

above will enable additional mileage to be added to the Interstate system and the states will have the choice of using their funds for the greatest need. There is a great need for extensive highway improvements in our larger urban areas, and the formula apportionment basis of funds to the states will permit the use of the funds where the need is greatest. Also, I would like to recommend that the financing ratio for all Federal-Aid Highway System programs be the same except the five (5) percent funds for upgrading the present Interstate mileage. It would be helpful to the states if Congress would indicate as soon as feasible should they concur in the AASHO recommendations that most of the Federal-Aid funds, after completion of the present Interstate System, would be on a formula apportionment basis rather than the present basis for financing the Interstate System. This would enable the states to proceed with future planning of highway improvements and not have to wait to determine what highway needs may be satisfied by additional Interstate mileage.

I wish to express my appreciation for your interest and assistance in the National Highway Program and for the opportunity to furnish my views with regard to the future highway program.

Yours very truly,

S. N. Pearman,
Chief Highway Commissioner.

SOUTH DAKOTA

THE STATE OF SOUTH DAKOTA,
DEPARTMENT OF HIGHWAYS, PIERRE, May 16, 1968.

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

Dear Congressman KLUCZYNSKI: South Dakota's estimated need for additional Interstate mileage included:

1. 10+ miles within Sioux Falls metropolitan area
2. 6+ miles within Rapid City area
3. 240+ miles generally following U.S. 83 north to south across the state

The Sioux Falls area is now bounded by I 90 to the north, I 29 to the west and I 229 along the south and east sides. The required mileage would provide

SOUTH DAKOTA INTERSTATE ROUTES

AS APPROVED JANUARY 1, 1967

