

As in the past, we continue to strongly support the present interstate program. It is a vital element in the Nation's transportation system. We urge that every effort be made to achieve its completion as expeditiously as possible.

We also recognize that to insure the proper functioning of the presently designated system, it may be necessary to make certain adjustments or minor additions to the system. We would be hopeful, however, that these adjustments or minor additions could be made within the present 41,000 mile limitation as modified by the provisions of Public Law 90-238. With the completion of the presently designated Interstate System we will have established a backbone network of highways which will provide the base upon which to build or improve the remaining intra-State routes which are so vital to the economic welfare of the individual States, and which also provide the necessary feeders to the Interstate System.

While we are in full agreement with the method used to accomplish completion of the presently designated Interstate System, which method established a fixed System, assured financing, and a set completion date—we are concerned about the effect that a continuation of this inflexible approach would have on other vitally important highway routes.

The fixed system with its mandatory completion date has had an adverse effect on eliminating highway deficiencies on other important State routes in California, many of which have higher priority than certain portions of the Interstate System. In many instances we have found it necessary to construct certain portions of the Interstate System far in advance of need when compared to other State highways which are presently deficient in terms of both congestion and safety.

Before expanded interstate or other Federal-aid systems are considered, we strongly urge that a comprehensive study be made. We believe a uniformly administered functional classification and needs study is necessary to develop a sound, continuing Federal-aid highway program. This should include determination of the extent of the Federal-aid system, or systems. This study should include all highways, roads and streets, not just the present Federal-aid systems. It is our opinion that only after such studies are completed can a proper assessment be made of the relative extent of responsibilities of Federal, State, and local jurisdictions.

If there is to be a substantial expansion of the Interstate System at this time, without benefit of a functional classification and needs study, we would of course have to make a complete reassessment of our needs. The mileage amount of such an expansion would be of prime importance. We have vitally important routes such as U.S. 50, U.S. 101, and U.S. 395, among others, that might be included in such an expanded system. We would reiterate, however, that we strongly urge a comprehensive study before any major modifications in the Interstate program are made.

TOPICS PROGRAM

First, we are in complete agreement with the concepts and objectives of the TOPICS program. In California we have encouraged local jurisdictions to give even greater attention to maximizing the