

(3) The attached map shows the proposed network of freeways and expressways adopted by the Iowa State Highway Commission to supplement the Interstate System in the state. Although the Commission had previously adopted a Freeway-Expressway System, a more thorough analysis was made to develop this proposed system in relation to regional service, traffic assignments and cost estimates. This latest network of freeways and expressways was adopted on February 7, 1968 and basic information is contained in the press release also attached.

If new major mileage is to be added nationwide to the Interstate System, the proposed freeways shown in blue on the map would qualify for additional mileage. A proposed Freeway System of 759 miles in length is to be built to full freeway standards like the Interstate System and, in general, serve the same type of traffic as the Interstate System in Iowa.

(4) A presentation was made before the Democratic Platform Committee on May 15, 1968 concerning very basic positions on Federal legislation and state legislation:

Item 3 on Page 2 expresses our concern on deferrals of the release of Federal money to the states from the Highway Trust Fund.

Item 4 on Page 3 recommends that consideration be given to Federal legislation authorizing and appropriating funds for commencing development of the Mississippi River Parkway as part of the overall Federal Parkway System.

The two position papers above as well as information pertaining to the Mississippi River Parkway Commission and proposed Freeway and Expressway Network have been submitted to Iowa's Congressional Delegation.

J. R. COUPAL, Jr.,

The Highway Commission will be pleased to have representation at the hearings which are commencing May 23. We would appreciate your advising us of the date on which you desire a specific statement of our position.

Very truly yours,

J. R. COUPAL, Jr.,
Director of Highways.

KANSAS

Re telegram May 15, regret we cannot attend hearings and testify May 23. The American Association of State Highway Officials (AASHO) will testify for the States May 28.

Kansas is in accord with the position which will be presented by AASHO. In the event additional interstate mileage is made available to the States, our urgent needs approximate 175 miles generally following the route of US 69 from the Oklahoma line northward to Kansas City and extended northwesterly and northerly toward the Kansas City-International Airport in Missouri.

JOHN D. MONTGOMERY,
Director of Highways, State Highway Commission of Kansas.

KENTUCKY

COMMONWEALTH OF KENTUCKY,
DEPARTMENT OF HIGHWAYS,
Frankfort, Ky., May 21, 1968.

Representative JOHN C. KLUCZYNSKI,
House of Representatives,
Washington, D.C.

Dear REPRESENTATIVE KLUCZYNSKI: In reply to your wire dated May 15, 1968, the Kentucky Department of Highways would like to offer the following comments.

While the Department has not been able to study in detail all the facets of the Administration's proposed 1968 Federal Aid Highway Legislation, there are certain areas which we feel we should comment on at this time.

As for the proposal relative to the relocation policy, the Department is in favor of raising the three thousand dollar limit for moving businesses but is not