

More broadly, however, is the basic fallacy in the idea that any pavement, no matter how strong, is damaged by an 18,000 pound axle load, and that consequently, some heavier axle load causes more "damage." It is also incorrectly implied that the AASHO Road Test provided a basis for the valid estimation of pavement life, and for a change in pavement life if axle loads are changed.

We know that the AASHO Road Test equations *do not* provide a valid estimate of pavement life, and hence *do not* provide a valid basis for an estimate of changes in pavement life. This is documented by the more than 1 million dollars spent in 1968 in attempts to "adapt" the road test to become a satisfactory design method for conditions in the various states. If the Road Test equations satisfactorily predicted pavement life, then there would be no need for further research on the subject. There is much additional documentation of this fact, including a research project in Alabama which concluded that the Road Test equations could not be used directly or indirectly in Alabama without gross error possibility for both underdesign and overdesign.

Thus, it must be concluded that the question of relative pavement damage, as outlined in the questions, is meaningless. The only question is the question of pavement life, and it is well established that the AASHO Road Test equations do not provide a valid estimate of this.

Of course, in any circumstance, any actual increase in axle load to the 20,000 pound single or 34,000 pound tandem rests with the states, who have the knowledge about their highways. It should be remembered that at the AASHO Road Test, however, that concrete pavements 9½ inches thick carried over 1,114,000 axle loads of both 22,400 pounds single and 40,000 pounds tandem with no significant wear.

Since concrete pavements of 9" and 10" are common on the highway systems, it is clear that the axle loads in S. 2658 are completely reasonable and are well within the capability of modern highway systems.

Question 18. Do you feel the proposed 20,000 lb. single axle and the 34,000 lb. tandem axle maximum weight for the Interstate System would automatically have to be applied to other highway and street systems?

Answer. The new Federal limits of 20,000 lbs. on a single axle and 34,000 lbs. on a tandem axle, as provided in S. 2658, apply only to operations on the Interstate System, which is the case with the present limits of 18,000 lbs. on a single axle and 32,000 lbs. on a tandem.

The states retain complete size and weight control on roads other than the Interstate System. A state that decides to increase its axle weights to the levels permitted by S. 2658 would do so at its own discretion and by the same procedure would decide whether or not the increases should be allowed on its other roads.

There is nothing automatic in the provisions of S. 2658. It is purely permissive and would merely give the states the freedom to make the modest adjustments possible if they wished to make them.

It should be kept in mind that even at the levels of 20,000 lbs. on a single axle and 34,000 lbs. on a tandem there still would be 15 states with higher single axle loads than 20,000 lbs. and 16 states with tandem axle loads higher than 34,000 lbs.

Question 19. Testimony has been given by AASHO that the proposed 36,000 lb. tandem axle on the revised formula provided by the bill will not have the detrimental effects on those bridges designed for H S 20-44 loadings, but cannot be tolerated on bridges designed for lesser standards. Do you know what percentage of bridges on the interstate system and the ABC system are not designed to the high H S 20-44 loading?

Answer. The first part of the question refers to testimony by AASHO that the proposed 36,000 pound tandem axle load and the formula provided by the bill could not be tolerated on bridges of lesser standards than these of H S 20-44 loadings.

It should be pointed out that this testimony referred to the *original* tandem axle limits in S. 2658 as introduced, i.e., 36,000 pounds, in *combination* with a gross weight formula which did not specify further axle spacing restrictions to control weight concentration.

Whatever the merits of this concern may be, S. 2658, *as passed* by the Senate and endorsed by the trucking industry before the House Roads Subcommittee, was modified to a maximum tandem axle load of 34,000 pounds and a much more restrictive gross weight formula which incorporated the application of the formula to the interior axles so that *all* weight concentrations were controlled by the formula.

Thus, the AASHO comment is not pertinent to S. 2658, as presented to the House Roads Subcommittee.

In testimony before the Roads Subcommittee, AASHO has "accepted" the revised form of S. 2658, including the 34,000 pound tandem and the appropriate bridge formula. The conclusion is that the limitations are consistent with both HS 20-44 and H-15 bridges.

As to what percentage of bridges on the Interstate System and the ABC system are not designed to the HS 20-44 loading, the following is offered.

The testimony of Ross G. Stapp, Chairman of the AASHO Committee on Transport, before the House Roads Subcommittee on May 28, 1968, contained the following table:

PERCENTAGE OF AREA OF BRIDGE DECKS DESIGNED FOR LOADING

System	H-15 or less	H-15 to H-20	HS-20 or greater
Interstate.....	6.7	4.4	88.9
ABC.....	53.3	24.0	22.7

It is noted, also, that the entire Interstate System must have bridges of a minimum of HS 20-44 design when completed. Thus, the question is academic as far as the IS is concerned.

With respect to the ABC system, both AASHO and the Department of Transportation have supported the revised limits in S. 2658, for both *Interstate Bridges and H-15 bridges*, although there have been some vehicle type restrictions suggested for the older bridges. The point is, that as a practical matter, recognizing traffic, age, and design, the proposals are within the capabilities of the bridges on the non-interstate systems. Of course, in any instance where required, the State Highway Departments can and do restrict the traffic over any of the bridges under their control.

Question 20. Considering all road systems in the United States, how many bridges now in use would you estimate were constructed prior to 1936?

Answer. This type of information is not available to the American Trucking Association in a form which would answer the question. We note, however, that on Tuesday, March 19, 1968, AASHO submitted data to the U.S. Senate Subcommittee on Roads of the Committee on Public Works, which related to structures which were 30 years old or older and were maintained by the State Highway Departments. This information is tabulated on pages 84 and 85 of "Hearings before the Subcommittee on Roads of the Committee on Public Works, United States Senate, Ninetieth Congress, Second Session on Status of the Inspection, Maintenance, and Design of Bridges in the United States, March 18, 19, and 20, 1968." The tabulations also indicate the type of the bridge and its width. Unfortunately, there are no totals in the tabulation.

We should comment, however, that age does not necessarily indicate strength, and that the majority of these bridges are obviously on low class roads which do not receive a significant amount of truck traffic. For instance, those which are timber bridges, or those which have lanes less than 10 feet wide or even one lane bridges.

Question 21. The Iowa 1967 loadometer studies indicate that 763 axles out of 13,933 axles would be carrying loads involving single axle weight of more than 16,000 lbs. If this is true the percentage in Iowa would be 5½% of the truckers taking advantage of this. Is this anywhere near the national average?

Answer. We do not know. Data on axle load frequencies compiled by the U.S. Bureau of Public Roads are by regions only and show frequencies in the axle load ranges of 18,000 lbs., or more; 20,000 lbs. or more, and 22,000 lbs. or more. The Bureau releases no data on loads in the range of 16,000 lbs. or more.

The Bureau's data that are available show a natural relationship between heavier axle loads and the prevailing state laws.

Question 22. Do you share the feeling that most of the motoring public feels that the extra cost involved in increasing the load capacity of existing and future pavements and structures should be borne by the beneficiary of the expenditure?

Question 23. If future tests show that the life of the highway system is shortened as a result of truck traffic and especially because of increase of weights,

will the American Trucking Association support a proposition to levy some type of tax or assessment to pay for the cost of replacement or rebuilding?

Answer. Underlying these two questions are assumptions which are both hypothetical and debatable. Therefore, to give an affirmative answer could be misinterpreted as acceptance of premises which we do not necessarily accept.

We can say, without equivocation, that the trucking industry has a long-standing and oft-stated policy expressing its willingness to pay its fair share of the cost of building and maintaining the highways. Determination of what constitutes a fair share is a very large, complex, technical and controversial subject which goes far beyond any isolated hypothesis.

Question 24. What is your reaction to a proposal suggested by the Department of Transportation that Federal legislation establish a ceiling for truck size and weight for trucks operating over any Federal aid highway? Under the proposal the industry could establish limits up to the ceiling but could not exceed the ceiling on any Federal aid highway.

Answer. If we properly interpret this question it deals with a recommendation by the Department of Transportation, submitted during the Senate hearings, to make the Federal weight limits applicable to all Federal-aid roads as well as the Interstate System. Although our governing body has not adopted a firm policy on this question, we do not think the industry would have strong attitudes about it one way or the other. On one hand, there probably would be some reluctance to advocate even deeper Federal intervention in an area that can best be handled by the states. On the other hand, as a practical matter, it probably would not make much difference.

SUPPLEMENTAL STATEMENT OF HON. FRED SCHWENGEL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF IOWA

DEAR MR. CHAIRMAN: As an addendum I should like to point out first of all that the record shows that I have been very friendly to transportation interests and, especially, the trucking community of our country. I am interested because they are involved more effectively with what I call the "Fifth Great Freedom", "The Freedom of Movement of Men and Goods." A freedom that is so necessary for a prosperous society. Because of this freedom in America along with our other great freedoms, we have also a more prosperous and productive society than any other nation. From these freedoms, we have developed a distribution system that is unmatched by any other nation . . . we call it "Free Enterprise." Because free enterprise is competitive in America; because it has good management; because it has financial and fiscal structure that is sound, flexible and adaptable; because we have freedom of speech and with it the American ingenious advertising system, we have realized great prosperity for all our people. The trucking industry has taken advantage of, benefited more from and served the public better with greater volume than any other aspect of our transportation system. Competition has forced the research and experiments necessary to increase their efficiency. This, along with the help of the public who built the roads, have made its services unmatched by any other country in the world.

It is interesting to note and consider the impact of the tonnage movement by the class 1 and 2 carriers in the interstate areas by both the common and contract truck associations.

The ton mile traveled in 1967 was 381 billion tons of intercity freight. This I believe, surpasses the volume carried by truck in any other combination of four or five nations in the world and could conceivably equal the volume in the rest of the world.

This all was made possible because of a very happy understanding and effective relationship between the private sector and the public . . . the private sector furnishing the trucks, the drivers and the movement, the public offering unusual cooperation with private enterprise to aid in building and maintaining the roads and highways.

This record of volume does not include the "piggy-back" truck movement on the railroads nor does it include the freight carried by the railroads, the waterways and air ways within the United States. This is a part of the competitive system and is another most impressive story.

Mr. Chairman, I repeat it is unfortunate that we could not have more hearings so we could have developed a better understanding of the problems and

understanding in the colloquy that should have been provided for in the Committee. In response to that need, let me comment briefly to some of the answers to the questions that I had presented to the American Trucking Associations, Inc. and their answers.

A further answer to the figures quoted in response to question 2 should reveal that the West is already hauling more tonnage than the East and so the question is raised, "Why do they feel, if they actually do, a disadvantage?"

Also, it should be noted that Table HT-206 on page 48 of the Highway Statistics Summary it shows that since 1941 trucks operating in the Mountain and Pacific division have consistently carried heavier loads than any other census division. It should be noted that we don't mean ton miles, but average loads.

A further observation on question 5 in addition to the answer given by the truckers there should be given special note that in 1966 about 1% of trucks were livestock carriers including the drop-frame type mentioned (1,236 units out of a total 113,542 was the figure noted on page 17 in the 1967 edition of *Motor Truck Facts*). If this 1% is representative of 1966 information data for 1966 then there are perhaps 14,400 livestock trailers in the United States and some unknown but smaller number are the "possum belly" type.

In answer to question 9, I would like to make this addendum to the answer given by the truckers and it is this. Interstate roads are designed for 18,000-32,000 and so are the bridges so the logical question is: How can we match road and weight if there is constant agitation to change vehicle size and weight? Is not the logical conclusion that we need federal ceilings?

As further note on question 7, I ask all interested parties to see pages 81, 161 and 162 of House Document 354, 88th Congress, 2nd session, which shows a \$72 reduction in truck operating cost for every \$1 invested in highway construction. This is on the 20,000-36,000 weight, and I think it is logical to conclude that it would be less on 20,000-34,000, but still substantial.

There might be a misunderstanding from the answer given to question 13 so I would like to make this addendum. Section 127 of Title 23 says "96 inches" period. There are no exclusions in Title 23 as I understand it. It could be that the states permit them but if so, they are in violation of federal statute.

A question that occurs to me on question 15 is this. In answer to question 14 the respondent had no knowledge of any relationship between rate reduction and adjustments in gross weights. (How then can increase in payload made possible by adjustment in gross weights be held out as potential savings?).

On question 17, I should like to observe that additional tests will always be needed. AASHO tests only establish the base line. Climate conditions and topographical and geographical conditions in different areas of the country have to be used to apply to local conditions. (See page 61 of House Document 354.)

I should like to comment further on paragraph 5 in answer to question 17 by saying that I would hope that we apparently have not wasted \$27 million of highway trust money since the determination of desirable dimensions and weights was its major purpose of Section 108(k) of the Federal Aid Highway Act of 1956 and the AASHO test (not only for interstate, but all federal aid highways). Further, I would hope that the trucking industry is not assuming the position of challenging the validity of AASHO road tests which involved the best engineers and research minds in the country and I would hope that they would not suggest in offering no substitute data that the weight of a truck has no relationship to pavement damage or pavement life.

In answer to question 19 I think it should be pointed out that paragraph 5 of the answer may be wrong and should be challenged. (To verify this I asked that you turn to page 1 of Ward Goodman's statement before House Roads Subcommittee dated May 28, 1968. See also page 14).

A further comment on answer to question 24. This is one of the most important questions and I am happy to note that the industry would not have strong attitudes about this one way or another. If we should decide that the 20,000-34,000 limitations are right and reasonable for the best of our highways, the interstate system, they ought not be exceeded on *any* federal highway system.

On safety I am willing to accept the American Trucking Associations, Inc. statement on the safety record rather than that presented by other testimony and I think it fair to add that the record as claimed by the industry is not a good one and I think it is fair to conclude also by the increasing of width, length and weight as proposed will not add to the prospect for improvement of the safety record.

If I understood the testimony of those who testified for the buses, I understood them to say they had no desire for length more than 40' and would be glad to establish that as a maximum. I also understood them to say there was no desire or prospect for increasing the length of buses and yet, I have evidence in the December 8, 1967, issue, page 3, of *Passenger Transport* and from other sources that there are actual experiments in testing of combination buses that are similar to a small train extending up to 60 feet. This should be established beyond question before we give serious consideration to the length problem of buses.

(Whereupon, at 12:18 p.m., the hearing was concluded.)

APPENDIX

On May 15, 1968, Mr. Kluczynski transmitted the following telegram to State highway departments.

MAY 15, 1968.

Subcommittee on Roads will begin hearings May 23 on administration's proposed 1968 Federal-aid highway legislation as well as other related proposals including relocation policy, officially or unofficially, before the committee. Would appreciate your informing me at earliest possible date minimum estimate your needs additional interstate mileage and approximate locations. Would also appreciate your advising me or Mrs. Warren, subcommittee staff, whether you wish to testify during these hearings.

Sincerely,

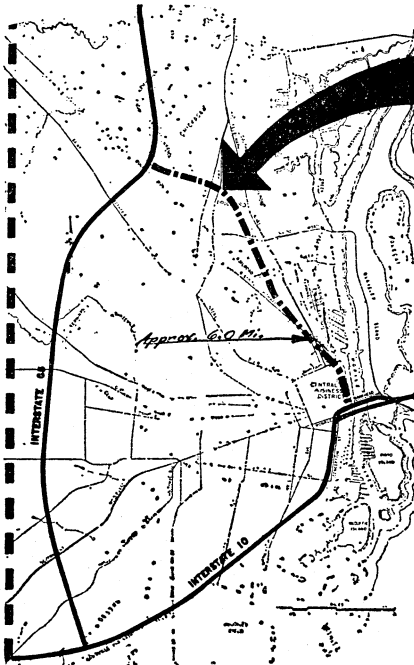
JOHN C. KLUCZYNSKI.

The replies received follow:

ALABAMA

MONTGOMERY, ALA., May 17, 1968.

Alabama Highway Department recommends that only very limited mileage be added to presently approved Interstate System. We believe the presently approved system with limited additions should be completed and then funds going into highway trust funds be allocated to States for improving ABC system to required standards determined by States and Bureau of Public Roads on 75



Mobile

**INTERSTATE SYSTEM
INCOMPLETE WITHOUT
THIS CONNECTION**

prepared for
ALABAMA HIGHWAY DEPARTMENT
by

PALMER AND BAKER ENGINEERS, INC.
Consulting Engineers

MOBILE WASHINGTON NEW ORLEANS
FEBRUARY, 1958

percent Federal, 25 percent State matching basis. A small percentage of highway trust fund not exceeding 10 percent should be allotted for upgrading Interstate System. On this very limited basis of extension we request approval of only a 6-mile connection in urban area of Mobile on Water Street extending from Interstate Route I-10 to I-65. This connection was inadvertently omitted from originally approved Interstate System and should have been approved from reserve mileage as requested by State and is badly needed for the presently approved system to function properly. The State and Bureau of Public Roads have both agreed that this is the No. 1 priority in the State of Alabama. We strongly recommend approval of this short connection as a part of the Interstate System at earliest possible date. If Congress should decide on a more liberal extension of the Interstate System mileage then Alabama has a number of routes which should be considered; namely, Birmingham to Mississippi State line along U.S. Route 78 toward Memphis, Tenn., 91.3 miles; U.S. No 80 from a point east of Tuskegee at I-85 to Columbus, Ga., 36.8 miles and loop connection from I-65 through Huntsville (Rocket City), 40 miles.

H. L. NELSON,
Alabama Highway Director.

ARIZONA

MAY 16, 1968.

Regarding your telegram May 15, Arizona has immediate need for 5 additional miles of interstate highway in Phoenix which we believe could be allocated out of the existing 41,000-mile designation. Arizona goes along with the AASHO recommendation that additional mileage not be added to the present 41,000 miles, but that on completion of the present Interstate System the moneys in the trust fund be allocated to the States for improvements to the ABC system. If, however, it is the desire of Congress to add considerably more mileage to the present Interstate System at this time, Arizona has extensive needs on our present ABC system which could logically be added to the Interstate System. We will be unable to appear at the hearing.

JUSTIN HERMAN,
Arizona State Highway Director.

LITTLE ROCK, ARK., May 16, 1968.

HON. JOHN C. KLUCZYNSKI,
Member of Congress, Washington, D.C.:

Regarding telegram May 15. Should Congress elect to expand the Interstate System, Arkansas would request consideration of following as a minimum, not necessarily in order of importance:

For a route from Kansas City to New Orleans via Arkansas U.S. 71. Miles in Arkansas, 297.

For a route from Kansas City to New Orleans via Arkansas U.S. 65. Miles in Arkansas, 281.

For a route from Little Rock to St. Louis via Arkansas U.S. 67. Miles in Arkansas, 169.

More depending on the amount additional authorized.

Arkansas does not choose to testify at the hearing. Our statement will be by AASHO.

WARD GOODMAN,
Director of Highways, Arkansas State Highway Department.

CALIFORNIA

STATE OF CALIFORNIA—TRANSPORTATION AGENCY,
DEPARTMENT OF PUBLIC WORKS,
DIVISION OF HIGHWAYS,
Sacramento, May 20, 1968.

HON. JOHN KLUCZYNSKI,
Chairman, Subcommittee on Roads of Committee on Public Works, House of Representatives, Washington, D.C.

DEAR MR. KLUCZYNSKI: This is in reply to your telegram of May 15, 1968, requesting an estimate of minimum needs for additional Interstate System mileage.

Our basic position has been and remains that there should be no additions to the presently authorized 41,000-mile Interstate System except as may already be provided for by existing law. However, we recognize that there may be certain freeways which are essential to proper functioning of the presently designated System and would therefore be extremely desirable additions to the System. Using this criteria, the following additions to the Interstate System in California are deemed to be necessary and supportable:

1. Extension of Interstate 605 from present terminus at Interstate 10 northerly to Interstate 210 in the Los Angeles metropolitan area—5.5 miles.

2. Connection between Interstate 580 and Interstate 680 in Alameda County to close gap in inner loop around San Francisco Bay—14.8 miles.

