

# U. S. Department of Transportation news:



Office of Assistant Secretary for Governmental and Public Affairs

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REMARKS PREPARED FOR DELIVERY BY U.S. SECRETARY OF TRANSPORTATION  
NEIL GOLDSCHMIDT, AT A PRESS CONFERENCE, DOT HEADQUARTERS,  
NOVEMBER 29, 1979.

I am announcing today my decision regarding I-675 in Dayton, Ohio. It is a decision which touches the people of the Dayton region directly, but which speaks as well to the commitment of this administration to the cities of this country, to jobs, to energy and to a sensible transportation future.

My decision on I-675 is as follows:

- 1.) Currently, I-675 ends in an open field. This is neither a reasonable nor an acceptable termination point for this Interstate segment. Moreover, there are legitimate transportation needs that could be served by its extension to U.S. Highway 35. Accordingly, I am directing that engineering and design work to accomplish this link should begin immediately. Actual construction work on this \$50 million segment could commence within 18 months, creating jobs for 5,000 people over the life of the project and producing a useful transportation improvement.
- 2.) Department of Transportation review of the evidence regarding the segment of I-675 from U.S. Highway 35 to I-75 does not support its construction and I am, therefore, disapproving the Final Environmental Impact Statement for that segment of the proposed freeway.

Specifically, this segment fails to meet the following tests:

- 1.) Forecasts of future traffic volumes simply do not warrant a project of this scale. The project fails on the basic grounds of mobility requirements.

2.) In an era of limited and costly energy, it makes no sense to build highways that encourage lengthy commuting and urban sprawl. This project fails on the grounds of energy and land use consideration.

3.) Transportation investments must reflect this administration's commitment to rebuild the nation's cities, to promote jobs and economic development, housing and a clean environment in urban centers. The project fails on these grounds as well.

This is not to say that the people of the Dayton region do not have legitimate transportation needs, both in this corridor and in the region at large. Indeed, this decision can be a new opportunity for the region and this department, working together, to find and fund appropriate transportation projects in the Dayton region -- both highway and transit projects.

Tomorrow morning, two Federal Highway Administration officials will sit down in Dayton to work with state, regional and local officials and outline actions to be begun at once. These planning efforts will identify projects in the corridor and in the region which can meet projected transportation need and which would qualify for federal assistance. With the full support of the people of the Dayton region and a concerted effort from all involved, this work can be completed within a matter of months and engineering could begin on specific projects within a year of the formal withdrawal of the freeway. In the meantime, Dayton will not lose one nickel of this freeway money. In fact, the funds allocated for the freeway will continue to grow with inflation until the freeway is finally withdrawn.

Let me summarize:

We are building part of a freeway.

We are stopping part of a freeway.

We are taking steps which will lead to alternate projects to meet the transportation needs in the Dayton region and protecting Dayton's money pending the outcome of regional analysis and discussion which would be completed within 6 months.

We are committing the resources and cooperation of this department to build a working partnership with the people of the Dayton region.

We are keeping faith with the urban policy and with the energy reality of our time.

We are recognizing that the transportation investments of the future cannot be based on the outmoded assumptions of the past. And we are making decisions that will allow the people of the Dayton region to go forward knowing what their transportation future will look like.

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