

Mr. CLAUSEN. I do not think they necessarily have to stay there. There are a great many values out in rural America.

Mr. MARSH. I agree.

Mr. CLAUSEN. Some of these people need a little access.

Mr. MARSH. I agree.

Mr. CLAUSEN. Thank you, Mr. Chairman.

Mr. KLUCZYNSKI. Any further questions?

Thank you, Mr. Marsh. You have done a wonderful job.

The next witness will be Mr. Emerson Rhyner, deputy chief counsel, California Division of Highways, accompanied by Mr. Sam Helwer, California deputy State highway engineer.

Mr. CLAUSEN. Mr. Chairman, I wonder if I might be recognized just briefly to extend my personal welcome to these gentlemen for taking their time and my appreciation for their appearance before this committee.

I want you to know, Mr. Chairman, that you now have before you what I think are the most qualified men in roadbuilding in America today. I am not at all prejudiced.

Mr. KLUCZYNSKI. Nice to have you, Mr. Rhyner and Mr. Helwer.

**STATEMENT OF EMERSON RHYNER, DEPUTY CHIEF COUNSEL,
CALIFORNIA DIVISION OF HIGHWAYS, ACCOMPANIED BY MR.
SAM HELWER, CALIFORNIA DEPUTY STATE HIGHWAY ENGI-
NEER**

Mr. RHYNER. We want to thank you for the opportunity to testify before your committee. There are four subjects which we would like to discuss briefly. They are:

1. Cost estimates for the Interstate System;
2. Additions to the Interstate System;
3. The TOPICS program;
4. Relocation assistance.

COST ESTIMATES FOR THE INTERSTATE SYSTEM

One of our major concerns is that the apportionment factors used for the Interstate System in the draft legislation prepared by the Department of Transportation for the Federal-Aid Highway Act of 1968 do not include the cost of the Century Freeway which has been added to the Interstate System in San Francisco in 1965. It is our understanding that appropriate adjustments will be made in the apportionment factors to reflect the inclusion of the Century Freeway in the Interstate System in California. The reason we bring this to your attention at this time is that if for some reason the appropriate adjustments in the apportionment factors were not made, it would seriously impair our ability to complete the Interstate System on a timely basis, particularly so in view of the recent addition of the Century Freeway.

INTERSTATE ADDITIONS

With respect to additions to the Interstate System, our basic position is that there should be no additions to the presently authorized 41,000 miles except as already provided by existing law.