If there is to be a further expansion of the Interstate System we would, of course, have to make a complete reassessment of our needs which might include such vitally important routes as U.S. 50, U.S. 101, and U.S. 395, as well as routes in several other rural and urban traffic corridors. In this respect, we strongly urge that before any changes are made in the presently designated Interstate System, or any firm commitments made in regard to any elements of a continuing Federal-aid highway program ("After '75"), a uniformly administered functional classification study and needs study be made. We believe that the classification and needs study should include all highways, roads and streets, not just the present Federal-aid Systems. It is our opinion that only after such studies can a proper assessment be made of the relative responsibilities of Federal, State, and local jurisdictions.

We respectfully request to be permitted to testify before your committee. One of our major concerns is that the apportionment factors used for the Interstate System in the draft legislation prepared by the Department of Transportation for the Federal-aid Highway Act of 1968, do not include the cost of the Century Freeway which has been added to the Interstate System in California as a replacement for the routes deleted from the Interstate System in San Francisco in 1965. Attached is a copy of a letter from Mr. Samuel B. Nelson, Director of Public Works, to Chairman Fallon, which discusses this subject in detail.

We appreciate the opportunity to comment on these important matters, and to appear before your committee.

Sincerely,

J. A. LEGARRA,
State Highway Engineer.

By SAM HELMER,
Deputy State Highway Engineer.

HON. GEORGE H. FALLON,
Chairman, House Public Works Committee, Washington, D.C.

DEAR MR. FALLON: There is a matter of grave concern to us here in California which I want to bring to your attention at this time since very shortly your committee will be considering legislation which will result in the Federal-aid Highway Act of 1968.

We have recently received a copy of a draft of a proposed bill cited as the "Federal-aid Highway Act of 1968" which was transmitted to the House of Representatives by Secretary of Transportation Alan S. Boyd under date of April 20, 1968. Section 3 of the proposed bill authorizes the Secretary of Transportation to make apportionments for the Interstate System for the fiscal years ending June 30, 1970, and 1971, using the apportionment factors contained in Table 5 of House Document No. 199, 90th Congress. The apportionment factors contained in Table 5 are based on the estimated Federal share of funds required to complete the Interstate System as developed in the 1968 Interstate System Cost Estimate.

As you know, in August, 1965, certain routes were deleted from the Interstate System in San Francisco. This was done by agreement between the State and the Federal Government since we were unable to reach agreement with local officials as to the location of these Interstate routes. Based on the 1965 Interstate System Cost Estimate, these deleted routes were estimated to cost some \$332 million. At the time agreement was reached to delete the Interstate routes in San Francisco, we requested that the Century Freeway in the Los Angeles area be added to the Interstate System. There was agreement at that time by Federal officials that the Century Freeway meets the criteria for an Interstate route. However, no action was taken on our request at that time.

Public Law 90-238 which was approved on January 2, 1968, provides a completely new legal process and legislative direction for adjustments in the Inter-

state System. In those instances where a portion of the System cannot be constructed, this Statute authorizes the Secretary of Transportation to withdraw mileage from the Interstate System and substitute other mileage therefor. As a result of this legislation, the Century Freeway was added to the Interstate System in California effective March 20, 1968. The estimated cost to construct the Century Freeway as approved is \$277 million as reported by us to the Department of Transportation on February 5, 1968.

California's 1968 Interstate System Cost Estimate included neither the Interstate routes in San Francisco, which had been deleted, nor the Century Freeway in Los Angeles, which had not yet been approved as an addition to the Interstate System. As a consequence, our apportionment factor has been reduced from the previous 9.787% as determined by the 1965 estimate to 7.752% based on the 1968 estimate and included in Table 5 of House Document No. 199 referred to above. Obviously, this is a very substantial reduction and will seriously impair our ability to complete the Interstate System on a timely basis in view of the recent addition of the Century Freeway to the Interstate System. We know of no other instance in the Nation where adjustments in the Interstate System were made under the provisions of Public Law 90-238 with no adjustment being made for the substitute mileage as has happened in California. We have had discussions concerning this matter with Mr. Lowell K. Bridwell, Federal Highway Administrator, and have assumed that appropriate adjustments in the estimate of cost would be made.

We have learned that no action in this regard has been taken yet. For this reason I am calling the matter to your attention so that proper consideration can be given to this serious problem and appropriate action taken while the proposed legislation relating to the Federal-aid Highway Act of 1968 is still under consideration.

I would be most happy to furnish any additional information or documentation which you might require.

Respectfully,

SAMUEL B. NELSON,
Director of Public Works.
JAMES A. MOE,
Chief Deputy Director.

MAY 16, 1968.

CONNECTICUT

Connecticut supports position that there should be no increase in mileage of interstate system until original 41,000 miles is completed. If congress decides additional mileage should be authorized at this time Connecticut requests addition of the following:

(A) Conn 291—extension of I-291 to complete Hartford circumferential 5 miles.

(B) Hartford, Conn. to Rhode Island State line on route to Providence, Rhode Island 40 miles.

(C) New Haven circumferential 12 miles.

Connecticut does not propose to testify at hearing at this time but will be represented by AASHO.

RALPH L. HAGER,
Deputy Highway Commissioner.

COLORADO

DEPARTMENT OF HIGHWAYS,
STATE OF COLORADO,
May 16, 1968.

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

DEAR REPRESENTATIVE JOHN: This is in reply to your telegram of May 15, relative to the proposed hearings on the 1968 Federal-aid highway legislation.

As far as the relocation policy is concerned, and in view of the wide variance among the various states and Government agencies on this matter, I think

it would be well for the Congress to spell out, insofar as possible, a uniform policy on this subject.

It has never been a major problem in our State, but there have been times when a conflict in policy between Federal agencies has caused considerable comment among our people engaged in right of way acquisition.

Insofar as extensions to the Interstate system are concerned, Colorado has one particularly vital extension which we feel is eligible under the present Interstate law, but which we have been unable to obtain designation for because of the limited undesignated mileage remaining of the presently designated 41,000 miles.

You will recall, I am sure, that in the original 40,000 mile limitation of the Interstate system, as passed by the Congress in 1956, Interstate Route 70 terminated at its junction with Interstate Route 25 in the city of Denver, and Colorado had no Interstate designation west from Denver.

In 1957 when the circumferential routes of the major Metropolitan area were designated as a part of the Interstate system, we received designation for the southeasterly and northeasterly circumferential routes around the city of Denver. However, inasmuch as we had no Interstate designation west from Denver, there was no designation made of the southwesterly and northwesterly circumferential routes.

In 1958 when the Interstate system was expanded to 41,000 miles by the Congress, Colorado did receive, together with Utah, a designation of Interstate Route 70 from Denver westerly to a connection with Interstate Route 15 in Utah. Since that time almost yearly we have made application for the northwest and southwest circumferential routes which are in accordance with the original Interstate plan.

However, we have been advised from time to time by the Bureau of Public Roads that there was insufficient mileage to grant these circumferential connections in the southwest and northwest quadrants of the Denver Metropolitan area.

This mileage is 46+ miles and we feel it is most essential if we are to fully complete the Interstate system in the Denver Metropolitan area.

If it is the intention of the Congress to make substantial additions to the Interstate System, Colorado has one segment which we feel is not only important to the states of Colorado and Kansas, but also can readily qualify as a part of the National system.

This would be the designation of an Interstate route following generally along the route of present U.S. 50 from Wichita, Kansas to the Colorado state line near Holly, Colorado and then extending westerly along the general route of present designated U.S. 50 to a junction with Interstate Route 70 in Grand Junction, Colorado near the western edge of our state. The total length of this route in Colorado will be approximately 438 miles.

I am almost certain that the state of Kansas will also be making a similar request for that portion lying within the state of Kansas, if substantial additional mileage is added to the Interstate system.

As I am sure you are aware, AASHO is not recommending any increase in the present Interstate system until the existing mileage is completed, and I feel that this probably is a pretty sound position, but I also realize the problem which the Congress is confronted with in relation to this subject.

It has not been my intention to appear before your Committee to testify during the hearings. However, you may rest assured that I will be most willing to provide your committee with any information you may request.

With very best personal wishes, I remain,

Sincerely yours,

CHAS. E. SHUMATE, *Chief Engineer.*

DELAWARE

STATE OF DELAWARE,
STATE HIGHWAY DEPARTMENT,
Dover, Del., May 17, 1968.

Hon. JOHN C. KLUCZYNSKI,
Member of Congress,
Washington, D.C.

DEAR MR. KLUCZYNSKI: This is in reply to your telegram of 15 June 1968 requesting information on Delaware's need for additional Interstate mileage and approximate locations.

As an Officer of the AASHO and after having participated in the vote formulating AASHO policy for a continuing highway program, I feel duty bound to concur with that policy. As you know it recommends no additional mileage to the presently authorized Interstate System although it recommends that 5% of the highway funds be made available for upgrading the presently authorized 41,000 miles.

If, however, the Congress determines to increase interstate mileage the following would be Delaware's minimum mileage and locations.

	<i>Miles</i>
U.S. 202—Route 141—Wilmington area-----	17.5
U.S. 13—Md-Dl. Line to Wilmington area-----	85.8
Total -----	103.3

Our Department does not desire to testify at the hearings.

Yours very truly

ERNEST A. DAVIDSON, *Director.*

FLORIDA

MAY 16, 1968.

Re telegram minimum needs for additional interstate mileage in Florida are: from Tampa to Fort Myers to Miami, 268 miles; from Miami to Homestead, 28 miles; and Florida's portion of a route from Montgomery, Ala., to I-10 in vicinity of Marianna, 16 miles. Request for these 312 miles of additions were made in 1956 and are still on file with the Bureau of Public Roads. I do not wish to testify during the hearings.

JAY W. BROWN,

Commissioner, Florida State Road Department.

GEORGIA

MAY 17, 1968.

Reference to your wire of May 15, 1968, requesting information on proposed Federal-aid highway legislation, Georgia has definite present and future need for over 10,000 miles of multilane freeways in addition to our 1,100 miles of the Interstate System. These additional facilities are documented in Georgia's comprehensive highways needs study. We are strongly in favor of legislation enabling us to construct such highways following completion of the present Interstate System as additions to that system where appropriate and as primary freeways similar in design. If more immediate legislation is to be considered, then Georgia will be ready to initiate justification and be able to document its support of the following high-priority segments of freeways as additions to the current Interstate System. Our suggested priorities are in order as numbered.

1. Alabama line at Columbus to I-16 southeast of Macon 85 miles.
2. Projected Federal-aid primary, Route F-056 through Atlanta from I-75 southeast of Atlanta near Stockbridge to junction with I-285 north of Atlanta, exclusive of 4 miles common with I-75—20 miles.
3. From I-75 at Tifton northeast via vicinity of McRae, Dublin, Swainsboro, Louisville and to a junction with I-20 at Augusta—168 miles.
4. From the Florida line, north of Tallahassee, via Thomasville and Moultrie to a junction with I-75 at Tifton—64 miles.
5. From Columbus at a junction with No. 1 above, via Dawson and Albany, to I-75 at Tifton—125 miles.

These proposals total approximately 462 miles within Georgia. As we now see the situation there is no desire on our part to testify at the scheduled hearings.

JIM L. GILLIS, Sr.,

Director, State Highway Department of Georgia.

IDAHO

HON. JOHN. C. KLUCZYNSKI.

Congressman from Illinois, Chairman, Subcommittee on Roads, U.S. House of Representatives, Washington, D.C.:

Minimum estimate Idaho needs for additional interstate mileage is 658 miles. Locations are as follows:

1. Idaho-Wyoming state line to McCammon, Idaho, presently designated U.S. 30-N—98 miles.

2. Idaho-Oregon state line to Idaho Canadian international boundary, presently designated U.S. 95 and connecting with the Alcan highway in Canada—560 miles.

Total 658 miles Idaho does wish to file written testimony on this matter in conjunction with hearings on proposed 1968 Federal-aid highway legislation beginning May 23. This will be done through Idaho's Congressional delegation.

E. L. MATHES,

State Highway Engineer, Idaho Department of Highways.

INDIANA

Re your telegram requesting minimum needs interstate mileage and approximate locations extend I-69 from its present termination at I-465 in northeast Marion County southwesterly to an intersection with I-64 northeast of Evansville approximate distance 170 miles.

Approval of additional route would integrate industrial metropolitan area of Michigan and Ohio with national recreation area near Paducah, Ky. If state of Kentucky either completes Pennyrile Parkway south of Evansville or requests extension of I-69 from Evansville area to its junction with I-24 near Paducah and Kentucky Lakes National Recreation Area. However, in addition to an Interstate System slightly larger than that now approved there are many miles of principal highways of regional importance which must ultimately be constructed to the same high standards of interstate routes. Indiana's recently completed highway needs study indicates this to be true and supports the sections of S. 3381 pertaining to this type program. Will furnish more details. Justification upon request. Indiana does not desire to testify.

MARTIN L. HAYES,

Executive Director, Indiana State Highway Commission.

IOWA

IOWA STATE HIGHWAY COMMISSION,

Ames, Iowa, May 16, 1968.

HON. JOHN C. KLUCZYNSKI,
*Member of Congress,
U.S. House of Representatives,
Washington, D.C.*

DEAR MR. KLUCZYNSKI: This is in reply to your telegram of May 25, 1968 concerning the hearings beginning May 23 on 1968 proposed Federal Aid Highway Legislation.

Attached please find various documents expressing the position of the Iowa State Highway Commission on various legislative matters with brief explanations as follows:

(1) Position Paper on Weight and Dimension Limitations for Commercial Vehicles:

This paper was prepared in response to the proposed legislation contained in the Magnuson Bill which has passed the Senate with the tandem axle weight being reduced from 36,000 pounds to 34,000 pounds.

The basic position of the Iowa State Highway Commission is that no change be adopted at the Federal or state level unless such changes are accompanied by appropriate legislation that would increase the financial contribution to the highway systems made by commercial vehicles.

(2) Position paper on the Continuing Federal Aid Program After Completion of the National System of Interstate and Defense Highways:

This paper is self-explanatory with the position of the Commission expressed in relation to proposed A.A.S.H.O. recommendations as can be noted on Page 3 under III. A.1.

The Highway Commission supports the position of A.A.S.H.O. and recommends that no mileage be added under the present formula and concept.

This paper also covers apportionment among states and systems.

(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

in favor of paying compensation for the loss of business during the relocation. We feel that the two hundred dollar limit for residences is adequate.

Kentucky's needs for additional Interstate mileage is primarily to better serve its metropolitan areas. Preliminary studies have indicated additional Interstate needs as follows:

1. Spur from I 64 to Ashland—Approximate length 6.6 miles with estimated cost of 13.5 million dollars.

2. Crosstown Freeway in Lexington—Approximate length 9.0 miles with estimated cost of 32 million dollars.

3. In the Louisville area there is critical need to upgrade the Watterson Expressway (I 264) for a distance of 12.7 miles with an estimated cost of 62 million dollars. Also in Louisville to construct two new radial connectors a total distance of approximately 26.5 miles with an estimated cost of 64 million dollars.

Reference is made to telegram by Indiana Highway Commission relative to the extension of I 69 to Evansville. Kentucky now has under construction toll road facilities which will serve the I 69 route from Evansville across the Ohio to Henderson onto a connection with I 24 near Paducah.

I certainly appreciate your asking whether I would like to testify before the Subcommittee at the hearings to begin on May 23, but believe that I will decline at this time because I feel that Kentucky's position is very much like that stated by various State Highway Department officials and Highway Agencies who have already submitted testimonies before the Subcommittee on Roads.

Very truly yours,

W. B. HAZELRIGG,
Commissioner of Highways.

LOUISIANA

Hon. JOHN C. KLUCZYNSKI,
*Chairman, House Roads Subcommittee,
House of Representatives, Washington, D.C.:*

Regarding your wire of May 15. Minimum additions to Interstate: Dixie Freeway, 47 miles belt loop in New Orleans; north-south interstate from New Orleans to Shreveport 250 miles. Desirable: South belt, Shreveport; extension I-310, Riverfront in New Orleans.

OREN BAKER,
Chief Engineer, Louisiana Department of Highways.

MASSACHUSETTS

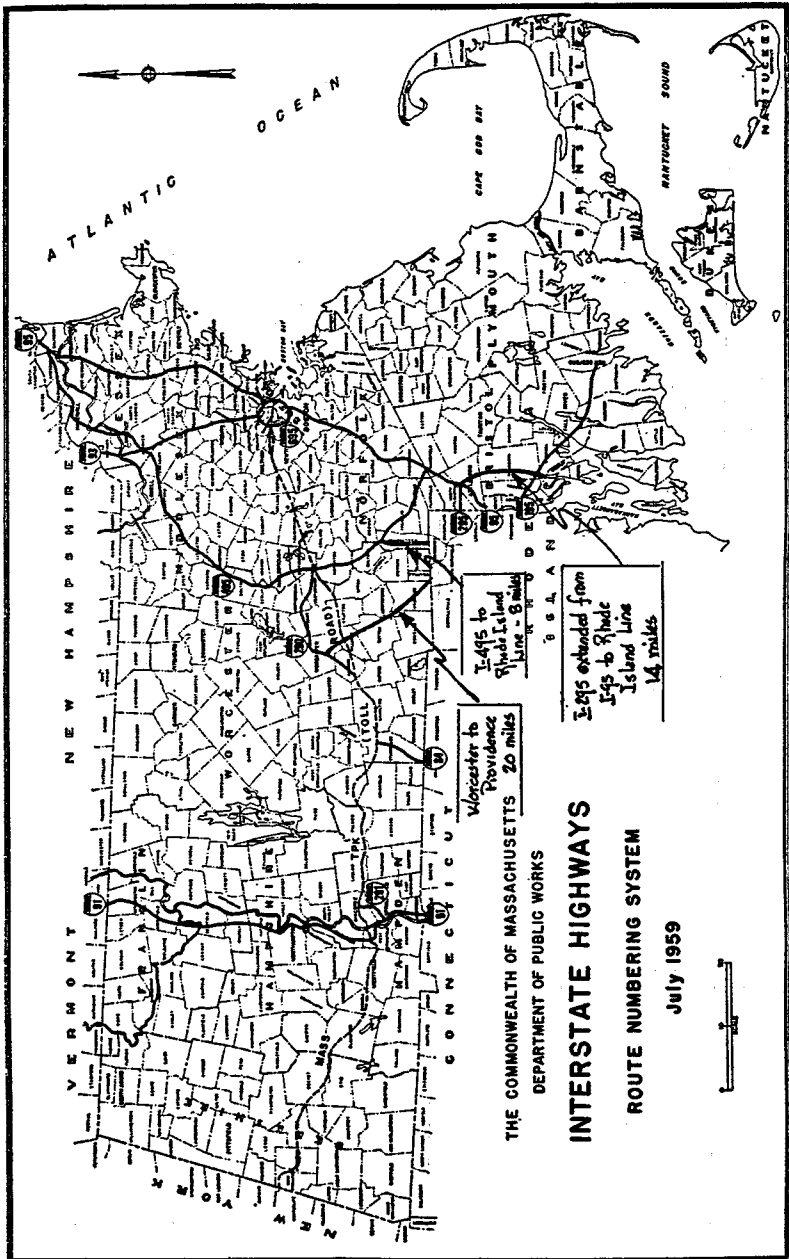
THE COMMONWEALTH OF MASSACHUSETTS,
DEPARTMENT OF PUBLIC WORKS,
Boston, May 20, 1968.

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

DEAR CONGRESSMAN KLUCZYNSKI: This will acknowledge receipt of your telegram concerning the Subcommittee on Roads hearings which will start on May 23.

