

neighbor to the west, Vermont, which has a considerably smaller population and correspondingly smaller economy was awarded 321 miles as compared to New Hampshire's 214.5 miles. By the same token, Maine on the east was accorded 312 miles and Massachusetts on the south was granted 453 miles.

Congressman Cleveland of your Committee can ably attest to this disparity and to New Hampshire's needs.

Back in 1956 and 1957 when an additional 1000 miles of Interstate mileage was available for distribution to the Federal Highway Administration, my Department made a strong plea for a cross-state route and for a connection leading through the northern part of the State to the Quebec border. Since that time, as the result of the accelerated industrial, commercial and recreational development of New Hampshire, the need has become more acute and more obvious for cross-state expressway routes. Whereas in 1956 I could foresee the need for only one of these cross-state facilities, there is now no question in my mind for the need of at least two. There is still an urgent need for a north-south connection to the Quebec border in the northern tip of New Hampshire which provides the shortest and best route between New England and Quebec City. Last, but by no means least, there is a need for a north-south expressway facility along the eastern side of New Hampshire. As a matter of fact, New Hampshire with its own funds has already completed the beginning of such a facility as far north as the City of Rochester.

Attached hereto for convenient reference is a small map showing the general locations of the routes previously described. The total mileage involved is approximately 350 miles. Based on New Hampshire's experience with Interstate construction to date in its particularly rugged terrain, I would place a dollar value on this additional mileage of 1 million dollars per mile or a total of \$350,000,000.

If the Congress, in its wisdom, sees fit to extend the mileage of the Interstate and Defense Highway System, I believe that the above mileage represents the minimum to which New Hampshire is entitled. Thus, it is possible to at least partially correct an initial inequity as well as make provisions to serve New Hampshire's rapidly expanding economy.

While I have indicated the above needs as an expansion of the Interstate system, they represent basic expressway needs regardless of whether they are included as Interstate extensions or whether they are treated on a uniform matching basis.

While I do not plan to testify before your Committee in my capacity as a State Highway Commissioner, I shall appreciate the opportunity to appear on this subject as President of AASHO.

Thanking you for your continued earnest interest and support of the Highway Program, and with kindest personal regards, I am

Sincerely,

JOHN O. MORTON, *Commissioner.*

NEW JERSEY

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

In reply to your telegram of May 16 minimum additional Interstate requirements total 482.9 miles at estimated cost of \$1.65 billion details following in letter which sets forth department's position.

DAVID J. GOLDBERG,
New Jersey Commissioner of Transportation.

NEW MEXICO

NEW MEXICO STATE HIGHWAY COMMISSION,
Santa Fe, N. Mex., May 16, 1968.

HON. JOHN C. KLUCZYNSKI,
*Chairman, Roads Subcommittee, Public Works Committee,
U.S. House of Representatives,
House Office Building, Washington, D.C.*

DEAR MR. KLUCZYNSKI: This is to acknowledge receipt of your telegram of May 15, offering an opportunity to comment regarding the continuing Federal-aid highway program.