

to those States which were not allocated a fair share of mileage in the 1956 plan and its subsequent two changes. Nebraska is a good illustration of this. The State located in the west north central region of the United States, was allocated a single east-west route. All other states in the region have been allocated a two-directional system, some with several routes. As a result, aside from Omaha, the cities of Nebraska are not competitive with other cities in the region which are of comparable size. The city of Lincoln with about 175,000 people in the metropolitan area is now at an economic disadvantage with respect to Sioux Falls, South Dakota, which has approximately half of the population but fortunately has two interstates which give that city interconnections north, south, east and west. Now, if the interstate program with its 90% federal/10% state financing is terminated, the people of Nebraska and Lincoln will, presumably under a 70/30 program, have to pay a higher proportion of costs of construction of a needed expressway so that they can regain their competitive status. These type comparisons, I am sure, can be made throughout the country, and they all support our contention that termination at this time will result in severe dollar inequities. This problem can only be solved with further construction in those regions where the present Interstate system gives inadequate interconnection i.e. the "missing links".

The I-35W route in the west north central region represents one of the "missing links". Basically, this route would be an extension of I-35W which begins at Wichita, Kansas and currently terminates at Salina. We would have this route continue northward into Nebraska, thence northeasterly through Beatrice, Lincoln and Fremont to Sioux City, Iowa and then continuing through Iowa into Minnesota through Mankato to Minneapolis-St. Paul. Beginning again at Duluth-Superior, the route would proceed northwesterly to International Falls terminating at the Canadian border. Some of the activities which would be served by I-35W are:

(1) *Agriculture*—This service corridor contributes over 40 Billion dollars per year of farm income to 6 million farm workers. Livestock markets at Omaha, Sioux City, Kansas City and St. Paul account for over 30% of livestock receipts in the country—truly, this is the heartland of livestock feeding. Farmers contribute about 35% of the nation's production of corn, oats and wheat.

(2) *Manufacturing*—Manufacturing accounts for 23 Billion dollars of goods, a large percentage being food related. However, there is also a 13 Billion dollar volume of miscellaneous products including apparel, lumber and wood products, printing and publishing, chemicals, petroleum etc. The continued efficient and profitable shipping of all these products is dependent upon a main highway through the corridor. Manufacturers are already in competition with those located near Interstate highways with better interconnections.

(3) *Intergovernmental Relations*—The five states of Minnesota, South Dakota, Iowa, Nebraska and Kansas will be drawn closer as the time factor for communication is compressed. Within the states, Congressional districts will become more united. In addition, I-35W would form an international linking of the USA, Canada and Mexico.

(4) *Urban Areas*—Metropolitan areas to be served include Minneapolis-St. Paul, Omaha-Lincoln, Duluth-Superior, Sioux City and Wichita. I-35W will greatly contribute to the alleviation of traffic congestion and the expedition of services, goods and persons.

(5) *Higher Education*—Over 150,000 students in approximately 50 universities and colleges.

(6) *Tourism*—This is a north-south corridor in an area where tourist traffic flows north in summer and south in winter.

(7) *Defense*—I-35W would serve as a main line of communication in event of land warfare on the North American Continent.

(8) *Traffic*—Average daily counts on the major highways which are situated in the I-35W corridor are now between 3,550 and 6,750 vehicles per day, already higher than many sections of nearby interstates. Projections of motor vehicle registrations and vehicle miles of travel indicate that, without physical modification of the system, these counts may be in the neighborhood of 10,000 by 1988. This certainly, in itself, justifies the construction of a highway to Interstate standards.

The need for high-type, multi-lane expressways along the I-35W Corridor has been recognized by all of the states involved. Without exception, each has identi-