Regarding additional Interstate mileage, the State of Massachusetts is opposed to any substantial increase in Interstate mileage. However, should Congress elect to increase the presently authorized mileage, I am submitting plans showing tentative locations of three projects all of which concern the States of Rhode Island and Massachusetts. There is agreement between the two States on these projects and the approximate location at which each would cross the State line. We have previously submitted requests for additional mileage which have not been acknowledged and we hope that these requests will be given consideration in any future allocations.

Regarding relocation assistance, this State is most heartily in favor of any legislation that would make the relocation assistance for highway relocation compatible with that of other government agencies. Additional information on relocation assistance is attached.



Regarding the Department's desire to testify, the State of Massachusetts is desirous of participating to whatever extent you or other members of the Subcommittee feel would be beneficial in this cause, and I trust I may hear from you regarding your wishes in this matter.

Very truly yours,

EDWARD J. RIBBS, *Commissioner.*

MAINE

Hon. JOHN C. KLUCZYNSKI:

The reply to your telegram of May 15, 1968, is as follows:

1. The Maine State Highway Commission believes that present Interstate System of 41,000 miles, countrywide, should be constructed before additional mileage is authorized for this system.

2. We believe emphasis should be placed on construction of primary roads which under the ABC program have been neglected to some extent in favor of construction on the Interstate System, this emphasis to take place on completion of the present Interstate System.

3. In the event that additional mileage is to be authorized by Congress at this time the following routes and mileage should be considered in the State of Maine.

(a) Houlton to Fort Kent, via Van Buren—122 miles.

(b) Brunswick to Calais—244 miles. (Note section from Brunswick to Bath, 8 miles, now constructed to interstate standards through use of primary and urban funds.)

(c) Calais to Bangor—97 miles; and Pittsfield to Fryeburg—103 miles (Maine-New Hampshire border) this is part of proposed Maine-to-New York Highway.

(d) Portland to Fryeburg—40 miles.

4. I do not plan to appear before your committee but will rely on presentation by AASHO which I understand is to be made on May 28.

Thank you for advising us of the hearings and for the invitation to attend.

DAVID H. STEVENS,

Chairman, Maine State Highway Commission.

MICHIGAN

STATE OF MICHIGAN,
DEPARTMENT OF STATE HIGHWAYS,
Lansing, Mich., May 20, 1968.

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

DEAR CONGRESSMAN KLUCZYNSKI: In response to your telegram dated May 15, 1968, we are pleased to have this opportunity to express Michigan's opposition to any expansion of the Interstate System.

There is no question that constructing the existing Interstate System has been one of the great public works programs of all time, and the results have been spectacular. To accomplish this tremendous task, it has been necessary to utilize most of our financial resources. It has not been accomplished without a detrimental effect on the remainder of the highway system. Federal-aid Primary, Urban and Secondary programs have not kept pace with the increasing needs of our motorists. We are concerned that an expanded Interstate System would again put emphasis on a minimum amount of mileage to the detriment of the remainder of the highway system.

We are loud in our praise of the Interstate System, however, it is our belief that by 1975, we should be turning most of our attention to the Primary, Urban and Secondary Systems of our total highway network. Also, the need for additional financial assistance on the arterial highways in our major metropolitan areas is of great concern. We propose that the Highway Trust Fund be extended and these funds be used to finance a balanced highway program including all of the Federal-aid Highway Systems. The need for additional freeways is evident, but these freeways, as well as the upgrading of the existing Interstate System, can and should be financed through expanded primary and urban

programs. We believe that the matching ratio on all Federal-aid projects should be identical. Our studies indicate that the most feasible and effective ratio for future programing would be 75 percent by the federal government and 25 percent by state and local sources.

Elimination of both preferred funding and a preferred matching ratio will provide the states with more flexibility in their use of federal funds and in meeting their highway needs on a priority basis.

If it is the decision of the Congress to expand the Interstate System, Michigan would expect to receive additional mileage and could easily justify doubling its existing system of 1081 miles. However, inasmuch as you asked for a minimum estimate, we are submitting only a 750-mile expansion at this time. Actually, there are many more miles in our state that could be justified on the basis of existing criteria. The attached map and listing indicate those routes which would make up our minimum expansion requirements.

Sincerely,

HENRIK E. STAFSETH,
State Highway Director.

PROPOSED ADDITIONS TO THE INTERSTATE SYSTEM, MICHIGAN DEPARTMENT OF STATE HIGHWAYS

(Dollar amounts in thousands)

Description	Estimated miles	Estimated cost		
		Construction	Right-of-way	Total
1. Detroit Inner Loop (Davison-McNichols-Connors-Vernor axis).....	15	\$109,000	\$46,000	\$155,000
2. Extension of I-275 north to I-75.....	21	59,160	17,748	76,908
3. Mound Rd./M-53 axis from McNichols north to proposed I-69.....	43	88,284	24,186	112,470
4. Extension of I-69 northeast to Port Huron.....	156	126,487	25,913	152,400
5. Kalamazoo Spur.....	6	23,400	6,300	29,700
6. Grand Rapids south bypass.....	17	20,000	5,222	25,222
7. U.S.-31, from I-196 north to Straits of Mackinac.....	253	229,768	47,264	277,032
8. U.S. 41, Menominee to Marquette.....	129	182,754	31,964	214,718
9. U.S. 2, U.S. 41, east to I-75.....	110	80,088	12,465	92,553
Total.....	750	918,941	217,062	1,136,003

MINNESOTA

Hon. JOHN C. KLUCZYNSKI:

Relative to your wire of May 15, AASHO will present a statement on proposed 1968 Federal-aid highway legislation, Minnesota endorses the AASHO statement and does not wish to testify separately. Minnesota does not favor additions to total authorized interstate mileage at this time. Favor completing system within present total mileage limitation as quickly as funds will permit.

N. T. WALDOR,
Commissioner Minnesota Highway Department, St. Paul.

MISSISSIPPI

MISSISSIPPI STATE HIGHWAY DEPARTMENT,

Jackson, May 16, 1968.

Hon. JOHN C. KLUCZYNSKI,
Chairman, Subcommittee on Roads,
House of Representatives,
Washington, D.C.

DEAR SIR: With reference to your telegram dated May 15, 1968, your advising us of subcommittee hearings on the Administration's proposed 1968 Federal-aid highway legislation, as well as related proposals, including relocation policy, and giving us the opportunity to appear before your subcommittee are deeply appreciated.

Attached hereto is a copy of a reply to a questionnaire regarding the Administration's proposals which state this department's position relative to the various sections.

It is our feeling that the addition of interstate mileage to the presently authorized 41,000 miles would not be in the best public interest, as construction

of an Interstate System would continue indefinitely, and in all likelihood at the expense of accelerating improvements on the ABC system. An enlarged ABC program would permit States to build appropriate portions of highways to the same standards as the Interstate System; and if authorized by Congress, sections of highways built to these standards, which would constitute an appropriate addition to the presently authorized Interstate System, could be so marked.

In the event it is the decision of your subcommittee, the Public Works Committee, and Congress to add mileage to the presently authorized Interstate System, U.S. 78, for a length of 122 miles in Mississippi, which would form part of a route between Birmingham, Alabama and Memphis, Tennessee, should be added.

It is believed that the relocation policy should make some provision for payments to persons and businesses displaced by acquisition of highway rights-of-way to permit their relocation in comparable quarters and comparable environments.

Due to the present needs on the ABC System, it is our opinion that highway funds should not at this time be used to finance the construction of parking areas or garages. It would seem preferable for a fund to be made available from which local jurisdictions could finance the construction of such facilities and repay the loan with revenue obtained from operation of the parking lot or garage.

The invitation to appear before your Subcommittee is sincerely appreciated, but this Department does not plan to have anyone testify on May 23, 1968.

Yours very truly,

T. C. ROBBINS, *Director*.

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS, 341 NATIONAL PRESS BUILDING, WASHINGTON, D.C. 20004

RESPONSE SHEET ON:
THE DOT DRAFT LEGISLATION
"FEDERAL-AID HIGHWAY ACT OF 1968"

(TO AUTHORIZE APPOINTMENTS FOR 1970 AND 1971)

(TRANSMITTED TO AASHO MEMBER DEPARTMENTS ON APRIL 25, 1968)

Section 2 of the Bill: (Freezes authorization at \$4 Billion starting with 1970)

Comments: The Apportionments to the Interstate System should be the maximum that the Trust Fund can bear (after increased taxes, if any) less the ABC apportionments.

Section 4 of the Bill: (The dates specified do not appear to be the final completion dates.)

Comments: There should be a completion date established and financing provided for fulfillment.

Section 5 of the Bill:

(1) Comments: Satisfactory.

(2) Comments: (For TOPICS Program) There is no end to conflicting jurisdictions. Oppose in principle and oppose the Trust Fund diversion.

(3) & (4) (Note to come from Trust Fund)

Comments: Oppose any raid on the Fund. Imperative the Interstate System be completed as rapidly as possible.

Section 6 of the Bill:

Comments: None.

Section 7 of the Bill:

Comments: None.

Section 8 of the Bill:

Comments: Proper method of handling financing.

Section 9 of the Bill: (All Subsections)

Comments: This would advance States' share. Oppose as all this will do will save the States interest on its share, but will decrease interest revenue to Trust Fund.

Section 10 of the Bill:

Comments: Satisfactory.

Section 11 of the Bill:

Comments: Satisfactory.

Section 12 of the Bill:

Comments: Oppose for same reason as given under Section 5(2).

Section 13 of the Bill:

Comments: Oppose.

Section 14. Oppose.

(S) T. C. ROBBINS, *Director*.

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.

We in Nebraska do have great needs on our highway systems. Many of these segments will ultimately require four-lane divided type improvements similar to those used on the Interstate. We do feel, however, that we can get more for our highway dollar if Federal funds are allocated among the several existing Federal-aid systems rather than spending most of those funds on extensive Interstate additions. Under such a plan each segment would be built to the appropriate standards for the traffic which it will serve. Thus, we could concentrate the Interstate type improvements on those segments which are vital to the highway service of our State, where volumes are such that freeway type improvements would markedly reduce the accident toll, rather than having it spent on routes criss-crossing the State and nation, portions of which would carry lighter traffic volumes.

Since 1956 and until about 1975 the "lion's share" of our Federal funds have been allocated to the completion of the Interstate system. Since an integrated cross-country network to our major cities and defense installations was essential this was proper. This has meant, however, that the normal highway systems of our country were neglected as we concentrated our funds upon this "super highway" system. In our opinion, when the 41,000 miles are complete, we should then concentrate our efforts on a modernization of our regular Federal-aid highway systems.

For the reasons above noted, we feel that the revenues going to the Highway Trust Fund should definitely be continued, but that they should be allocated for work on the existing systems with perhaps some added emphasis in urban areas, and with standards selected appropriate for the anticipated traffic volumes. In our state at least, this would give us considerably more highway service for the dollars involved. Naturally if extra Interstate mileage were to be added by Congress, we would have several routes to suggest for inclusion in that extended system. However, we doubt that system extension is in the nation's best interest.

We do appreciate your invitation to testify at the hearing, but feel that the AASHO representatives will adequately present our views on the matter. Should you have need for additional information, feel free to call upon us.

Very truly yours,

JOHN W. HOSSACK,
State Engineer.

NEVADA

Hon. JOHN C. KLUCZYNSKI:

Re your wire of May 15, 1968, State of Nevada has supported AASHO stand on any extension of Interstate System until present system completed. In the event that extension will be made the State of Nevada, with States of Utah and California, have and will support extension of Interstate 70 from Cove Fort, Utah along U.S. 50 in Nevada and California to Sacramento. This has gained considerable support from U.S. 50 association and communities located along the route. The length of this proposed route in Nevada is some 410 miles. We also feel that a connection from Interstate 80 in Reno along U.S. 395 to Carson City, the capitol of our State is significant. This would be some 30 miles in length. We would also support along with Oregon and Idaho the addition of U.S. 95 from Winnemucca and Interstate 80 northerly to the Nevada-Oregon State line. The routing would then extend along U.S. 95 through Oregon and a junction with the existing Interstate System in Idaho. The length of this route will be some 74 miles in Nevada.

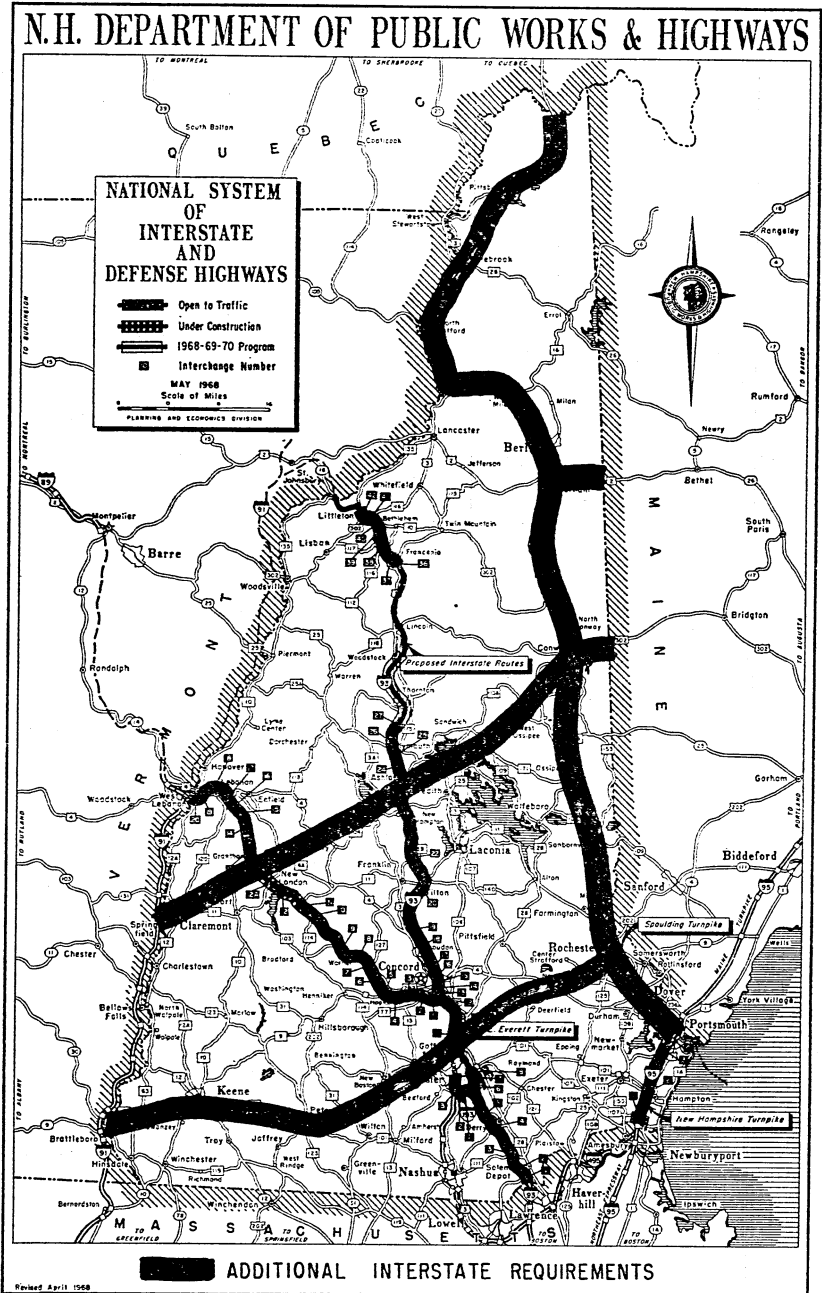
JOHN E. BAWDEN,
State Highway Engineer.

NEW HAMPSHIRE

STATE OF NEW HAMPSHIRE,
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS,
Concord, May 17, 1968.

Hon. JOHN C. KLUCZYNSKI,
*Chairman, House Subcommittee on Roads,
House of Representatives,
Washington, D.C.*

DEAR CONGRESSMAN KLUCZYNSKI: I am grateful for your telegram of May 15 relative to New Hampshire's needs for additional Interstate mileage and will respond to the questions it poses in the following paragraphs:



While I suppose that the other 49 States will indicate that they also were short-changed in the initial dispensation of Interstate mileage, I have known since the beginning of the program, that New Hampshire was short-changed. In support of my position, I invite your attention to the fact that New Hampshire's

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.

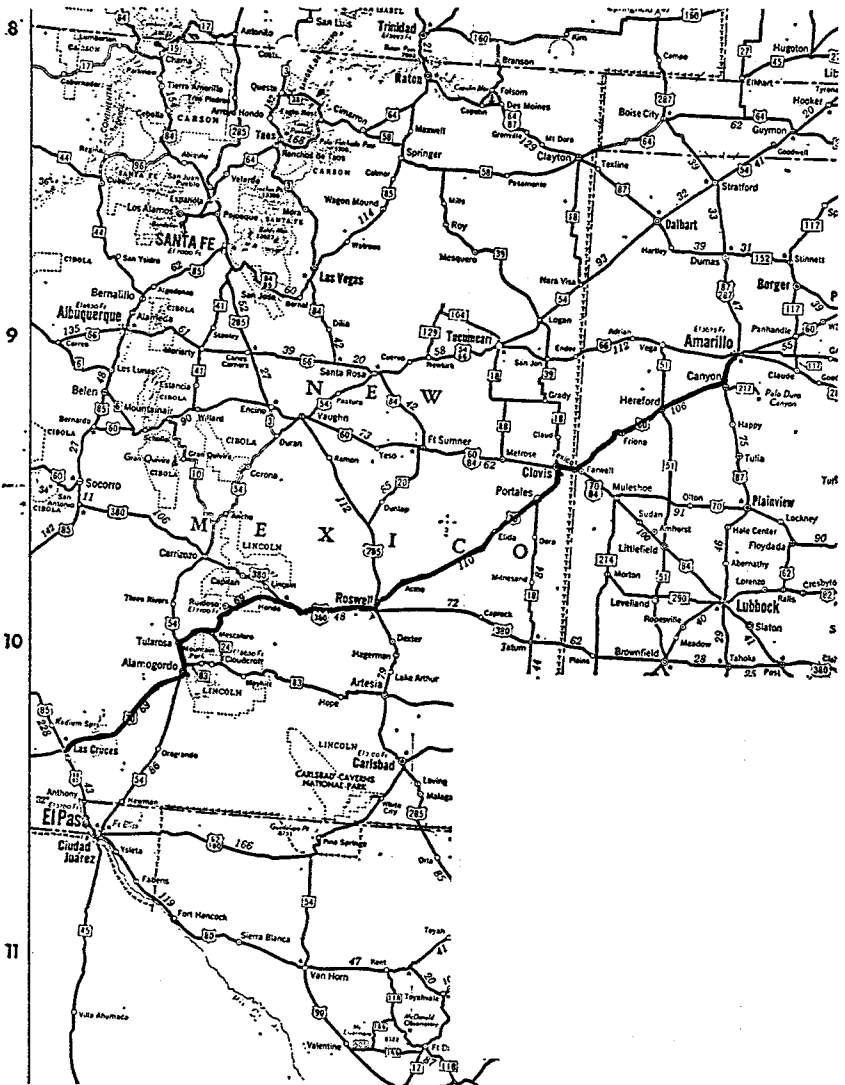
DAVID J. GOLDBERG,
New Jersey Commissioner of Transportation.

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.



New Mexico has had on file with the Bureau of Public Roads since 1955 a request for addition to the Interstate System of loops through the Albuquerque area on both Interstate Route 25 and Interstate Route 40, totaling approximately 42 miles. In 1956, a further request was made for the addition of U.S. Highway 70 from Las Cruces, New Mexico via Alamogordo, Roswell, Portales and Clovis to the Texas line, being approximately 303 miles in length. We were advised by the Texas Highway Department that Texas concurred in the extension of the latter route via U.S. Highways 60 and 87 to connect with Interstate 40 at Amarillo. A map showing the present routing is attached hereto.

It would be earnestly hoped that funds for any enlargement of the Interstate System would be provided in addition to those needed for the urgent and critical needs of the Federal-aid Primary and Secondary Systems.

