

Our basic position has been and remains that there should be no additions to the presently authorized 41,000-mile Interstate System except as may already be provided for by existing law. However, we recognize that there may be certain freeways which are essential to proper functioning of the presently designated System and would therefore be extremely desirable additions to the System. Using this criteria, the following additions to the Interstate System in California are deemed to be necessary and supportable:

1. Extension of Interstate 605 from present terminus at Interstate 10 northerly to Interstate 210 in the Los Angeles metropolitan area—5.5 miles.
2. Connection between Interstate 580 and Interstate 680 in Alameda County to close gap in inner loop around San Francisco Bay—14.8 miles.

If there is to be a further expansion of the Interstate System we would, of course, have to make a complete reassessment of our needs which might include such vitally important routes as U.S. 50, U.S. 101, and U.S. 395, as well as routes in several other rural and urban traffic corridors. In this respect, we strongly urge that before any changes are made in the presently designated Interstate System, or any firm commitments made in regard to any elements of a continuing Federal-aid highway program ("After '75"), a uniformly administered functional classification study and needs study be made. We believe that the classification and needs study should include all highways, roads and streets, not just the present Federal-aid Systems. It is our opinion that only after such studies can a proper assessment be made of the relative responsibilities of Federal, State, and local jurisdictions.

We respectfully request to be permitted to testify before your committee. 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 California as a replacement for the routes deleted from the Interstate System in San Francisco in 1965. Attached is a copy of a letter from Mr. Samuel B. Nelson, Director of Public Works, to Chairman Fallon, which discusses this subject in detail.

We appreciate the opportunity to comment on these important matters, and to appear before your committee.

Sincerely,

J. A. LEGARRA,
State Highway Engineer.
By SAM HELMER,
Deputy State Highway Engineer.

HON. GEORGE H. FALLON,
Chairman, House Public Works Committee, Washington, D.C.

DEAR MR. FALLON: There is a matter of grave concern to us here in California which I want to bring to your attention at this time since very shortly your committee will be considering legislation which will result in the Federal-aid Highway Act of 1968.

We have recently received a copy of a draft of a proposed bill cited as the "Federal-aid Highway Act of 1968" which was transmitted to the House of Representatives by Secretary of Transportation Alan S. Boyd under date of April 20, 1968. Section 3 of the proposed bill authorizes the Secretary of Transportation to make apportionments for the Interstate System for the fiscal years ending June 30, 1970, and 1971, using the apportionment factors contained in Table 5 of House Document No. 199, 90th Congress. The apportionment factors contained in Table 5 are based on the estimated Federal share of funds required to complete the Interstate System as developed in the 1968 Interstate System Cost Estimate.

As you know, in August, 1965, certain routes were deleted from the Interstate System in San Francisco. This was done by agreement between the State and the Federal Government since we were unable to reach agreement with local officials as to the location of these Interstate routes. Based on the 1965 Interstate System Cost Estimate, these deleted routes were estimated to cost some \$332 million. At the time agreement was reached to delete the Interstate routes in San Francisco, we requested that the Century Freeway in the Los Angeles area be added to the Interstate System. There was agreement at that time by Federal officials that the Century Freeway meets the criteria for an Interstate route. However, no action was taken on our request at that time.

Public Law 90-238 which was approved on January 2, 1968, provides a completely new legal process and legislative direction for adjustments in the Inter-