

would include the amount authorized for the current ABC program, plus the amount proposed for the TOPICS program. The proportion to be assigned to each of the new systems could only be determined after completion of the functional classification study and a comprehensive highway needs study—also to be reported to Congress by DOT in 1970.

INTERSTATE SYSTEM EXTENSIONS

At the present time we are not prepared to discuss fully the post-Interstate System highway program but we would like to comment on future extensions of the Interstate System.

We believe that the present 41,000-mile system does not provide adequate connections between metropolitan areas. We understand that there currently are 35 metropolitan areas in 17 States not connected to the Interstate System. In the appendix to this statement we have included a list of those metropolitan areas along with their 1960 and 1966 estimated populations and the distance each of them are from the presently designated system. All of these metropolitan areas eventually need and should be connected to the Interstate System. Each of these metropolitan areas suffers many economic disadvantages because they are not on a part of the designated system. When you are living in a city not on this system, it is like living in the sea.

We believe that extensions to the designated system could be financed with Federal aid primary funds. We would not favor a continuation of 90-10 matching ratio for these extensions. We believe that the matching ratios should be the same as applies to other projects on primary systems, 50-50 under the current law, of $\frac{2}{3}$ to $\frac{1}{3}$, or whatever matching ratio might be eventually established for the primary system.

Congress could declare it to be national policy that all metropolitan areas should be connected to the Interstate System and immediately become part of the designated system. This could be done at any time. Detailed route alignments could be worked out cooperatively by the Department of Transportation and the individual State highway departments.

It would be up to the States to bring these additional segments to full Interstate System standards, either with Federal aid primary funds or their own funds. DOT would have final authority to approve each route as being up to full standards and when approved the blue shield could be posted. We are not proposing any particular number of miles to be added to the system. We would instead have left it to the States to decide if and when they wanted to bring a particular route up to Interstate standards with final approval being left to the Department of Transportation, not losing sight of the fact that we are talking about a metropolitan area being involved in this interest.

We think the national interest in having an Interstate System is largely satisfied by the present 41,000 miles. The decision to add certain routes to the designated system should now be made by the States since in most instances they will have to make the larger commitment of resources. It is the designation these metropolitan areas need, because it is important, because the mapmaker's markings are relegating these areas to second-class highway facilities.