With regard to the relocation of persons and businesses displaced by urban highway construction, we would hope that an arrangement could be devised whereby monies which are available for urban re-development from other sources than the Highway Trust Fund could be provided and coordinated with the use of Trust Fund monies for that portion of the cost which may be determined to be patently a road-user responsibility.

I must advise that my commitments would not permit me to testify at the upcoming hearings, but I wish to express my sincere appreciation of this opportunity to reply concerning the matters mentioned in your telegram.

Very truly yours,

L. G. BOLES.,
State Highway Engineer.

NEW YORK

May 20, 1968.

REPRESENTATIVE JOHN C. KLUCZYNSKI,
House of Representatives:

If Congress sees fit to increase interstate highway mileage limitation, New York State's request for interstate designations and their mileage in New York State would include North Country Expressway from Interstate 81 north of Watertown to Interstate 87 north of Plattsburgh and thence to Interstate 89 in Vermont, 150 miles; Southern Tier Expressway from Interstate 90 at Erie, Pa., to Suffern (Interstate 287) N425 miles; Route 219 from Buffalo to connect with Pittsburgh area or to Interstate 76 south of Johnstown-Altoona. As Pennsylvania may desire 70 miles, adjustments to the system in the New York City area of approximately 20 miles, Binghamton to Interstate 878 in Albany-Schenectady-Troy area, 150 miles; and, if the other States involved concur, thence to Portland, Maine, via Vermont and New Hampshire, 35 miles. Prior commitments preclude my appearance at May 23 hearings.

J. BURCH McMORRAN, *Commissioner*.

NORTH CAROLINA

STATE OF NORTH CAROLINA,
STATE HIGHWAY COMMISSION,
Raleigh, N.C., June 5, 1968.

HON. JOHN C. KLUCZYNSKI,
Chairman, House Subcommittee on Roads,
House Office Building,
Washington, D.C.

DEAR CONGRESSMAN KLUCZYNSKI: I am writing in reference to your telegram of May 15, 1968, to the North Carolina State Highway Commission which advised the House Subcommittee on Roads will hold hearings on the Administration's Proposed 1968 Federal-aid Highway Legislation and related matters and which requested a "minimum" estimate of North Carolina's need for additional Interstate mileage and approximate locations.

Unfortunately, there is not a clear-cut answer to this inquiry. There is a great need in North Carolina for more highway facilities of the type and character of the Interstate System. The presently established Interstate System of Highways does not adequately tie together and meet the demands generated by the many regions of our State and of the surrounding States. North Carolina received only 770 miles of the presently designated Interstate System which is substantially less than the mileage allocated to other States with similar characteristics. (For example: Tennessee—1,051 miles; Virginia—1,061 miles; Georgia—1,106 miles; Florida—1,154 miles; etc.) Our coastal recreational areas, our State ports, our larger urban centers, our industrial piedmont, our State Capitol, and the military installations of national importance located in North Carolina are not adequately served by the existing Interstate System. More than 1,200 miles of additional Interstate System mileage are required to meet our existing minimum need. Also, many miles of the existing Interstate System was designed for 1975 traffic volumes; and, it will be necessary to upgrade or supplement these facilities within the foreseeable future.

We feel that in order to develop a rational determination of the need for additional Interstate mileage, it is necessary that we take a look at our overall highway needs and a look at the available financial programs to meet these needs. There is no question but that the concentrated effort that has been placed on the existing Interstate System of Highways has resulted in a deterioration of our other urban and rural primary highway systems. The present Federal-aid Program does not provide for sufficient funds to meet the needs on these systems, and a further enlargement of the Interstate System would continue to "drain off" funds for the betterment of one system of highways while allowing the other systems to continue to deteriorate.

It is my firm belief that Congress should make a detailed study of the matter of distribution of Federal-aid Highway Funds before increasing the size of the Interstate System inasmuch as the presently designated system will not be completed until the late 1970's. There are a great many inequities in the present Federal-aid Highway Program in that many States are penalized by the apportionment of Federal Funds with these inequities directly related to the fixed nature of the Interstate System. To emphasize this situation, I have tabulated below the Federal-aid Funds apportioned to North Carolina from the Trust Fund for an average five-year period along with the estimated revenues paid from North Carolina to the Trust Fund.

Federal-aid funds apportioned to North Carolina from highway trust fund

Fiscal year:	Amount (millions of dollars)
1968 -----	54.3
1967 -----	50.4
1966 -----	46.3
1965 -----	44.3
1964 -----	43.1

Estimated Federal excise revenues paid into highway trust fund by North Carolina

Fiscal year:	Amount (millions of dollars)
1966 -----	106.9
1965 -----	103.3
1964 -----	98.9
1963 -----	93.6
1962 -----	86.4

It is to be noted that North Carolina has been receiving less than a 50% return on the funds paid into the Trust Fund. This does not appear to be an equitable approach: and, according to recent statistics, North Carolina receives the lowest percentage return from the Highway Trust Fund of any State in the country. During the life of the Interstate Program, North Carolina will have paid into the Trust Fund in excess of a billion dollars more than it will receive in return. This has placed a very heavy financial burden on North Carolina and made it extremely difficult to keep abreast with the need for the improvement of the Primary, Secondary, and Urban Systems. In 1965, a \$300,000,000 bond issue was passed by the people of North Carolina in order to attempt to keep up with increasing highway demands. Even with this additional funding, North Carolina continues to fall behind because so much of the revenue sent to the Trust Fund is distributed to other States. All of which has taken place because the Interstate System in North Carolina is far less than in similar States and particularly because North Carolina does not have the many needed Interstate circumferential and spur routes into and around our metropolitan areas. It has been estimated that North Carolina, with more than 2½% of the population in the country, is receiving about 1% of the total Interstate funding.

It would, therefore, be my judgment that any new long-range highway program that may be considered by the Congress should be established in a manner that no State would be severely penalized in terms of the funds collected as revenues and the funds made available for Federal-aid construction. North Carolina would not be in a position to support Federal-aid Highway Legislation that does not provide for such an equitable return.

I would hope that the Congress will come up with a program that will provide equity to all States and believe that the States should be given more latitude in determining where new facilities are needed. This type of an approach would allow our State to upgrade its total Primary, Urban, Secondary, and Interstate type routes most effectively. I recognize the difficult task which your subcommittee has and its great responsibilities in developing a Federal-aid Highway Program. I want to assure you of North Carolina's interest in this program and its willingness to work with the subcommittee in anyway possible.

Sincerely,

J. M. HUNT, Jr., *Chairman.*

NORTH DAKOTA

MAY 17, 1968.

Hon. JOHN C. KLUCZYNSKI,
*Subcommittee on Roads,
House of Representatives, Washington, D.C.:*

Regarding North Dakota highway needs, 20-year needs for State highway system is \$406 million plus \$147 million to complete present Interstate System; 20-year needs for State local roads is \$529 million. Additional interstate mileage needed is from Portal N. Dak. to S. Dak. via Minot and Bismark and from Williston to Grand Forks via Minot and Devils Lake—approximately 650 miles at an additional cost of \$125 million. Will not be available to testify during these hearings.

WALTER R. HELLE,
Highway Commission, North Dakota Highway Department.

OHIO

STATE OF OHIO,
DEPARTMENT OF HIGHWAYS,
Columbus, Ohio, May 17, 1968.

Re proposed Federal-Aid Highway Act of 1968.

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

DEAR REPRESENTATIVE KLUCZYNSKI: In response to your telegram of May 15, 1968, we are forwarding the following:

1. Copy of a booklet entitled "Ohio Highway Needs for Tomorrow's Growth, 1975-1985". Ohio's needs are summarized on the third from last page in the booklet. We contemplate no additional interstate mileage. The needs shown are to upgrade the present Interstate System and to expand this system by building freeways to supplement the interstate, however, as part of the primary system.

2. Copy of a letter the Governor of Ohio recently forwarded to Representative William C. Cramer in response to his request for comments on subjects which may be considered for inclusion in highway legislation this year. We consider return of administrative control to the Bureau of Public Roads of prime importance in future legislation.

3. Copy of a letter recently forwarded to Representative George H. Fallon regarding the proposed Federal-Aid Highway Act of 1968. A copy of the same letter was sent to Senator Jennings Randolph.

I appreciate your interest in obtaining statements of the State's needs and views on highways and have taken this opportunity to provide you with a summary of Ohio's comments to other Members of Congress on these matters.

We support the position of AASHO which has been developed from a survey of the determinations of the various states. We specifically support the AASHO testimony on proposed weights and sizes legislation.

Because of this agreement with the AASHO proposed testimony, I do not believe that specific testimony from Ohio at this time would be necessary. However, if we can be of help, please let us know.

Very truly yours,

P. E. MASHETER,
Director.

MAY 8, 1968.

Re proposed Federal-Aid Highway Act of 1968.

HON. GEORGE H. FALLON,
Chairman, House Public Works Committee,
House of Representatives,
Washington, D.C.

DEAR REPRESENTATIVE FALLON: The Department of Transportation's proposed Federal-Aid Highway Act of 1968 has been made available to the states through AASHO for preliminary review and comment. We note that the proposed bill goes into considerable detail and are taking this opportunity to pass our comments along to you for your consideration as Chairman of the House Public Works Committee.

Relative to revision of appropriations for the Interstate System—we don't think that completion of the Interstate System by 1973 should be abandoned at this time. There is a need to evaluate the time of completion in conjunction with major decisions still to be made on a Continuing Federal-Aid Highway Program.

Relative to Sections 5(2), 12 and 13—we question the need for defining and funding a separate program such as Topics. This should not be a matter of legislation. Some municipalities have been progressive in the application of traffic engineering principles, and may have more urgent needs.

Relative to Section 5(3) and (4)—we are opposed to financing forest and public lands highway out of the Highway Trust Fund.

Relative to Section 7—the proposed allocations are too high. Would prefer that more funds be allocated to Highway Safety Programs under Section 6.

Relative to Section 8—Ohio has recognized landscaping, erosion control, rest areas, or work that is normally a part of highway construction, as a necessary and proper use of highway user taxes and supports this concept. We question the need for other beautification programs. If special programs are considered necessary, they should be financed from other than Trust Funds.

Relative to Sections 14 and 15—we are opposed to a special program for Fringe Parking.

The above are specific comments of objection. In general, we would recommend that new concepts and proposals be limited until such time as a Continuing Federal-Aid Highway Program has been thoroughly studied and some guidelines established.

We would appreciate your consideration of the above comments.

Very truly yours,

P. E. MASHETER,
Director.

APRIL 29, 1968.

Re: Federal-aid highway legislation and a continuing Federal-aid highway program.

HON. WILLIAM C. CRAMER,
Member of Congress, House of Representatives, Rayburn House Office Building,
Washington, D.C.

DEAR REPRESENTATIVE CRAMER: In response to your letter of April 10, 1968, relative to developing desirable and needed Federal-aid highway legislation, I have reviewed with the Department of Highways the listing of subjects which you indicate may be considered for inclusion in highway legislation this year. Director Masheter has informed me that all the subject matter contained in your questionnaire is being considered by the several State Highway Departments and that the American Association of State Highway Officials will assemble this information and present it to Congress with recommendation at a later date.

However, in order that you may have current information of our thinking in Ohio, we are presenting the following comments for your consideration:

A. Right-of-Way Acquisition

1. The concerns listed are real and are in keeping with our desire to adequately compensate affected property owners; however, once you start to enumerate individual items there is no end of it. It is our thought that numerous individual items would become difficult to control and administer. The fair market concept of negotiation and settlement, now used in Ohio, evaluates the various contingent items without undue administrative details.
2. Relocation of persons and businesses displaced by highway construction:

Ohio concurs that a uniform policy on all Federal and federally assisted programs should be obtained, and that better coordination of housing programs with highway construction is desirable. However, we do not believe the policy should be oriented to the highway program for coordination responsibility. It could become a serious delaying factor.

We are in full accord with the principle of relocation payments. Again, for administrative purposes, it is desirable that lump sum or flat payments with ceilings be retained.

B. Metropolitan Areas

1. Multiple use of rights-of-way.

Ohio favors maximum use of airspace and has work of this type underway.

In the area of multiple use of highways provision should be made for the sharing of right-of-way costs by all using agencies according to the value of the rights required by each. Almost every presentation of the joint use concept proposes that the highway program pay "residue damages" to the additional land acquired, thus making joint use very attractive to other users who thereby obtain land rights at bargain prices, but at the expense of the Highway Trust Fund. The highway program should not be required in this way to subsidize these other uses.

We are opposed to utilization of highway rights-of-way for rapid rail transit.

Separate traffic lanes for exclusive use of buses should be considered on the basis of project by project justification.

2. Use of design concept teams made up of engineers, architects, etc.

We do not consider this a matter that should be directed by legislation. It is recognized that organized planning is desirable, and the 1962 Highway Act on Urban Transportation Planning accomplishes this goal. Highway engineers have primary responsibility for highway locations and must provide leadership and decisions. Through consultant use or by establishing staff positions to supplement Urban Transportation Comprehensive Planning, the same goals can be accomplished.

C. Federal-aid Financing of Highway Construction

Ohio favors the continuation of the Highway Trust Fund but not necessarily restricted to its present revenues. For instance, the 7% automobile excise tax should be directed into the Trust Fund as a revenue resource, and this additional income could provide funds for a federally financed advance right-of-way acquisition program.

We are against any diversion of monies from the Highway Trust Fund for non-federal highway purposes, including other modes of transportation.

The present three-year period for obligation of Federal funds is reasonable and we endorse it.

Highway safety features and corrective work to reduce hazards is a proper use of Trust Funds and a highway user payment responsibility as much as other highway improvements. We subscribe to the use of regular Trust Funds for this work at the regular participation rate as for other highway improvements.

We strongly favor enactment of law to prohibit the executive branch from withholding apportioned Federal-aid highway funds from obligations. Since allocations must match revenues on a pay-as-you-go program, we feel that Congress should accept the responsibility of providing the revenue-obligation balance.

D. Highway beautification

Ohio has recognized landscaping, erosion control, rest areas, or work that is normally a part of highway construction, as a necessary and proper use of highway user taxes and supports this concept. We are opposed to use of Highway Trust Funds for beautification purposes that are not within this concept.

We would recommend extensive revision of the billboard and junkyard sections of the Beautification Act to cut down the cost of the program and to allow the States more leeway to control these items as they see fit. For example, the States should have the option to control by police power or to pay compensation, and the States should not be forced to control these items inside of municipalities. The 10% penalty for non-compliance should be repealed as this is strictly arm-twisting and repugnant to the whole concept of Federal-State partnership.

E. Administration

Legislation should be passed which will restructure the Department of Transportation and eliminate the administrative level between the Secretary of Transportation and the Director of Public Roads. The Bureau of Public Roads should be given the clear responsibility to develop policies for highway activities and be empowered to act as technical and engineering partners with the States in the accomplishment of the highway program.

A reduction of "red tape" and delays in approval could be accomplished through use of a Federal-aid Plan for all Federal-aid highway systems such as the current Secondary Road Plan. Such a procedure sets forth guidelines of procedure that are acceptable to all agencies involved and effectively reduces multiple review and approval time. Secondary Road Plan procedures have been tested and have proved effective in application.

F. "After 1975" Federal-aid Highway Program

Ohio has followed closely the development of the AASHO recommendations for a continuing Federal-aid Highway Program and subscribe to them. We feel that a workable program will be presented to Congress that will be equitable and administratively feasible. We are not in favor of Federal-aid highway maintenance. If states reach the point that they must rely on Federal-aid for non-capital improvements, it is time to look at the highway user tax structure relationship between federal, state and local governments.

With the tremendous need for revenues to meet our present highway programs, we see no reason at this time to take on the extra burden of paying off toll roads and paying states for free highways incorporated into the Interstate System.

We strongly urge that Congress take steps toward establishing a continuing Federal-aid Highway Program at an early date. Guidelines for such a program should be established this year. We endorse the AASHO recommendations.

We are particularly concerned that continued delay will be to the detriment of the Highway Trust Fund. More and more, we are noting public statements by the Department of Transportation which indicate that the Trust Fund concept of financing should be abolished when the Interstate Highway System is completed. Firm guidelines would assist in controlling the numerous attempts to direct highway user funds to other programs.

We are opposed to the trend toward defining and enacting separate highway programs within the broad scope of a total highway program. It is believed that all essential coordination in respect to objectives, standards, priorities, and funds can be effectively attained without the detailed individual programs, transaction by transaction, decision by decision, supervision and audit by ever-increasing numbers of employees whose primary contribution to the program is delay, procrastination, red tape—all supported by an endless stream of ever-expanding regulations and procedures directed to the control of the most elemental, routine activities of competent State highway organizations.

We appreciate your interest in highway legislation and your giving us the opportunity to comment on the items that may be given consideration for legislative action.

Very truly yours,

JAMES A. RHODES,
Governor.

OKLAHOMA

STATE OF OKLAHOMA,
DEPARTMENT OF HIGHWAYS,
Oklahoma City, Okla., May 17, 1968.

Hon. JOHN KLUCZYNSKI,
Chairman, House Roads Committee,
U.S. House of Representatives,
Washington, D.C.

DEAR CONGRESSMAN KLUCZYNSKI: Regarding your telegram of May 15, 1968 requesting information concerning future Interstate needs in Oklahoma: we are submitting a map and cost information, however, there are a number of factors bearing on this matter that should be considered during the formulation of any future highway program.

While we certainly agree that need does exist for some revision in the existing designated Interstate System, we would hesitate to support any action resulting in immediate addition to the Interstate System of significant amounts of additional mileage. When it is considered that the Interstate Program as now con-

stituted will require an additional three or more years past the original 1972 target date to fund to completion, it does not seem economically sound to add to the problem at this time. We would much rather, now, see some practical means developed to fund the existing program to insure its completion with a reasonable time period.

If a significant amount of additional mileage is added to the Interstate System now, this will, in effect, create a continuing Interstate Program which could have further effect by reducing the amount of funds available for the ABC Systems. This is assuming the Interstate Program would continue to utilize the major portion of the Trust Fund and the continued proliferation of efforts to divert trust funds to other purposes. This would contribute to continuing increase in obsolescence of existing non-Interstate facilities.

In order to properly define needed additions to the Interstate System, a functional classification study must be cooperatively conducted by the individual states and must be coordinated at state line crossings. The development of additional Interstate mileage by the states without coordinating efforts to develop the major traffic corridors between major traffic generators in adjacent states cannot reasonably be justified.

Oklahoma has done considerable work on functional classification and the development of major arterial traffic corridors. On the basis of these previous studies, we have prepared the answer to your request. We are furnishing you a map on which we have indicated the existing Interstate System and those existing additional Interstate needs that can be justified from both an economic and traffic service standpoint. We also have indicated future Interstate needs as estimated for the period 1975 through 1985. Since there is considerable mileage of toll roads in Oklahoma and since they affect traffic service to principle traffic corridors, we are also showing toll roads.

The immediate Interstate needs in Oklahoma consist of additional mileage in the Urban Areas of Oklahoma City and Tulsa which fill voids in existing Interstate routes and are critically needed to adequately complete the Interstate System in these Urban Areas. The total mileage of these Urban Interstate routes is 11.2 miles. The estimated cost to construct to Interstate standards is \$22,108,000. We have shown on large-scale maps the locations of these proposed Urban extensions and their relationship to existing Interstate routes in the areas. In both Oklahoma City and Tulsa, comprehensive transportation studies have been made and the locations proposed as additions to the Interstate System were developed by study data and are high in priority in terms of immediate need.

