

Important: This form is to be completed, signed by the Chief Administrative Official of the Department and returned to the AASHO Office no later than May 10, 1968.

MISSOURI

MAY 20, 1968.

HON. JOHN C. KLUCZYNSKI:

Reference your wire May 15 AASHO has recommended that no additional mileage be added to the Interstate System to be financed 90-10 from the trust funds. To this we agree. We believe that the trust fund should be continued by revenues at least equal to the present and that matching ratio for all systems be changed to 75-25. Thus States can then build to Interstate standards and mark with Interstate markers those highways within each State that justify such action. If Congress chooses to take another course and authorize additional mileage to be financed 90-10 from the trust fund Missouri would need a total of 1,847 additional miles of highway built to Interstate standards. The location of these highways is shown in the after 1975 report submitted to your committee by AASHO. We realize the mileage will have to be adjusted in accordance with the national total allowed by Congress if any. I do not intend to testify during the hearings.

M. J. SNIDER, *Chief Engineer.*

MONTANA

MONTANA HIGHWAY COMMISSION,
Helena, Mont., May 15, 1968.

HON. JOHN C. KLUCZYNSKI,
*House Roads Subcommittee,
House of Representatives,
Washington, D.C.*

DEAR CONGRESSMAN KLUCZYNSKI: In reply to your telegram of May 15, 1968, we wish to notify you that we support the position of the American Association of State Highway Officials that the Interstate System be kept at the present 41,000 mile size. We are of the opinion that any additional freeway mileage can be handled adequately under the regular ABC program.

In the event, however, that the size of the system is to be increased, we recommend that U.S. 87 from Billings to Great Falls (220 miles) and U.S. 2 across the state (667 miles) be included in the system.

We favor relocation assistance payments since our present state law permits us to pay \$6,000 for business relocation or \$400 for private residence relocation. We do not believe, however, that the situation in Montana is so critical that it requires that the Highway Department find suitable residences for dislocated persons.

Very truly yours,

LEWIS M. CHITTIM, P.E.,
State Highway Engineer.

NEBRASKA

STATE OF NEBRASKA,
Lincoln, May 21, 1968.

MR. JOHN C. KLUCZYNSKI,
*Chairman, Subcommittee on Roads, House Committee on Public Works, House
Office Building, Washington, D.C.*

DEAR MR. KLUCZYNSKI: Reference is made to your telegram of May 15, 1968, relative to the fact that you will soon begin hearings on the administration's proposed 1968 Federal-aid Highway Legislation. Our views on that legislation have been submitted to Alf Johnson, the Executive Director of the American Association of State Highway Officials. The President of AASHO and Mr. Johnson will appear before your committee with the views of the State Highway Departments on this important legislation.

Insofar as additional Interstate mileage is concerned, we support the official AASHO position on this matter, as we feel that after the present 41,000 system is completed, that the highway revenues can better be applied to modernizing our Federal-aid Primary, Secondary, and Urban highways as in other states.