

state System. In those instances where a portion of the System cannot be constructed, this Statute authorizes the Secretary of Transportation to withdraw mileage from the Interstate System and substitute other mileage therefor. As a result of this legislation, the Century Freeway was added to the Interstate System in California effective March 20, 1968. The estimated cost to construct the Century Freeway as approved is \$277 million as reported by us to the Department of Transportation on February 5, 1968.

California's 1968 Interstate System Cost Estimate included neither the Interstate routes in San Francisco, which had been deleted, nor the Century Freeway in Los Angeles, which had not yet been approved as an addition to the Interstate System. As a consequence, our apportionment factor has been reduced from the previous 9.787% as determined by the 1965 estimate to 7.752% based on the 1968 estimate and included in Table 5 of House Document No. 199 referred to above. Obviously, this is a very substantial reduction and will seriously impair our ability to complete the Interstate System on a timely basis in view of the recent addition of the Century Freeway to the Interstate System. We know of no other instance in the Nation where adjustments in the Interstate System were made under the provisions of Public Law 90-238 with no adjustment being made for the substitute mileage as has happened in California. We have had discussions concerning this matter with Mr. Lowell K. Bridwell, Federal Highway Administrator, and have assumed that appropriate adjustments in the estimate of cost would be made.

We have learned that no action in this regard has been taken yet. For this reason I am calling the matter to your attention so that proper consideration can be given to this serious problem and appropriate action taken while the proposed legislation relating to the Federal-aid Highway Act of 1968 is still under consideration.

I would be most happy to furnish any additional information or documentation which you might require.

Respectfully,

SAMUEL B. NELSON,
Director of Public Works.
JAMES A. MOE,
Chief Deputy Director.

MAY 16, 1968.

CONNECTICUT

Connecticut supports position that there should be no increase in mileage of interstate system until original 41,000 miles is completed. If congress decides additional mileage should be authorized at this time Connecticut requests addition of the following:

(A) Conn 291—extension of I-291 to complete Hartford circumferential 5 miles.

(B) Hartford, Conn. to Rhode Island State line on route to Providence, Rhode Island 40 miles.

(C) New Haven circumferential 12 miles.

Connecticut does not propose to testify at hearing at this time but will be represented by AASHO.

RALPH L. HAGER,
Deputy Highway Commissioner.

COLORADO

DEPARTMENT OF HIGHWAYS,
STATE OF COLORADO,
May 16, 1968.

Hon. JOHN C. KLUCZYNSKI,
Member of Congress,
House Office Building,
Washington, D.C.

DEAR REPRESENTATIVE JOHN: This is in reply to your telegram of May 15, relative to the proposed hearings on the 1968 Federal-aid highway legislation.

As far as the relocation policy is concerned, and in view of the wide variance among the various states and Government agencies on this matter, I think