The other immediate Interstate addition which we would recommend is existing US 69 beginning at the junction of Interstate 44 in northeastern Oklahoma and extending southwesterly to a connection with Interstate 35 in the Dallas-Fort Worth, Texas vicinity. The total length in Oklahoma is 202.4 miles. The estimated cost to improve this route to Interstate standards is \$96,502,000. The US 69 route was included in Oklahoma's original submission requesting Interstate mileage, as were the two urban loops. The proposed US 69 Interstate route will provide a critically needed connection between the lead and zinc mine areas in the tri-state areas of Oklahoma, Kansas, and Missouri and the coal mining areas in east-central Oklahoma. US 69 at this time carries the largest percentage of heavy commercial vehicles of any highway in Oklahoma. Its crossing of the Verdigris River is of utmost importance, since the River will be navigable as part of the Arkansas River Navigation System. Coal and ores will be transferred at this point to river transportation for shipment to points along the Arkansas River and on to the Mississippi River. The US 69 route traverses the Ozarks Regional Economic Development Area and will provide vital high-type access through the area.

SUMMARY OF INTERSTATE NEEDS (OKLAHOMA)

	Miles	Amount
Immediate additional interstate needs:		
Rural	202.4	\$96,502,000
Urban	11.2	22,108,000
Total	213.6	118,610,000
1975-85 interstate needs:		
Rural	694.0	453,600,000
Urban	224.0	299,500,000
Total	918.0	753,100,000

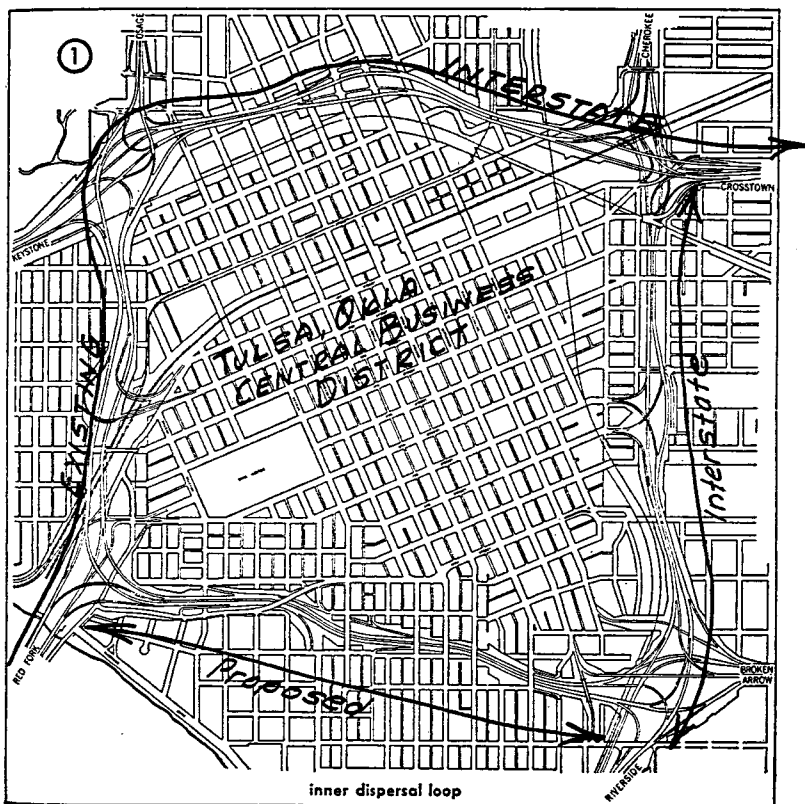
We have estimated Interstate needs for the period 1975 to 1985 at 694 miles of Rural Interstate and 224 miles in Urban areas, for a total of 918 miles of additional Interstate-type needs by 1985. The Urban portion of these future needs are based on findings of comprehensive transportation studies. The Rural portion has been developed from state-wide traffic and functional classification studies. The estimated improvement cost for the 1985 needs is 453.6 million dollars Rural, and 299.5 million dollars Urban.

The following tabulation summarizes Oklahoma's immediate and future Interstate needs.

We trust the information furnished you will be of value to your committee. Please accept our appreciation for being given this opportunity to express our thoughts on this matter. Should you desire additional information, please do not hesitate to contact me.

Sincerely,

W. M. DANE, P.E.,
Director.



OREGON

STATE OF OREGON,
STATE HIGHWAY DEPARTMENT,
Salem, Oreg., May 17, 1968.

Hon. JOHN C. KLUCZYNSKI,
Member of Congress,
House of Representatives,
Washington, D.C.

DEAR MR. KLUCZYNSKI: Thank you for your May 15 wire concerning hearings on the Department of Transportation's proposed 1968 Federal Highway Bill.

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-

dence River to the State line enroute to a junction with Massachusetts Interstate Route 195 in North Swansea. This extension would represent an addition of 13 miles in Rhode Island. It is envisioned that Massachusetts would continue the route northerly from the junction in North Swansea to Interstate Route 95 in Attleboro thereby completing the encirclement of the Providence Metropolitan Area by Interstate Route 295. In effect it would achieve a sort of belt route to integrate important radials emanating from this urban complex which has a population of 750,000.

(2) Our second suggestion is a route extending from existing Interstate Route 95 in downtown Providence westward generally on the alignment of U.S. 6 enroute to Hartford, Connecticut. This would require an addition of 21 miles and would directly connect the second and third largest metropolitan centers in New England with their combined population of over 1,500,000.

(3) The third candidate for Interstate System additions would be a route following the alignment of Rhode Island State Route 146 from a downtown Providence junction with existing Interstate Route 95 proceeding north-westerly enroute to Worcester, Massachusetts. Worcester also ranks high as a metropolitan area, having a population of over 600,000 and is fifth largest in New England. This would add 16 miles in Rhode Island.

(4) A final suggested addition would be a spur from Interstate Route 495 (a circumferential route in Massachusetts) south-westerly into and through Woonsocket, Rhode Island, to make a connection with present State Route 146 in North Smithfield. This would involve only a 5 mile addition in Rhode Island, but it would be useful in making I-495 more accessible from Woonsocket and environs (population 50,000).

Thus for your purposes, Rhode Island considers that four additions aggregating 55 miles would be well worthwhile.

Thank you for your telegram and we appreciate the opportunity to convey to you our wishes with respect to Interstate System extensions.

Very truly yours,

ANGELO A. MARCELLO,
Director.

SOUTH CAROLINA

SOUTH CAROLINA,
STATE HIGHWAY DEPARTMENT,
Columbia, S.C., May 17, 1968.

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

DEAR CONGRESSMAN KLUCZYNSKI: This is in reference to your telegram concerning proposed 1968 Federal-Aid Highway Legislation and our needs for additional Interstate mileage.

I am a member of AASHO "After 75 Committee," and it is my understanding that this committee's proposals will be submitted to your committee. I am strongly in favor of the proposals to be submitted by AASHO "After 75 Committee". Also, it is my understanding that, in this proposal, AASHO is recommending that five (5) percent of the Federal-Aid funds be allocated for upgrading the existing 41,000 Interstate mileage and that no additional Interstate mileage be added. Additional controlled access highways would be constructed from Federal-Aid Primary or Urban funds apportioned to the states on an equitable formula. Provisions are being proposed that any such highways constructed which would comply as logical extensions of the Interstate System could be added after construction and officially approved for addition to the Interstate System. I am of the opinion that is the fairest means of allocating the Federal funds to the states and would provide for logical additions to the Interstate mileage. The states would be in much better position for planning their future highway program if the formula apportionment basis is used for all Federal-Aid distribution of funds except for the five (5) percent established for upgrading the existing Interstate mileage.

We do have need for additional highways constructed to Interstate standards in our State, but it is believed that the proposal being submitted by AASHO is the most desirable plan for the total highway program. This plan as indicated

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.

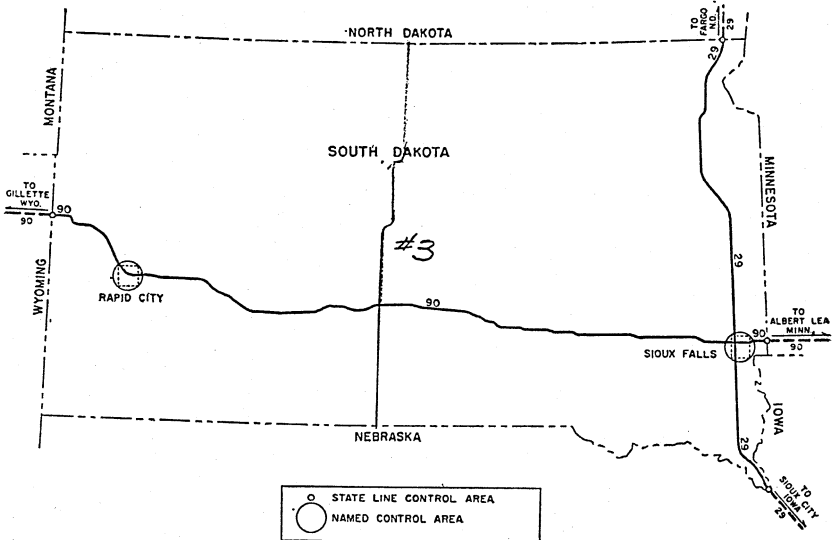
Dear Congressman KLUCZYNSKI: South Dakota's estimated need for additional Interstate mileage included:

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

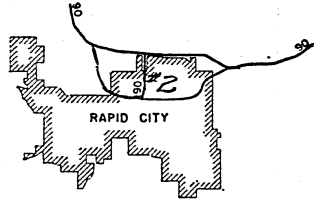
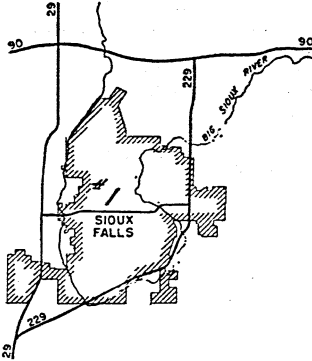
SOUTH DAKOTA INTERSTATE ROUTES

AS APPROVED JANUARY 1, 1967



for an east-west facility serving the CBD. The Rapid City addition would serve the CBD area.

The north and south route would be South Dakota's section of an Interstate route beginning on the Canadian border north of Minot, North Dakota, that would connect Bismarck, North Dakota, Pierre, South Dakota (both State capitals) with points in Nebraska, Kansas, Oklahoma, and Texas. This is the route included in the Portland Cement Association's recent publication entitled "Major Highway Corridors of North America," and we feel it would have definite defense benefits in addition to providing an avenue for north and south commerce long needed. However, this route could be initially planned without limited access.



The attached map shows the approved Interstate in South Dakota and the recommended additions.

All of the above recommendations have been furnished to AASHO in Studies for After '75. In line with this fact, we wish to emphasize again that we feel our present Interstate mileage should be completed prior to construction on these proposals.

Sincerely,

JOHN EMMETT OLSON,
Director.

TENNESSEE

MAY 21, 1968.

JOHN C. KLUCZYNSKI,
Member of Congress,
Washington, D.C.

AASHO will present statement relative to proposed act of 1968 Tennessee supports AASHO statement. Additional interstate mileage proposals are:

1. U.S. 78 (FA 4) Memphis to Mississippi state line (connect Memphis-Birmingham).
2. U.S. 51 (FA 3) Memphis to Fulton, Ky. at Purchase Parkway (connect Memphis-Louisville).
3. U.S. 23 (FA 36) North Carolina line via Johnson City and Kingsport to Virginia state line (connect Asheville, N.C. to Columbus, Ohio).
4. U.S. 64 (FA 40) I-75 at Cleveland to North Carolina line (connect Chattanooga-Asheville, N.C.).
5. U.S. 72 (FA 27) Alabama state line to I-24 near Jasper (connect Chattanooga and Huntsville to Memphis-Birmingham route).

C. W. SPEIGHT,
Commissioner, State Highway Department,
Nashville, Tenn.

NASHVILLE, TENN., May 23, 1968.

JOHN C. KLUCZYNSKI,
Member of Congress,
Washington, D.C.

Further reference to your telegram of May 15 and to my reply of May 21, revise additional interstate mileage proposals to provide following:

1. U.S. 78 (F.A. 4) Memphis to Mississippi State line (connect Memphis-Birmingham).
2. Continuation of I-155 from Dyersburg to I-40 at Jackson.
3. U.S. 23 (F.A. 36) North Carolina line via Johnson City and Kingsport to Virginia State line (connect Asheville, N.C. to Columbus, Ohio).
4. From I-155 at Dyersburg to I-24 near Clarksville.
5. U.S. 72 (F.A. 27) Alabama State line to I-24 near Jasper (connect Chattanooga and Huntsville to Memphis-Birmingham route).

C. W. SPEIGHT,
Commissioner, State Highway Department,
Nashville, Tenn.

TEXAS

TEXAS HIGHWAY DEPARTMENT,
Austin, Tex., May 16, 1968.

Hon. JOHN C. KLUCZYNSKI,
Member of Congress,
Washington, D.C.

DEAR CONGRESSMAN KLUCZYNSKI: Thank you for your telegram of May 15th advising of the Roads Committee Hearings scheduled to begin May 23rd covering the Administration's Federal-aid Highway legislation and inviting comments from the Texas Highway Commission as to its position on increased mileage to the existing Interstate System.

Since receiving your telegram, I have polled my Commission on this matter, and it is our collective judgment that the *minimum* additional need to the Interstate System in Texas is approximately 1,500 miles at this time, even though the commission has heard in public hearing justifiable requests from delegations over the State for substantially more mileage than this amount.

For the Committee's information, Texas still had two cities and excess of 100,000 population which are not on the present Interstate System. These two cities are Lubbock and Wichita Falls.

In an effort to complement the Interstate System with improved routes to Lubbock and Wichita Falls, as well as some other areas of the state, Texas has already expended millions of dollars of its Primary and State Fund in the building of primary routes to slightly lower standards than Interstate requirements. If it appears that additional Interstate mileage is not in the picture, Texas could live with a proposition which will probably be submitted by the American Association of State Highway Officials to the effect.

"That if a State or States elects to improve a section of the Primary System to Interstate standards and that it would make a logical addition to that System, that it be marked with an Interstate marker."

If additional Interstate mileage is approved or financed in some manner as "expressways" on the primary system, substantially as indicated in the "quote" above, it is our considered opinion that some of the severe "control of access" provisions as now required on Interstate construction should be relaxed in order to save expending millions of dollars in revising and upgrading primary routes already constructed to slightly less imposing standards than Interstate standards.

We have been advised that AASHO will testify before your Committee on May 28th. Should the Texas Highway Department wish to appear before your Committee, we will submit such request to you or the Committee Secretary by telegram at a later date.

Sincerely yours,

J. C. DINGWALL,
State Highway Engineer.

UTAH

MAY 20, 1968.

JOHN C. KLUCZYNSKI,
Member of Congress,
Chairman, Subcommittee on Roads,
House of Representatives, Washington, D.C.

Re: hearings on Federal-aid highway legislation, further extensions of interstate system mileage would be detrimental to highway program needs in Utah.

Need for improvement on primary, secondary and urban systems in Utah is becoming critical. Increase in authorization for these systems would provide opportunity to improve road system where need is greatest. Will be unable to testify during these hearings but would like our convictions entered in the committee record.

HENRY C. HELLAND,
Director of highways,
Utah State Department of Highways.

VERMONT

MAY 17, 1968.

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

Re your telegram of May 16, 1968. No additional interstate mileage requested at this time. Prefer monies be expended on ABC program.

I will be unable to testify.

L. S. LARSEN,
Commissioner of Highways.

VIRGINIA

MAY 16, 1968.

JOHN C. KLUCZYNSKI,
House Office Building,
Washington, D.C.

If interstate program were extended Virginia would request substantial additional mileage principally in urban areas of State. We feel however that total road system would best be served by completing presently authorized mileage before considering extensions and then only within the framework of the AASHO after-interstate recommendations.

DOUGLAS B. FUGATE,
Commissioner, Virginia Department of Highways.

WASHINGTON

MAY 23, 1968.

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

Reurtel May 15, Washington Department of Highways requires approximately 28 miles of additional interstate to accommodate recommended location of Interstate 82 in southeastern Washington, however, understand Federal Highway Administrator may be able to accommodate within presently authorized mileage. In general, Washington concurs in position of AASHO regarding authorization of additional interstate mileage. We believe States should complete presently authorized 41,000 miles before authorizing new highway program. Considering urgent need for upgrading ABC system, believe Federal funds after completion of Interstate should be allocated per AASHO recommendations. State of Washington has justification for additional interstate mileage if Congress decides additional mileage should be added to present 41,000 miles. If this occurs, recommend States be required to submit their requests within uniform and equitable criteria. Consider AASHO statement to Public Works Committees will represent my views. Under these conditions, do not consider it necessary for me to testify at forthcoming hearings.

C. G. PRAHL,
Director of Highways.

WEST VIRGINIA

MAY 17, 1968.

Hon. JOHN KLUCZYNSKI,
Chairman, House Roads subcommittee,
U.S. Congress, House Office Building, Washington, D.C.

Reurtel May 15th. Approximately 135 miles now designated Appalachian development Highway Corridor H, from connection with Interstate 79 eastward to

West Virginia-Virginia State line, where it would then proceed to a connection with Interstate 81 in Virginia, should be incorporated into new interstate mileage in view of Defense Department's recognition of this route as important to Defense Highway System, and in view of Federal Highway Administrator's resultant designation of this route for 16' vertical clearance.

M. R. HAMMILL,
Commissioner, West Virginia State Road Commission.

WISCONSIN

STATE OF WISCONSIN,
DEPARTMENT OF TRANSPORTATION,
Madison, Wis., May 20, 1968.

Subcommittee on Roads, interstate mileage proposal.

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

DEAR CONGRESSMAN KLUCZYNSKI: In reply to your telegram of May 15, requesting minimum Interstate mileage additions, we submit the following information:

1. It is the recommendation of Wisconsin that no additions be made to the presently authorized Interstate System and, in lieu of such additions that the trust fund monies be apportioned to the states on the present formula basis and used on a matching ratio of two-third Federal—one-third State, as recommended by AASHO for all highway systems.

2. Should it develop that additions are to be made to the Interstate System, we submit the following:

(a) The presently approved State Highway Plan for 1990 indicates an anticipated long-range highway need for freeway-type facilities of 1,630 miles by 1990, excluding the presently designated Interstate System.

(b) The immediate and minimum needed portions of the long-range plan for freeways for which studies are being conducted in most cases, but completion is not scheduled for a number of years due to lack of financing include the following:

Route:	Miles
From I.H. 94 at Milwaukee to I.H. 535 at Superior via Green Bay, Wausau, and Hurley (see enclosed February 1963 report)-----	411
From I.H. 94 at Eau Claire to I.H. 535 at Superior (partially under construction)-----	154
From I.H. 90-94 at Wisconsin Dells to Illinois State line near Lake Geneva via West of Madison, Fort Atkinson, and Whitewater-----	124
From I.H. 894 at Milwaukee to I.H. 90 at Beloit ¹ -----	60
Belt Freeway—Milwaukee (From I-794 to U.S.H. 41) ¹ -----	36
Bay Freeway—Milwaukee (From I-794 to Belt Freeway) ¹ -----	15
Lake Freeway—Milwaukee, Racine and Kenosha (extension south from I-794 to Illinois State line) ¹ -----	43
Green Bay Freeway Loop-----	30
Madison Freeway Loop (see enclosed February 1963 report)-----	13
La Crosse Freeway (see enclosed February 1963 report)-----	5
Total-----	891

¹ Approved routes of Southeastern Wisconsin Regional Planning Commission's land use—transportation plan.

In the event the Congress determines that a maximum expansion of the I-System is desirable and essential at this time, then Wisconsin feels the entire mileage of freeways indicated on the 1990 plan would be eligible for consideration. These are the major long haul traffic routes which will be essential to serve the projected economy of the state.

We have made our position eminently clear to the Bureau of Public Roads and the American Association of State Highway Officials on the matter of relocation hearings. We are convinced that the hearings are a state responsibility, that they must be conducted in accordance with state laws and regulations, and should not be strictly controlled by Federal regulations.

