

Oregon is not seeking significant additional Interstate mileage, only some adjustments and minor additions to make the existing system more workable.

We do feel some improvement can and should be made in connection with the relocation of displaced persons. For example, we favor a realistic reimbursement for moving expenses. We favor some type of relief to the individual who has a favorable mortgage interest rate and through relocation is forced into a higher cost financing.

Also, there is the occasional problem of the senior citizens with modest incomes who are occupying adequate housing and are unable to find suitable replacements for the market value of their premises.

We feel that the above items have probably contributed to a major degree in the dissatisfaction expressed over highway and freeway construction. We feel that people who are forced to move because of highway building should be made whole.

Oregon is generally in accord with the proposals which will be made by AASHO; therefore, in the interest of conserving the valuable time of the Committee, we do not feel it is necessary that we make an appearance.

We appreciate the opportunity you have afforded us to present our views.

Very truly yours,

FORREST COOPER,
State Highway Engineer.

PENNSYLVANIA

MAY 23, 1968.

Hon. JOHN C. KLUCZYNSKI,
*House of Representatives,
Washington, D.C.*

In reply to your wire of May 15, 1968, we firmly believe that no major extensions to the 41,000-mile Interstate System be considered at this time. However, it is apparent that certain additions to the system in Pennsylvania are vital to adequately serve the needs of the motoring public. In this regard, therefore, the following extensions are recommended: (1) T.R. 219 from New York State line to I-76 approximately 150 miles; (2) Pittsburgh-Oakland-Crosstown Expressway from I-76 to I-79, approximately 9 miles; (3) Pittsburgh—from I-279 to I-76, approximately 4 miles; (4) Harrisburg—I-83 connector to I-81—West Shore Expressway, approximately 8 miles; (5) Philadelphia—from I-476 to I-695—Landsdowne Expressway approximately 6 miles; (6) Philadelphia—I-76 to I-95—Crosstown Expressway, approximately 3 miles; Philadelphia—from I-695 to I-76—7 #2nd Street Expressway Connector, approximately 5 miles.

I regret my inability to attend your hearing May 23.

ROBERT G. BARTLETT,
Secretary of Highways, Pennsylvania.

RHODE ISLAND

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS,
DEPARTMENT OF PUBLIC WORKS,
Providence, R.I., May 16, 1968.

Hon. JOHN C. KLUCZYNSKI,
*Chairman, Subcommittee on Roads,
U.S. Congress,
Washington, D.C.*

DEAR CONGRESSMAN KLUCZYNSKI: Reference is made to your telegram of May 15, 1968, relative to the proposed 1968 Federal-Aid Highway Legislation.

Rhode Island has for some time studied the desirability of extending its present Interstate. In this endeavor, we have co-ordinated with the neighboring States of Massachusetts and Connecticut.

We have determined that the following additions would favorably compliment the existing Interstate System and would prove advantageous to the related urban areas:

(1) An east-west route embodying the State's expressway Route 37 and extending from a junction with Interstate Route 295 eastward across the Provi-