INTERSTATE IN USE. AS I MENTIONED A MOMENT AGO, WHEN THE FEW SCATTERED SECTIONS NOT YET COMPLETE ARE FINISHED, I-90 WILL BE THE LONGEST CONTINUOUS ROADWAY IN THE UNITED STATES, COVERING 3,000 MILES FROM PUGET SOUND TO MASSACHUSETTS BAY.

LAST WEDNESDAY I ANNOUNCED FEDERAL APPROVAL  
OF THE SEVEN-MILE URBAN PORTION OF I-90 BETWEEN  
SEATTLE AND BELLEVUE. I HOPE CONSTRUCTION CAN NOW  
PROCEED ON THAT SMALL BUT IMPORTANT PART OF THIS  
VITAL TRANSCONTINENTAL HIGHWAY.

IT'S A GREAT ACHIEVEMENT, BRINGING A CONSTRUCTION PROJECT LIKE THIS TO COMPLETION STATE-BY-STATE. I-90 REPRESENTS A PUBLIC INVESTMENT THAT, WHEN COMPLETED, WILL TOTAL SLIGHTLY MORE THAN \$2½ BILLION. THE 14-MILE PORTION BEING OPENED TODAY REPRESENTS AN EXPENDITURE OF \$256 MILLION IN FEDERAL AND STATE HIGHWAY FUNDS. THIS MAGNIFICENT ROAD, TOGETHER WITH THE ENTIRE FEDERAL-AID HIGHWAY SYSTEM, REFLECTS THE WAY FEDERAL, STATE AND LOCAL AGENCIES CAN WORK TOGETHER TO MEET THE NATION'S TRANSPORTATION NEEDS.

I THINK WE CAN DO THAT, WITHOUT BUSTING THE BUDGET AND WITHOUT SHORTCHANGING THE STATES OR THE CITIES ON THEIR OVERALL TRANSPORTATION NEEDS. THE RURAL SECTIONS ARE THE EASIEST. LET'S WRAP THEM UP. AT THE SAME TIME WE SHOULD SETTLE THE URBAN LEGS THAT ARE STILL UNDECIDED. WE CAN RESOLVE MANY OF THESE BY MAKING PUBLIC TRANSIT PART OF THE SOLUTION.



IN OTHER WORDS, DEDICATE THE CENTER LANES TO THE EXCLUSIVE USE OF BUSES AND OTHER HIGH-OCCUPANCY VEHICLES. WE'RE DOING THAT IN SEATTLE AND IN WASHINGTON AND NEW YORK, AND RECOMMENDING A SPECIAL ACCOMMODATION FOR TRANSIT AND CARPOOL USERS IN LOS ANGELES AND OTHER URBAN AREAS WHERE A HIGHWAY SOLUTION ALONE WILL NOT SERVE THE FULL NEEDS OF THE COMMUNITY.

THE POINT IS, WE NEED OUR INTERSTATE HIGHWAYS AND WE SHOULD BUILD THEM OR GET THEM OFF THE BOOKS, SO WE CAN DEVOTE THE NECESSARY ATTENTION -- AND RESOURCES -- TO THE REPAIR AND RECONSTRUCTION OF THE OLDER INTERSTATE SECTIONS THAT ARE WEARING OUT. PRESIDENT CARTER, I ASSURE YOU, UNDERSTANDS THE IMPORTANCE NOT ONLY OF MEETING THE FEDERAL INTERSTATE CONSTRUCTION COMMITMENT, BUT OF INSURING AS WELL THAT THE HIGHWAYS IN PLACE ARE NOT ALLOWED TO DECAY.

IN CONCLUSION, I WANT TO THANK EVERYONE INVOLVED IN THIS PROJECT. I SHARE WITH YOU A TREMENDOUS SENSE OF SATISFACTION IN THE ACCOMPLISHMENT WE OBSERVE HERE TODAY.

I KNOW AS SECRETARY OF TRANSPORTATION -- AND AS A CONGRESSMAN BEFORE THAT -- THAT OFFICIALS ARE INVITED TO GROUND-BREAKING AND RIBBON-CUTTING CEREMONIES. BUT WE SELDOM SEE WHAT GOES ON IN-BETWEEN -- ALL OF THE TOIL AND THE PROBLEMS OF MEETING DEADLINES AND STAYING WITHIN COSTS AND PROTECTING THE ENVIRONMENT. THAT'S HOW HIGHWAYS ARE BUILT.

THE REAL SIGNIFICANCE OF THIS HIGHWAY, THEREFORE, LIES NOT IN THE FINANCIAL INVESTMENT IT REPRESENTS, NOR IN THE ENGINEERING AND TECHNICAL EFFORTS INVOLVED -- ALTHOUGH BOTH ARE SUBSTANTIAL. THIS "GOLDEN PIKE" IS A TRIBUTE NOT TO THE SIZE OF THE DOLLARS OR THE NUMBER OF BULLDOZERS REQUIRED TO PUT IT TOGETHER, BUT TO THE PEOPLE WHOSE DEDICATION NEVER FALTERED. WE ARE HERE TO HONOR THEM. THEY HAVE DONE A MAGNIFICENT JOB.

THE ENTIRE INTERSTATE SYSTEM IS A MARVELOUS ACHIEVEMENT. IT IS THE PRIDE OF EVERY AMERICAN MOTORIST, THE ENVY OF OTHER NATIONS AND AN INVALUABLE NATIONAL ASSET.

GOVERNOR PERPICH, COMMISSIONER HARRINGTON, THANK  
YOU AGAIN FOR INVITING ME HERE TODAY. YOUR HOSPITALITY  
IS SUPERB. YOUR HIGHWAY IS A WELCOME ADDITION TO THE  
INTERSTATE SYSTEM. AND THE REST AREA UNDER CONSTRUCTION  
HERE IS WELL CHOSEN FOR ITS CONVENIENT LOCATION AND  
ATTRACTIVE SETTING. I'M SURE MANY MOTORISTS FOR YEARS TO  
COME WILL ENJOY THEIR TRAVELS IN YOUR FRIENDLY AND SCENIC  
STATE ALL THE MORE FOR THE TIME AND THE EFFORT AND THE  
RESOURCES INVESTED HERE;

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