We believe we have conducted our hearings in a very fair and open manner. The final determinations of the Commission have always given consideration to the sworn testimony presented at the hearing. Numerous times alignment changes have been made upon consideration of the hearing testimony.

We appreciate the opportunity to make this presentation to your Committee. We do not anticipate making a personal appearance.

We are enclosing copies of our map of the State Highway Plan for 1990 on which is shown the Freeway System which we have described herein. We are also enclosing copies of previous submissions by the Commission for Interstate route additions, dated February 1, 1963, and May 27, 1963.

Sincerely

W. R. REDMOND,
Highway Commission Chairman.

WYOMING

MAY 16, 1968.

HON. JOHN C. KLUCZYNSKI,
*U.S. Congressman,
Washington, D.C.*

1. U.S. 30N Granger Junction—Idaho State line 100 miles.
2. U.S. 20 Nebraska State line to Shoshoni thence to U.S. 26 to Moran Junction thence new road to Idaho State line east of Aston, Idaho, 350 miles.
3. Rawlins to Casper via Muddy Gap, 120 miles.
4. Belt routes connecting I-80 and I-25 Cheyenne urban area, 30 miles.
5. Belt route for I-25 Casper urban area, 20 miles.

Do not plan to attend hearing.

R. G. STAPP, *Superintendent, Wyoming Highway Department.*

STATEMENT OF HON. THOMAS G. DUNN, MAYOR OF ELIZABETH, N.J.,

Mr. Chairman and members of the Subcommittee, my name is Thomas G. Dunn. I am the mayor of Elizabeth, New Jersey, and I appreciate the opportunity to testify before your Subcommittee in opposition to proposed legislation to increase the size and weight limitations on trucks using the Interstate Highway System.

Mr. Chairman, Elizabeth is a city of 117,000 people located in the northeastern section of New Jersey. The city has an area of approximately 12 square miles. Elizabeth is highly urbanized and industrialized with the world's largest container port in operation on our waterfront. The city's roads are of constant concern to me and it is because of this concern for the safety of our citizens and the high cost of road and highway construction that I appear before you today.

As mayor of Elizabeth, I feel that this legislation will cause serious difficulties in the exercise of local street and highway responsibilities. Under present law, the mayor and city council of Elizabeth are empowered, with certain limitations, to set weight limitations on trucks using certain streets and bridges within the City of Elizabeth. If these sizes and weights are increased, cities, such as Elizabeth, which attempt to regulate roads stand a chance of being bypassed as major traffic terminals, as localities with more liberal limits will be in a better competitive position to attract industry. I would like to add here that limitations are made for the sake of safety and as a means to smooth, rather than restrict, travel.

Mr. Chairman, liberalization of size and weight limits, as a practical matter, cannot be limited to the Interstate System. The current size and weight limitations for Interstate highways have provided a standard for highway construction on almost all roads. Local roads, such as those in Elizabeth, are designed with current or lower limitations in mind. Liberalization will substantially increase wear and tear and raise maintenance costs on these roads, I feel that deterioration will be substantially greater on older roads and bridges. Serious safety problems will arise, particularly on bridges designed for much less size and weight than those anticipated by this bill.

In order to maintain safety and viability of local road systems, particularly in the cities, a great financial burden will be shifted to the already under-financed city and county governments. Without a massive re-direction of Federal assistance for building local roads, I feel that cities such as Elizabeth, will be unable to

assume such expenditures. Very few miles of urban arterials are currently eligible for Federal aid, and the city share of State user fees supports only a minimal share of local street and highway costs.

Mr. Chairman, the impact of this legislation on highways and streets off the Interstate System will, I think, create problems adverse to the broad national interest. I would hope that, taking this into consideration, this Subcommittee will not act favorably on this bill.

Mr. Chairman, I would like to mention one further aspect of Federal Highway Policy today. The Interstate System, as authorized in 1956, provides for a network of 41,000 limited access highway miles. I understand that 1975 is the target date for completion of this system. From the local level, I know that there remain pressing needs for Interstate-type highways in New Jersey. The tight Interstate Market, if I may call it that, has resulted in transportation planning and allocation of priorities that do not reflect a consideration of the realities of the future.

For a case in point, the State of New Jersey recommended some time ago construction of a road within the Interstate System, I-278, to connect the Goethals Bridge with Interstate 78 in New Jersey. This vital link was planned in order to meet the critical masses of commuters who are expected to flow between New Jersey and New York over the Goethals Bridge. To ignore this vital connector means that this traffic burden will literally be dumped into the already overcrowded streets of Elizabeth and neighboring Linden, New Jersey. Because of local opposition from some of the smaller towns along the proposed route of I-278, the State has dropped plans to complete I-278, nine miles of which are already completed, and the Department of Transportation is attempting to work some kind of a switch in order to construct a Central Jersey Expressway. Both of these roads are badly needed for the future prosperity of New Jersey, but because of the unavailability of Interstate mileage, the State has been pressured into abandoning I-278. This does not indicate to me a sound approach to planning. I urge you to act immediately to expand significantly the Interstate System so that we may begin to plan to avoid the congestion that threatens our future.

Thank you.

PAN AMERICAN HIGHWAY ASSOCIATION, INC.,
Belleville, Kans., June 8, 1968.

Congressman ROBERT V. DENNEY,
Washington, D.C.

DEAR CONGRESSMAN DENNEY: I regret not being able to come to Washington recently for the House Subcommittee Reports, but having visited with George Moyer, Jr., of Madison, Neb., I am advised that you still could add to this material, and we certainly want The Pan American Highway Association included in the report.

I would like to report to you that the state of Kansas is planning the extension of I-35W due north to Belleville, Kan., and the Nebraska state line (at Chester) as a four-lane freeway project, and is acquiring land right-of-way for this extension along the route of US81 which is due north from Salina. Acquired land and the routing is already established to within 30-miles of the Nebraska line.

May I remind you of the bill you and a number of other Congressmen and Senators submitted last year for the extension of I-35W along US 81 highway as the "Pan American Highway." As you know this route already stretches completely across the North American continent through North and South America through some 12 countries and in all these countries (except the United States and Canada) this routing is officially known as the Pan American Highway. Road signs along the route in Costa Rica, and the various countries indicate the highway as such—and there being no highway designation other than this name it is the only way the North and South highway is known.

Already the Pan American Highway is a paved highway more than 10,000 miles long—yet needs to be completed across the United States from Salina on due north to Winnipeg, Canada. Any study of present maps will already show the US 81 route is carrying more north and south traffic than any other highway—and the country needs a good North and South Freeway—a direct one and one not built just to serve a few cities along the way.

Congressman Denney, the Pan American Highway Association, made up of members in six states asks your support on the extension of this much-needed north and south freeway. It can mean a lot to the midwest—but it must be built for the traveler, not just a business builder for the cities. The business will follow, but the routing is of first importance.

There is no doubt that in the Nebraska area of US 81 most are showing their preference that the new 4-lane freeway would not be an Interstate, but a limited access freeway which would attract more industry. The Pan American Highway Association can understand this and the importance of developing industry.

I would like to point out to you that the US 81 route splits I-80 at York—just between Grand Island and Hastings and Lincoln and Omaha. This makes Nebraska have an "ideal" crossroads and distribution point of this interstate traffic. Any other routing to the west or the east would be catering to an indirect route.

If this North and South Route is to be effective it must stretch across the continent into all countries—Canada, the U.S.A., Central, South America and Mexico.

If you will be kind enough to look over some of the enclosed material you will see we feel that the Pan American Highway Project is a very important highway need and your support continued will be appreciated.

Yours very truly,

MERLE M. MILLER, *President.*

[Reprinted from the March 9, 1967, issue of the Belleville Telescope]

HIGHWAY FUTURE?

We have become thoroughly convinced that the need for a North and South Highway across the United States is probably one of the country's greatest highway needs.

We feel that after two years of serious study of the question of inter-continental highways that this is a carefully measured statement, and that the need is real and should receive the full support of the federal government and the five states—Texas, Oklahoma, Kansas, Nebraska, South and North Dakota through which the Pan American Highway—this north and south route should go.

Anyone examining a map of the United States interstate highway system will find that everyone of the states named above has at least one east to west interstate crossing its boundaries. On the other hand one will find that there are virtually no direct (straight) north and south interstate routes across the United States.

The closest one can come in the midwest to finding such a north and south route is I35W from Laredo through San Antonio, Austin, Dallas, Oklahoma City to Salina, Kansas. At this point 35W returns to the federal designation US81—the identification most of this highway held before becoming part of the Interstate System.

We firmly believe that this highway needs to be completed on directly north through Concordia and Belleville, Kan., York and Columbus, Neb., to Yankton and then to Watertown, S.D., connecting with the already built 129 which it would follow into Canada and Winnipeg.

In the past few years a number of diagonal interstate, free-way or toll road routes have been proposed. We think that some of these would be beneficial but the direct routes, both north and south and east and west should receive the priority and first attention.

CENTER, TEX., *May 22, 1968.*

Hon. JOHN KLUCZYNSKI,
Washington, D.C.:

Toledo Bend Lake in the Sabine National Forest covering 186,000 surface acres is now full. Lack of roads greatly hampering access to this fine lake. Speaking for the members of this club, we ask your support in providing more funds for forest road development.

K. KEMPER LATHAM,
President, Shelby County Sportman Club.

RIVERSIDE, CALIF., June 1, 1968.

AUDREY WARREN,
House Public Works Committee,
Washington, D.C.:

The Water Shed Fire Council of Southern California passed resolutions June 1966 urging passage of National forest development roads bill due to hazardous fire conditions. We again urge your committees support of H.R. 16994 national forest development roads for \$170 million.

ROBERT RADFORD,
Chairman, Water Shed Fire Council
of Southern California.

CENTER, TEX., May 22, 1968.

HON. JOHN KLUCZYNSKI,
Washington, D.C.:

Funds for forest development roads in Sabine National Forest in east Texas along Toledo Bend Reservoir are vitally needed if this lake is to help the economic growth of this area. Greatest need at this time is access roads. Respectfully request your support.

W. W. LANE,
Mayor, and City Council.

CENTER, TEX., May 22, 1968.

HON. JOHN KLUCZYNSKI,
Washington, D.C.:

Re Federal Aid Highway Act of 1968. Request your support to prevent reduction in funds for forest development roads and trails. A large part of the shoreline of Toledo Bend Reservoir in Texas is a part of Sabine National Forest. This largest manmade lake in the south with 1,200 miles of shoreline must have access roads for full economic and recreational development. Shelby County with one-half the Texas shoreline pledges its full support and cooperation in developing more roads but must have the help of the Sabine National Forest. Request this be made part of record.

Judge V. V. PATE,
County Judge and the
Commissioners Court of Shelby County.

CENTER, TEX., May 22, 1968.

HON. JOHN KLUCZYNSKI,
Washington, D.C.:

Urgently request no reduction in funds for forest development roads and trails, Federal act of 1968. Approximately one-half of shoreline of giant Toledo Bend Reservoir in Texas is a part of the Sabine National Forest. This is largest man-made lake in the South and access roads are a vital necessity for development. Urge your support. Request this be made part of record.

JACK MOTLEY,
President, Center Development Foundation Center.

HOUSE OF REPRESENTATIVES,
Washington, D.C., May 14, 1968.

HON. GEORGE H. FALLON,
Chairman, Public Works Committee,
Rayburn House Office Building.

DEAR MR. CHAIRMAN: It is my understanding that hearings will be held next week on the Federal-Aid Highway Act of 1968.

I am forwarding the comments of Henry C. Helland, Director of the Utah State Department of Highways, for the consideration of the committee.

Thank you for your assistance in this matter.

Very respectfully,

LAURENCE J. BURTON,
Member of Congress.

UTAH STATE DEPARTMENT OF HIGHWAYS,
Salt Lake City, May 9, 1968.

HON. LAURENCE J. BURTON,
House of Representatives,
Washington, D.C.

DEAR MR. BURTON: Enclosed is a copy of our comments on the Department of Transportation's proposed 1968 Highway Act. The comments were prepared for AASHO but should be of interest to you.

AASHO has organized an "After 1975 Committee" to prepare recommendations for a continuing program to be implemented upon completion or shortly prior to completion of the presently authorized Interstate Highway Program. A great effort is being made by the Community and it has the support of the Utah Highway Department.

Recommendations to Congress by the Committee and action by the present Congress on the AASHO Program would be premature. There are, however, several items of importance to the highway program in Utah of which you should be aware.

It would be detrimental to the Utah Program were any extensions of the Interstate System mileage to be authorized. Such an action would defer the time when funds now going to the Interstate Program could be channeled into programs on the Primary and Secondary Systems. The need for improvement on Primary and Secondary Highways in Utah is becoming critical. Particularly is this true with regard to federal-aid Secondary Highways. The present allocation of Secondary projects in Utah is \$3,000,000 per year. Under federal regulations one-half of this amount is made available to Counties for improvements to the County Secondary System. The balance, with State matching funds, totals \$2,000,000 per year. A large proportion of these funds has been used to construct approaches to the Interstate System and consequently little has been or can be done on other State Secondary roads. Public demand for improvements is high but funds are not available. A similar, though less critical situation, exists on the Primary System, particularly in Urban areas. Relief cannot wait upon completion of the Interstate System. An increase in the authorization for Primary, Secondary and Urban roads from \$1,000,000,000 to \$1,500,000,000 is needed now.

The DOT bill does not provide such an increase. It does propose an allocation of \$250,000,000 for the TOPICS program. The funds could be better used in the regular federal-aid program with a reduced amount of \$50 to \$100 million being made available for the TOPICS program.

Your assistance in supporting any effort to increase ABC apportionments and to resist any attempts to expand the Interstate System would be appreciated.

We would be happy to furnish any other information which you may desire concerning proposed federal legislation pertaining to the highway program.

Very truly yours,

R. W. GRIFFIN,
(For Henry C. Hellan, Director of Highways.)

RESPONSE SHEET BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS
ON THE DOT DRAFT LEGISLATION, "FEDERAL-AID HIGHWAY ACT OF 1968"

*Section 4 of the bill*¹

Comments: With the extension of time needed to complete the system the next cost estimate need not be required before January 1971. The present estimate could be used for apportionments through fiscal year 1972 or later.

Section 5 of the bill

(1) Comments: The current back-log of needs on the Primary and Secondary Systems need immediate relief. ABC authorization should be increased by 50% to \$1,500,000,000.

(2) Comments: (For TOPICS Program) The TOPICS Program needs to be financed but \$250,000,000 is too much. In some States this would exceed the allocation for Primary construction. An amount between \$50 and \$100 million would be more appropriate.

(3) and (4) (Note to come from Trust Fund.) Comments: Public Land and Forest Highway Programs should be financed from the General Fund, not the Trust Fund. Increases in these funds should be considered.

¹ The dates specified do not appear to be the final completion dates.

Section 9 of the bill (all subsections)

Comments: The period for advance acquisition should be extended to at least ten years.

Section 12 of the bill

Comments: Refer to Section 5(2).

Section 13 of the bill

Comments: Financing of parking areas should be accomplished outside the Highway Trust Fund.

STATEMENT OF C. W. "RED" BECK, STATE REPRESENTATIVE, 23D DISTRICT,
STATE OF WASHINGTON

Mr. Chairman and members of the Committee, my name is Mr. C. W. Beck of Port Orchard, Washington. I am a State Representative from the 23rd District of our State and have been a member of our Legislature since 1961. I sincerely appreciate this opportunity of presenting testimony to your Committee, outlining my ideas of a federal-aid highway program following completion of the Interstate system.

In submitting this testimony to you, I feel that I might be considered a "typical" state legislator from a typical state. Washington is a state of about medium population, with a full range of population densities from heavily-urbanized to sparsely-populated areas. My county contains about 96,000 people and has one medium-sized urban area, the City of Bremerton, which has a population of approximately 38,000. Therefore, my district is concerned with not only rural highways but the problems of urban transportation as well.

I am particularly concerned with plans of the Congress for the authorization of a federal-aid highway program to follow completion of the Interstate system. Although the date for completion of the Interstate appears to be somewhat indefinite at this time, I realize that the planning for any new program requires several years, and I hope that my comments here today will be of some value to you in considering future legislation for a federal-aid program to follow the Interstate.

First, I should explain the vital interest of the Legislature of the State of Washington in our highway system and the importance of highways to the economy of our state. In the State of Washington, we have an interim Joint Committee on Highways, which concerns itself with highway matters between the biennial sessions of the Legislature. The Committee is composed of 24 Senators and Representatives from both parties. It has a number of subcommittees which work continuously throughout the biennium on various problems and studies for the betterment of our highway program. I have the honor and privilege of being a member and Secretary of the present Joint Committee on Highways and am finding its work most rewarding. The Committee works closely with our Department of Highways in solving many highway problems and making studies which facilitate the work of the Legislature at its regular sessions every two years.

Although the Interstate highway program has not directly benefited my particular part of the state or my legislative district, I fully recognize its great value to our state and all of the states of the Nation. The Congress is to be congratulated on its foresight in authorizing and financing this monumental program. It is evident it will prove invaluable to the transportation system of our Nation.

At the same time, all of us recognize that improvement of other highways in our states has lagged as a result of needs for financing the Interstate system. These other highways are not being improved nearly as rapidly as needed. It is urgent that some new program be authorized as soon as practical which will permit the states to meet the demands of their rapidly-increasing automobile traffic. I hope the suggestions I make here today will be of benefit to your Committee in evaluating a course of action in considering a new federal-aid highway program to follow the completion of the Interstate system.

As a student of highway affairs, I have taken the opportunity to follow closely the urgent highway problems which are prevalent around the country today. I know you have received a great deal of testimony from the large urban areas and the problems they are experiencing in trying to overcome traffic congestion in

these large city areas. I am most sympathetic to their problems and believe greater efforts must be made in these large cities to solve the traffic problems. On the other hand, there are literally thousands of urban areas similar to the medium-sized one in my particular district where there are also highway transportation problems which must be met. Highways are vital to our transportation needs and the present program is not adequate to solve these needs.

In making these comments, I am in no way critical of either the present federal highway program or the highway program of my State of Washington. The present federal-aid highway program, including the Interstate, is well-conceived, and I congratulate the Congress on the wisdom it has shown over the years in assisting the states in solving their transportation problems. Our State Highway Department in Washington is doing its very best within its available funds, but needs are rapidly outstripping the funds available to build more highways. This is my real purpose in being here today.

Before outlining my views on what I feel a future highway program should encompass, I should tell you what we are doing in the State of Washington to help ourselves in solving the highway transportation problems. As in the case of all of the other states, we are heavily dependent upon federal-aid funds to build our highways, but at the same time we have not sat waiting for the federal government to solve all of our problems.

In 1963, the Washington State Legislature enacted a Priority Programming Act which provides for the development of our state highways in Washington on a priority basis. All of our highways are classified according to their importance and the major amount of available state highway funds are used to improve the highways of greatest importance to the state. We believe this Priority Programming Act is one of the best-conceived systems in the country for putting highway dollars where they are needed most.

Despite the fact that the State of Washington was tied with two or three other states for the highest state gasoline tax in the Nation prior to 1967, our 1967 Legislature chose to increase the state gasoline tax by 1½ cents, up to 9 cents per gallon. Without a doubt, we now have the highest gasoline tax of any state in the Nation. This substantial increase in our gasoline tax was not easy to come by, but was recognized as an absolute necessity in order to partially relieve traffic congestion in the urban areas of our state. In fact, the funds derived from the 1½ cent increase in our gasoline tax are specifically earmarked to improve state highways, county roads and city arterials in the urban areas of our state having populations of 5,000 or more people. In order to complete the program as soon as practical, the revenues from the 1½ cent gasoline tax increase will be utilized to back up two \$200 million bond issues to improve the highways, roads and streets in the urban areas with the idea that the whole program will be completed in six to ten years. Again, I believe the State of Washington has faced up to the problem of traffic congestion and is doing its part to overcome the problem. We sincerely hope that the Congress will assist us further. Although our state program will help a great deal toward solving our problem, much remains to be done.

Over the past several years, the economy and population of the State of Washington has been increasing at an extremely rapid rate, and our need for highways has increased by leaps and bounds. We are anxiously awaiting completion of the Interstate system with the hope that the very large amount of highway dollars going into the Interstate can be diverted for the improvement of our primary and secondary highway system.

As somewhat of a layman legislator, it would be presumptuous for me to attempt to come before this Committee with a specific and detailed proposal for a federal-aid highway program after completion of the Interstate program. For instance, my community would be delighted to have an Interstate highway built in our area to help solve our problems. I am sure a great many more areas similar to my own would like to have the same thing. But at the same time, I realize that a major increase in the Interstate system would tie up revenues of the Federal Trust Fund for many years to come and would intensify the need for improvement of the primary and secondary systems.

With this as a backdrop, and speaking in terms of what I believe the average legislator around our country feels, I propose that the Congress authorize a federal-aid highway program following the completion of the Interstate along the following lines:

1. Following completion of the Interstate system, continue the present Federal Highway Trust Fund and revenues going into it for improvement of the primary and secondary federal-aid highways of the various states.

2. The objectives of the Federal Interstate program has not been fully realized. There is a vital need for a small limited addition of mileage to this system. The 90/10 ratio should apply to this additional mileage. In my state we have two significant metropolitan areas and one of the most vital military and naval installations on the Pacific Coast that have no access to the Interstate system.

3. Continue to recognize the urgent needs for highway, road and street improvements in the urban areas which are off the state highway systems and allocate a part of the Federal Trust Fund monies to improve these urban highways. I suggest that the extent of this program be determined after asking the states to submit estimates of needs and that the funds for improving the urban highways, arterials and streets be allocated to the states on an equitable basis.

4. Presently the motorists are paying a federal excise tax on all new cars into the general fund. In my state, the motorist pays for off highway use a 2% excise tax on the value of the car each year for schools and a \$4.60 fee for State Patrol, also a 4.5% sales and use tax everytime the vehicle ownership changes hands. With this diversion of funds, I would urgently request that no further diversions from the motorist be included in any new legislation. I specifically point out highway beautification off highway rights of way and urban transit systems, and parking lots. These functions are legitimate costs that should be absorbed by some fund other than the motorists. The motorist is paying his fair share of the cost of government by paying for the cost of highways.

5. The major part of the Federal Trust Fund monies should be allocated to a new federal-aid program to upgrade primary and secondary highway systems, the funds to be allocated to the states on the basis of relative needs. We believe our priority system in the State of Washington is a model for other states but recognize that conditions differ around the country. Therefore, I would suggest that the composition of the new federal-aid system and the allocation of funds to the various states be determined after a comprehensive classification and needs study.

I have no magic formulas to suggest, either as to the method of classifying state highways or the determination of needs. I believe the Directors of Highways of the various state highway departments and federal officials concerned with these matters are fully competent to provide you with this information. The major point I desire to make is that all of us fervently desire that the Federal Trust Fund monies be continued and utilized to improve our primary and secondary highway systems.

Gentlemen, I am deeply grateful for the privilege of appearing before you and giving you my views on highway improvements in the State of Washington. I feel our highway problems in the State of Washington are very much similar to those which exist in the other states, and I hope my views are representative of a great many state legislators around the country. I hope also I have made it clear that I don't pretend to represent the large metropolitan areas of my own state or others. Nor do I feel that I am from a completely rural area. I sincerely believe I represent a completely "average" legislative district in one of the states of the Nation where adequate highway transportation is the life blood of our economy and our well-being. In considering a federal highway program after completion of the Interstate system, I sincerely hope you will not overlook the interests of the many thousands of legislative districts similar to my own.

It has been an honor and a privilege to appear before you today and to be able to submit to you my views on the needs for highway improvements in my state.

Thank you.

STATEMENT OF FREDERICK B. DRAKE

Mr. Chairman and honorable members of this distinguished Committee, I am Frederick B. Drake, Director of Purchasing & Real Estate for Air Products and Chemicals, Inc.

Air Products, headquartered in Allentown, Pennsylvania, is active internationally in the design, construction and operation of industrial gas, chemical and fertilizer plants. The photographs of the Michoud Facility presented by Mr. Ferguson, show the relative scale and degree of sophistication involved within a typical Air Products plant complex.

May I first take this opportunity to compliment the Corps of Engineers for their excellent report of December 8, 1967. If all forecasts within this report fare out as well as the statistics predicted for Air Products, I believe you

gentlemen can respond confidently and positively to the conclusions and recommendations presented therein.

In comparing actual exports of Anhydrous Ammonia to those projected within Figure 5, Page A16 of the Corps' report, it can be seen that total 1966 through 1968 exports should approximate those forecasted. This will occur despite the effects of Hurricane Betsy, which caused an approximate 50% reduction in 1966 exports.

In 1967 we were just about on target, exporting 46,300 tons and this year we should make up the 1966 deficit by exporting 71,500 tons.

In considering further expansion into foreign markets, Air Products must react in proportion to her relative competitiveness. Of course, the lower our export costs, the more competitive we can become and the greater our incentive for capital investment.

This modification and improvement project will help Air Products reduce the export costs through direct access to deep water transportation. With lower anticipated export costs we become motivated towards considerations of capital expenditures which would otherwise be economically unjustifiable.

Increased capital expansion could allow production cost reductions through the efficiencies associated with expanded volume. Prices could then be lowered within our export markets and help enhance our world position.

Expanded production facilities would also benefit the American farmer by inducing lower domestic prices. With lower cost production capacity, Air Products would expand domestic efforts. This increased supply would stimulate national competition into reducing prices and provide the catalyst for technical improvements of their products.

Deep water transportation ability would also tend to motivate Air Products towards diversification into other commodity exports and to allow the domestic manufacture of certain goods instead of through foreign subsidiaries. These factors, of course, would contribute towards improving this country's balance of trade.

In addition to these economic benefits and to those outlined in the report by the Corps of Engineers are the employment opportunities created for unskilled and semi-skilled workers. We could conceivably aid in the training of "hard-core" unemployed.

Therefore, gentlemen, Air Products strongly solicits your support for this modification and improvement project, and requests your favorable support of the Corps of Engineer's conclusions and recommendations.

Thank you again, gentlemen. I have submitted a copy of my comments for the record.

STATEMENT OF THE BOARD OF COMMISSIONERS OF THE PORT OF NEW ORLEANS

The following statement is submitted in behalf of the Board of Commissioners of the Port of New Orleans, an agency of the State of Louisiana, in support of the proposed project for enlargement of the Gulf Intracoastal Waterway east of the Mississippi River-Gulf Outlet and the Michoud Canal to provide ship channels in these waterways.

The Board of Commissioners of the Port of New Orleans created by the Constitution and statutory laws of the State of Louisiana is empowered and charged with the responsibility of constructing and maintaining wharves and other port facilities, of regulating the commerce and traffic of the port and harbor of New Orleans and of administering the affairs thereof in such a manner as may, in the Board's judgment, be best for the maintenance and development of the port. The Board is composed of five members prominently identified with the commerce and business interests of the port. The members of the Board are appointed by the Governor of the State of Louisiana, each to serve a term of five years.

The jurisdiction of the Board of Commissioners of the Port of New Orleans embraces the Parishes (Counties) of Orleans, Jefferson and St. Bernard in Louisiana. The Gulf Intracoastal Waterway from Lake Borgne to the Inner Harbor-Navigation Canal and the Michoud Canal, as well as the Mississippi River-Gulf Outlet, are within the limits of the Port of New Orleans.

In addition to its other duties, the Board was designated by the then Governor Earl K. Long on December 10, 1956, as the assuring agency for the State of Louisiana, to obtain and convey to the United States of America the rights-of-way and spoil disposal areas and to satisfy other provisions of local cooperation required of the State in connection with the construction, operation and main-

tenance of the Mississippi River-Gulf Outlet, in accordance with Public Law 455, 84th Congress, approved March 29, 1956.

The Chief of Engineers of the Department of the Army has recommended the modification of the existing project for the Mississippi River-Gulf Outlet to provide a deep-draft navigation channel in the Gulf Intracoastal Waterway and Michoud Canal by enlargement to a depth of 36 feet over a bottom width of 250 feet from the Mississippi River-Gulf Outlet channel to and including a turning basin 800 feet square at the north end of the Michoud Canal. The report of the Chief of Engineers reflects a benefit-cost ratio of 7.1 to 1.

The recommendations of the Chief of Engineers concerning this project include the requirements that prior to construction local interests shall agree to:

a. Provide without cost to the United States all lands, easements, and rights-of-way required for construction and subsequent maintenance of the project *and for aids to navigation upon the request of the Chief of Engineers*, including suitable areas determined by the Chief of Engineers, to be required in the general public interest for initial and subsequent disposal of spoil, *and also retaining dikes for disposal of spoil from maintenance dredging, if required*;

b. Accomplish without cost to the United States such utility or other relocations or alterations as necessary for project purposes;

c. Hold and save the United States free from damages due to the construction and subsequent maintenance of the project, including any erosion beyond the rights-of-way furnished; and

d. Provide, maintain and operate without cost to the United States adequate public wharf facilities on the Michoud Canal open to all on equal terms.

NOTE: The italic portions of subparagraph "a" above did not appear in the requirements of local cooperation as contained in the report of the District Engineer on this project, and were added to the requirements on the recommendation of the Board of Engineers for Rivers and Harbors.

The Board of Commissioners of the Port of New Orleans at a regular meeting held on October 13, 1967, adopted a resolution indicating that the Board was willing and able to provide the assurances of local cooperation, as proposed in the reports of the Division and District Engineers, should the project be authorized by the Congress of the United States; and further, authorized the Director of the Port to sign, execute and deliver to the Corps of Engineers a statement in such form and containing such provisions as in the sole discretion of said Director of the Port shall seem proper, evidencing the willingness and ability of the Board of Commissioners of the Port of New Orleans to provide the required assurances of local cooperation. The assurances of the Board in this regard have been furnished to the District Engineer, New Orleans District, Corps of Engineers, by letter, dated October 19, 1967, and a copy of such letter and resolution of the Board are contained in the District Engineer's project report dated December 18, 1967. The additional requirements of local cooperation as recommended by the Board of Engineers for Rivers and Harbors do not appear to be unduly burdensome and such requirements will be satisfied by the Board.

The Board of Commissioners of the Port of New Orleans has concluded negotiations with the owners of the property adjoining the proposed navigation improvements to the point that the availability of rights-of-way for initial construction and for the deposit of spoil therefrom is assured. Furthermore, the Board has concluded negotiations and possesses an option to purchase a site for the construction of public port facilities on the Michoud Canal. Also, within the Board's Capital Facilities Program for the period 1968-1972, is included a project for the construction of public terminal facilities on the Michoud Canal scheduling the amount of \$4,400,000 for this project. It may be observed, therefore, that the requirements for local cooperation not only have been assured but are in such a status as to permit the immediate initiation and completion of the proposed project.

The plan of development as contained in the report of the Chief of Engineers has been approved by the Board's engineers and such plans are considered to be entirely suitable and completely consistent with the master plan for development and expansion of the Port of New Orleans.

The proposed project not only will serve importantly the trade and commerce of the Port of New Orleans but also will serve and encourage the industrial development of the private lands abutting the Gulf Intracoastal Waterway and

Michoud Canal to the economic benefit of the City of New Orleans, the State of Louisiana and the entire nation.

The Board of Commissioners of the Port of New Orleans strongly endorses the proposed project for the deepening and widening of the Gulf Intracoastal Waterway east of the Mississippi River-Gulf Outlet and the deepening and widening of the Michoud Canal as proposed in the report by the Chief of Engineers. The early approval of this project by the Congress of the United States is respectfully requested.

STATEMENT OF JOSEPH V. FERGUSON II, ATTORNEY, NEW ORLEANS, LA., ON BEHALF OF AIR PRODUCTS & CHEMICALS, INC., NEW ORLEANS EAST, INC., INTERNATIONAL AUTO SALES & SERVICE, INC., OKLAHOMA CEMENT CO., DUNDEE CEMENT CO., LOUISIANA MATERIALS, INC., GERTLER-HEBERT CO., PRATT FARNSWORTH, INC., DIXIE MILL SUPPLY

Mr. Chairman and Members of the Committee on Public Works of the United States House of Representatives.

I am Joseph Ferguson, an attorney in New Orleans, Louisiana. I appear before this Committee to speak on behalf of the local interests sponsoring the proposal to modify the Gulf Intracoastal Waterway from its junction with the Mississippi River-Gulf Outlet to the Michoud Canal, and the Michoud Canal, to provide, in addition to the water transportation now available by virtue of the Gulf Intracoastal Waterway and the Mississippi River-Gulf Outlet, deep water transportation to a rapidly developing industrial area situated in the eastern part of the City of New Orleans. This project has the whole-hearted support and approval of all of the property owners in the area.

I wish to express my thanks and the thanks of the other parties who will speak to you on behalf of this project for the opportunity to appear before this Committee and to present our views.

A report with respect to this proposed modification has been prepared by the U.S. Army Engineering District, New Orleans, Corps of Engineers, New Orleans, Louisiana dated December 18, 1967, which report has been approved by the Division Engineer, the Board of Engineers for Rivers and Harbors and the Chief of Engineers. A hearing was held by the Committee on Public Works of the United States Senate on May 23, 1968. This proposed modification is presently before this Committee for consideration.

The District Engineer has estimated that the improvements and modification to the existing waterways can be constructed at a cost of \$1,300,000, exclusive of \$20,000 for aids to navigation. He has estimated that the annual average benefits will be in the sum of \$495,000 resulting in a benefit cost ratio of 7 to 1.

To permit you to quickly familiarize and orient yourself with the area involved and its present industrial development, we have caused a current aerial photograph of the area involved to be made and will also submit additional photographs and charts reflecting progress in the area which has taken place subsequent to the report prepared by the District Engineer.

Exhibit 1 reflects existing waterways and the area of the proposed modification. The modification is for a depth of 36 feet and a bottom width of 250 feet. You will observe that we are dealing with a very limited area where modification and improvements are proposed. The area involved is from the juncture of the Mississippi River outlet in the Michoud Canal which is shown on this photograph at this point. It proceeds easterly along the Intracoastal Waterway for a distance of approximately one and one-half miles to the junction of the Michoud Canal which runs in a northerly direction for a distance of approximately one and one-half miles. The proposed modification includes the construction of a turning basin at the northern end of the Michoud Canal.

I direct your attention to the photograph which we identified as Exhibit 1A. Please note on this photograph that the plant of Air Reduction Company which appears in the 1965 photograph appended to the District Engineer's report has now been completed and is in operation.

A plant has been constructed by the Dundee Cement Company at this point, subsequent to the study by the District Engineer.

The property owned by Louisiana Materials Company, a subsidiary of the American Marine Company, is presently being used as a storage area; however, the long range plans of this corporation include the construction of a yard for the building of barges, ships and other vessels.

Pratt Farnsworth has moved its construction yard from another location in the City of New Orleans to its Michoud site here.

I now submit for your consideration Exhibit 2 which is a colored aerial photograph of the Air Products and Chemicals Plant looking in a westerly direction. This photograph shows a portion of the Michoud Canal and lying directly opposite the Air Products Plant on the opposite canal is the NASA Michoud facility.

I submit Exhibit 3, a colored aerial photograph of the Air Products and Chemicals Plant looking in a northeasterly direction. This photograph discloses the facilities originally constructed by Air Products and Chemicals to service barge and other forms of water transportation from its Michoud Plant. These facilities are being continuously improved.

In the extreme upper right hand corner you may observe a portion of the spoil area with respect to which Air Products has granted a spoil disposal right-of-way or easement. In the upper left hand corner it discloses a portion of the property with respect to which Air Products has granted a right-of-way or easement for the construction of the turning basin.

Exhibit 4 is a colored photograph of the Air Products and Chemicals Plant during its operation at night and is submitted as evidence of the continuous operation of this plant.

The concept of modifying the Intracoastal Waterway and the Michoud Canal to provide deep water transportation to that area was originated by several of the industries which had located or planned to locate facilities on the Michoud Canal. One of the originators of this project, Air Products and Chemicals, Inc., of Allentown, Pennsylvania, produces at its plants gaseous nitrogen which it delivers to NASA at Michoud and liquid hydrogen and oxygen which it delivers to NASA at its Mississippi test site and other points of use. Although several locations were available and were considered by management for the location of this plant, the Michoud site was finally chosen because it offered the prospect of deep water transportation at some time in the future which would permit Air Products to expand its plant so that it could manufacture fertilizers, principally Anhydrous ammonia, uria, phosphates, potash and nitrogeous fertilizers which it could ship directly to domestic and foreign markets. If deep water transportation is available to Air Products at its Michoud plant, Air Products will be able to offer for sale fertilizers produced at this plant at materially reduced prices to consumers because of substantial transportation savings. At the present time, in many instances, these products must be handled twice, first into a barge or truck and then into a ship and transportation costs are substantial.

While its Michoud chemical complex was under construction Air Products and Chemicals discussed its views with Mr. Harold Cook, Executive Vice President of New Orleans East, Inc., which corporation is the owner of large tracts of land in the area and is engaged in the development thereof.

The proposal was also discussed with Mr. Willard Robertson of International Auto Sales and Service, Inc., the owner of another large tract abutting the Michoud Canal. The suggestion was reviewed and considered by these companies for some time taking into consideration the possible requirements which might be established by the District Engineer and their ability to satisfy them if the modification was considered worthy. Thereafter, meetings were held with other companies or local interests in the Michoud area, that is, the Oklahoma Cement Company, Pratt Farnsworth, Inc., Gertler-Hebert Company, Dundee Cement and Louisiana Materials, Inc., Dixie Mill Supply Company and the Sewerage & Water Board of the City of New Orleans. All of these property owners agreed that the proposed modification was meritorious and to lend it their support.

Meetings were then held with the District Engineer, New Orleans Engineer District, and members of his staff concerning the proposed modification. Preliminary discussions with them indicated that the proposal was feasible and warranted action.

The local interests next contacted Senator Allen J. Ellender, Senator Russell Long and Congressman F. Edw. Hébert of Louisiana's First Congressional District where the area in question is located, for their assistance to obtain the funds necessary for a study of the proposed modification to be made by the District Engineer. Through their efforts the funds for the study were provided.

A public hearing was held in New Orleans on December 18, 1964, by the District Engineer and was attended by all of the local interests or their representatives as well as many other persons interested in or who could be affected by the

proposed modification. No objection to the modification was expressed by anyone at that time or any other time.

The Board of Commissioners of the Port of New Orleans and the Department of Public Works of the State of Louisiana both indicated at the hearing on December 18, 1964, their approval of the proposed modification.

The Board of Commissioners of the Port of New Orleans was requested to act as public sponsor; however, at the time the public hearing was held the requirements of local cooperation were not known and the Board decided to wait until such requirements were established before reaching a determination as to whether or not it could act as the public sponsor.

When the study was completed by the District Engineer, but prior to the preparation of his report of December 18, 1967, the Board of Commissioners of the Port of New Orleans and the local interests were informed of the proposed requirements of local cooperation in order that they might determine if the proposed requirements could be met and satisfied.

These requirements are set forth in his report and in the interest of brevity will be only summarized here. They consisted of: (a) To furnish the United States without cost land, easements and rights-of-way for the construction and maintenance of the modification including suitable areas for the deposit of spoil, (b) Relocation without cost to the United States of public utilities in the area, (c) A release in favor of the United States for damages due to construction, maintenance of the modification and possible erosion, and (d) Provide and maintain public wharf facilities on Michoud Canal.

Many conferences were held with Board of Commissioners of the Port of New Orleans and the various property owners whose property would be involved in satisfying the requirements of local cooperation with respect to the form and nature of the required agreements. All of these agreements have now been prepared and executed by Air Products and Chemicals, New Orleans East, Inc., Higgins, Inc., predecessor in title to International Auto Sales and Service, Sewerage and Water Board of the City of New Orleans, Oklahoma Cement Company, Dundee Cement Company, Dixie Mill Supply Company, Louisiana Materials, Inc., Gertler-Hebert Company and Pratt Farnsworth and Company and delivered to the Board of Commissioners of the Port of New Orleans.

I now submit Exhibit 5 which is a drawing of the Michoud Canal, the turning basin and the spoil disposal areas.

The area colored blue represents the right-of-way in the Michoud Canal and the access to the area reserved for a public wharf granted by its owner, New Orleans East, Inc.

The area colored in yellow represents the right-of-way in the Michoud Canal and the access to the area reserved for a public wharf granted by its owner, New Orleans East, Inc.

The area colored in yellow represents the area which Air Products and Chemicals has granted a right-of-way or servitude for the construction of the turning basin and the area colored in brown is the area for which it has granted a right-of-way or servitude for spoil disposal.

The orange area represents the right-of-way or spoil disposal area provided by New Orleans East, Inc., and the red area represents the area affected by the agreement with the Board of Commissioners for the Port of New Orleans relating to the proposed public wharf facility.

The area colored in green represents the area with respect to which releases from damage have been granted by the local interests in favor of the Board of Commissioners of the Port of New Orleans and the U.S. Engineers.

The Board of Commissioners of the Port of New Orleans, upon delivery of the above-mentioned agreements, has agreed to be the public sponsor.

Thus it is apparent that the local interests have already satisfied the requirements of local cooperation set forth in the report of the District Engineer.

Colonel William Lewis, representing the Board of Commissioners of the Port of New Orleans, will also appear before this Committee and inform you that the Board is prepared to satisfy the requirement with respect to a public wharf facility.

I further direct the Committee's attention to the fact that the United States will be one of the principal beneficiaries of this proposed modification. The NASA property extends a distance of approximately a mile and one-half along the north bank of the Intracoastal Waterway and approximately a mile along the west bank of the Michoud Canal. Deep water transportation is not presently available in this area. At some future time, the availability of deep water trans-

portation from this property may serve a very useful function for the United States or one of its Departments or Agencies as a deep water transportation point or considerably enhance its value should the site ever be declared surplus and placed upon the market for sale.

In order to reach the area of the proposed modification, vessels will normally use the Mississippi River-Gulf Outlet in entering and returning from the Port of New Orleans, and thus materially increase the use of that waterway.

The modification of the existing waterway submitted to this Committee for consideration, if authorized and funded, will satisfy an immediate and pressing need for the industries located or which will locate in the area in question. For example, Air Products and Chemicals is now prepared to use deep water transportation for shipments from its Michoud Plant. International Auto Sales and Service is prepared to construct a wharf and other facilities on its property and commence the importation of automobiles which may ultimately serve as the focal point of the importation of these automobiles in the Gulf Coast area. Mr. Willard Robertson of International Auto Sales and Service will appear before you and provide additional details as to the extent of this operation.

The area lying behind the Michoud Canal owned by New Orleans East has been set aside for industrial development and as these industries move in they will require deep water transportation in addition to the rail and highway transportation now available. Mr. Cook of New Orleans East, who will also appear before you, will provide additional details concerning their plans for development.

In summary and conclusion I direct the Committee's attention to the fact that we are considering a modification and improvement to existing waterways. This is not a new project, but rather an extension of and better use for existing waterways in this area, in particular, the Mississippi River-Gulf Outlet.

Private industry and individuals recognize the immediate need for this modification, as evidenced by their sustained efforts over a long period of time seeking its approval, culminated by their appearance here and their furnishing without cost to the United States and the public sponsor valuable property rights in the area of the modification, including releases from damages to their properties.

The relatively modest cost of this modification, the benefits which will accrue to the public resulting from lower transportation costs of industry located in the area, the employment by industry of additional skilled, semi-skilled and unskilled labor are all material and relevant to your consideration of this modification.

The District Engineer investigated and evaluated the above mentioned public benefits in his favorable report of December 18, 1967, concerning this modification. As heretofore stated, this report has been approved by the Division Engineer, the Board of Engineers for Rivers and Harbors and the Chief of Engineers. The progress which has been made thus far is an encouraging example of a United States Department, State Agency and political subdivision, and private enterprise recognizing a need, then working in close cooperation and harmony to satisfy such need.

We now find ourselves at the point where approval by this Committee of this modification is the next step in the road from conception to fulfillment.

We trust that you will assist us in obtaining this necessary modification by your support and approval.

CHAMBER OF COMMERCE OF THE UNITED STATES,
Washington, D.C., June 11, 1968.

HON. JOHN C. KLUCZYNSKI,
Chairman, Subcommittee on Roads, Committee on Public Works, House of Representatives, Washington, D.C.

DEAR MR. KLUCZYNSKI: The Chamber of Commerce of the United States urges the House Subcommittee on Roads to delete Section 14 from H.R. 17134, a bill to authorize appropriations for the fiscal years 1970-1974 for the construction of certain highways, and for other purposes.

Section 14 of this bill would permit money from the Highway Trust Fund, derived from user charges on a "pay-as-you-build" basis, to be diverted to finance publicly-owned fringe parking facilities.

While the chamber believes that adequate urban parking facilities should be considered within the context of overall urban transportation planning, we oppose the Section and urge its deletion, for three reasons:

First, we believe Highway Trust Fund money should be used solely for its intended purpose—meeting highway construction expenses. We do not believe the money should be diverted from this essential purpose and used for design, construction or maintenance of public off-street parking facilities or other non-highway purposes.

Second, we note that Highway Trust Fund money already seems to be in short supply—inasmuch as Section 2 of the bill authorizes a stretch-out to 1974 of construction of the Interstate System. Further shortening of the money supply, by using it for parking facilities, would be detrimental to completion of the Interstate System.

Third, we view this proposal for federally financing fringe parking facilities as an example of unwarranted government competition with private enterprise. We do not believe it appropriate for the Federal Government to encourage the provision of parking facilities by other levels of government. Where it is desirable to supply free or below cost off-street parking, the businessman and property owners benefitting therefrom should provide it without government subsidy, as they have been doing.

For the foregoing reasons, the Chamber requests deletion of Section 14 from H.R. 17134.

If there is a sufficiently strong interest in a Federal subsidy for providing publicly-owned fringe parking facilities, we would recommend that the subject be heard in separate hearings, where it could be judged on its own merits.

I would appreciate you making this letter a part of the record of Committee hearings.

Cordially,

DON A. GOODALL,
General Manager, Legislative Action.

STANDARD LIME & REFRACTORIES CO.,
Baltimore, Md., June 6, 1968.

Hon. JOHN C. KLUCZYNSKI,
*Member, Public Works Committee,
House of Representatives, Washington, D.C.*

DEAR CONGRESSMAN KLUCZYNSKI: We urge your support for enactment of House Bill 14474 as this legislation would liberalize existing limitations and enable States so desiring to modernize their present motor truck size and weight standards.

As you know, present maximum truck size and weight limitations which were established by the Congress in 1956 are based on standards adopted by the American Association of State Highway Officials in 1946.

Affirmative action is required to allow individual States an opportunity to adopt modern size and weight standards.

We respectfully request that our views be made a part of the record.

Very truly yours,

LEWIS RUMFORD II, *President.*

INSURANCE INSTITUTE FOR HIGHWAY SAFETY,
Washington, D.C., June 7, 1968.

Hon. JOHN C. KLUCZYNSKI,
*Chairman, Subcommittee on Roads of the Public Works Committee, House of
Representatives, Washington, D.C.*

DEAR MR. KLUCZYNSKI: The Insurance Institute for Highway Safety earnestly seeks the support of your subcommittee for the traffic and highway safety authorizations contained in H.R. 17134 and H.R. 16994.

If the traffic safety program of the nation is to go forward it is essential that the states, the local communities, and others concerned with the mounting highway carnage be assured of Congressional leadership and willingness to spend tax dollars for this purpose. A fine start has been made in dealing with this massive social problem, due in no small part to the leadership exhibited by yourself and other members of the House Committee on Public Works.

From our close association with the problem it is apparent that the minimum authorization for state and community highway programs for 1970 and 1971 should be the \$50 and \$75 million figures respectively cited in the two House

bills. Likewise, the sums of \$30 and \$40 million for highway safety research and development will meet only minimum needs in this important program area.

The Insurance Institute for Highway Safety, which is actively involved in traffic safety activities complimentary to those underway in Washington and in the state capitals, urges favorable action on the safety sections of the two bills as written.

We respectively request that this letter be made a part of the hearings record. The IIHS stands ready to assist your subcommittee in any way possible in attacking the social disgrace represented by traffic deaths, injuries, and property damage.

Sincerely,

NILS A. LOFGREN,
Acting President.

NATIONAL HIGHWAY 50 FEDERATION,
La Junta, Colo.

To: Congressional Delegates, Governors, State Highway Commissions, State Highway Departments of the States of California, Nevada, Utah, Colorado, Kansas, Missouri, Illinois, Indiana, Ohio, West Virginia, Virginia, and Maryland, The United States Department of Transportation, and the Federal Highway Administration in Washington, D.C.

From: National Highway 50 Federation, Post Office Box 316, La Junta, Colorado.
Subject: Upgrading and improvement of U.S. Highway 50, and a proposal to have U.S. Highway 50 included in any subsequent legislation that will outline the next major highway improvement program that will follow after the present National System of Interstate and Defense Highways is completed.

PREFACE

U.S. Highway 50 is a coast to coast highway between the points of Ocean City, Maryland on the Atlantic Coast and San Francisco, California on the Pacific Coast. It traverses on an east-west basis the 12 States noted above, plus the District of Columbia. It is 3,241 miles in length and affords the traveler the most direct highway route coast to coast and is located midway between the Canadian and Mexican Borders.

The National Highway 50 Federation is an association of individual business people and organizations who have joined together in an effort to promote more travel and highway improvements on this key arterial route. It is governed by a board of directors consisting of members from each of the 12 States served by U.S. 50.

In the Federal Aid Highway Acts of 1956 and 1958, Congress set up the National System of Interstate and Defense Highways. Very little mileage of U.S. 50 was included in this 41,000 mile network of four lane, limited access highways. It has come to our attention that within the next several months, Congress will start considering what type of new highway improvement program will follow upon completion of the present Interstate System sometime in the mid 1970's. It has also been indicated that in all probability one of three programs will be initiated in this regard:

1. The addition of mileage to the present Interstate Highway System.
2. The creation of an entirely new system of upgraded highways.
3. Adoption of a program to upgrade the present primary and secondary highways throughout the Nation.

Although there are many sections of U.S. Highway 50 that need *immediate* improvement, the National Highway 50 Federation respectfully asks that the entire length of U.S. 50 be considered for inclusion in any future highway upgrading program, whether passed by Congressional legislation or initiated at the State level.

In order to better present the Highway 50 needs, we would like to briefly outline on a State or regional basis what we feel are the key points for an overall improvement program.

CALIFORNIA, NEVADA, UTAH

These three States will be considered jointly, as we feel the continuation of Interstate 70 from its present dead end at Cove Fort, Utah, on west through Ely, Nevada; Carson City, Nevada; South Lake Tahoe, California; and on west to join with Interstate 80 at Sacramento, would solve this entire problem.

A quick glance at a map of the National System of Interstate and Defense Highways will show that Interstate 70, which begins in Washington, D.C. and Baltimore, Maryland, proceeds west through 10 States only to terminate in west-central Utah, where it joins Interstate 15 that runs in a southwest-northeast direction. Interstate 70 is the only east-west interstate highway that dead-ends rather than joining with another interstate highway going in the same direction.

There is only one east-west interstate highway that serves the West Coast of the United States from Portland on the north to Los Angeles on the south, a distance of 1,001 miles. Approaching this problem from a defense angle, it would seem that there should be more than one east-west interstate highway serving such a large area. In case of an emergency, and the present one interstate (Interstate 80) is blocked, the entire West Coast area would be isolated from the inland. This in itself is reason enough for the extension of Interstate 70 west to Sacramento.

In California, the population is centered around two key areas—Los Angeles in the south and San Francisco-Bay Area in the north. There are actually four interstate highways crossing the border of Southern California on an east-west basis, while the San Francisco-Bay Area has only one.

Also in California there is an immediate need for a four lane highway from Sacramento east through Placerville to South Lake Tahoe. At the present time many parts of this road are very narrow and the accident rate is quite high. The present use dictates that this road is going to have to be four laned as soon as funds become available.

From Cove Fort, Utah, where Interstate 70 presently ends, on west is the largest land area in the United States that is not being served by an interstate highway. Interstate 70 serves Denver, Colorado. There is a definite business need for a direct route on the Interstate System between the San Francisco-Bay Area and the State of Colorado. There is no interstate highway at the present time that links these two regions. Interstate 80 is the only interstate highway serving San Francisco on an east-west basis and it goes to Reno, Salt Lake City, and Cheyenne, missing the entire State of Colorado.

We feel that the above reasons warrant the extension of Interstate Highway 70 from its dead end at Cove Fort, Utah, on west to Sacramento and San Francisco, California.

It is also requested that that portion of U.S. 50 between Green River, Utah, and Spanish Fork, Utah, be improved to an interstate status. The distance between these two points is 132 miles. From Green River east to Grand Junction, Colorado, U.S. 50 and Interstate 70 will be a joint route.

COLORADO

Between the Utah-Colorado State Line and Grand Junction, Colorado, U.S. 50 will be a joint highway with Interstate 70. It is requested that U.S. 50 between Grand Junction and the Colorado-Kansas State Line, a distance of 440 miles, be included in the next interstate or similar major highway program. This route serves much of the tourist area of the State and would offer the best route to serve the south-central part of Colorado as Interstate 70 now serves Denver and the northern part of the State. Pueblo, an industrial center, and the second largest city in Colorado, does not have an east-west interstate highway. U.S. 50 should be designated as such a route, as this highway is the key east-west route serving this metropolitan area. U.S. 50 is also the key artery serving the areas of construction for the Frying Pan Arkansas Project and the Curecanti Project of the Upper Colorado River Storage Project. Right now there is an immediate need to four lane that portion of U.S. 50 between the four laning east of Pueblo and Manzanola, a distance of 27 miles. There is also a great need for continuation of four laning from Lamar on west to connect with present four laning east of La Junta. U.S. 50 is the second largest carrier of traffic between Kansas and Colorado and therefore U.S. 50 should be the next major east-west highway in Colorado.

KANSAS

From Kansas City west to Emporia, a distance of 114 miles, U.S. 50 will be a joint highway with Interstate 35. The Jorgensen Report, which is a survey accepted by the Kansas State Highway Commission, has recommended that that portion of U.S. 50 between Emporia and Hutchinson, a distance of 109 miles, be added to the freeway system in Kansas. We request that U.S. 50 from Hutchin-

son on west to the Kansas-Colorado State Line, a distance of 246 miles, be placed on the next interstate or similar major highway system. By-passes are urgently needed now at Newton and Hutchinson. It was pointed out above that U.S. 50 in the second largest carrier of traffic between Kansas and Colorado. This, combined with the fact that U.S. 50 is centrally located to serve the south-central part of Kansas on a direct east-west basis, would qualify it for the next major highway in Kansas. Interstate 70 presently serves the northern part of Kansas.

MISSOURI

From St. Louis west in Union, Missouri, a distance of 48 miles, U.S. 50 will be a joint highway with Interstate 44. It is requested that U.S. 50 from Union west to Kansas City, a distance of 225 miles, be included in the next interstate or similar major highway program. U.S. 50 is the key east-west route serving Jefferson City, which is the Capital of Missouri. At the present time, Jefferson City is one of the few State Capitols in the Nation not being served by an interstate highway. The Missouri State Highway Department is making immediate plans to four lane U.S. 50 between Kansas City and Sedalia, with future plans to continue this four laning on to the State Capitol at Jefferson City. This in itself indicates the importance of U.S. 50 to the State of Missouri, thereby qualifying it for the next major east-west highway in the State.

ILLINOIS, INDIANA

U.S. Highway 50 is the most direct route between St. Louis, Missouri, and Cincinnati, Ohio, a distance of 350 miles. At one time, Interstate 64 was scheduled to be on U.S. 50 from St. Louis east to Shoals, Indiana, a distance of 194 miles, but was changed to a more southerly route after the initial interstate routings had been adopted. As a result, only a very small section of U.S. 50 east of East St. Louis will be on the Interstate System, as the new location for Interstate 64 goes south to Evansville, Indiana, and on into Louisville, Kentucky. Four laning on U.S. 50 has already been completed in Illinois and Indiana in the vicinity of Vincennes, Indiana. Interstate 70 serves central Indiana and Illinois and U.S. 50 would be the next logical route south to serve the southern part of these two States on an east-west basis. Recreational developments in the vicinity of Salem, Illinois by the Corps of Engineers will require more adequate roads to serve the traveling public. A portion of U.S. 50 from Aurora, Indiana, on west to Versailles, Indiana, has already been four laned and more is scheduled in the near future.

OHIO, WEST VIRGINIA, VIRGINIA

There is a definite need for a four lane highway between Cincinnati, Ohio and Washington, D.C., a distance of 500 miles. U.S. 50 is the most direct route between these two centers of population. Under the Appalachia Program, 127 miles of this distance are being four laned from Athens, Ohio east to a point just east of Clarksburg, West Virginia. This leaves 154 miles in Ohio, 129 miles in West Virginia, and 90 in Virginia that need to be four laned. Millions of dollars are presently scheduled for reconstruction of U.S. 50 just east of Cincinnati. Additional projects are being scheduled for the improvement of U.S. 50 in Ohio. In West Virginia, the Rowlesburg Dam will cause the relocation of U.S. 50 in the vicinity of Aurora and will increase tremendously the tourist interest in that area. Interstate 70 is presently serving the central area of Ohio. It is felt that U.S. 50 should be the next east-west major artery serving southern Ohio, northern West Virginia and the heavily populated area in Virginia west of Washington, D.C. and for that reason should be included in the next interstate or similar major highway system.

MARYLAND

Except for a section of U.S. 50 over the Choptank River and through Cambridge, and a small section near Vienna, U.S. 50 is four laned from Washington, D.C. to Ocean City. We ask that these two areas be brought to a freeway status as soon as possible. It is also important that a major cloverleaf interchange be built at the junction of U.S. 50 and U.S. 113 west of Ocean City. U.S. 113 is a major north-south route, while U.S. 50 is a major east-west route. The four way stop being used is unsafe for the traffic that uses these two routes and many accidents have occurred at this point. Since U.S. 50 is the key

artery from the heavily populated area in and around the District of Columbia, it is requested that U.S. 50 in Maryland be placed on the next interstate or similar major highway system.

For the above reasons, the National Highway 50 Federation respectfully solicits your consideration in making U.S. Highway 50 a part of the next interstate or similar major highway improvement program.

Sincerely,

JOHN GIANOTTI,
President.
DOYLE L. DAVIDSON,
Executive Vice President.

NATIONAL HIGHWAY 50 FEDERATION,
La Junta, Colo., June 21, 1968.

HON. JOHN C. KLUCZYNSKI,
Representative, Rayburn Building,
Washington, D.C.

DEAR CONGRESSMAN KLUCZYNSKI: In line with your telegram to me dated June 21 I am herewith enclosing a written statement to be included in the record of your hearings in the Subcommittee on Roads.

The attached material will outline fully the project that we propose in regard to increasing the mileage of the Interstate Highway System. As you can see our proposal to you is that Interstate Highway 70 be extended from its dead-end at Cove Fort, Utah on west to Sacramento and San Francisco, along the general route of present U.S. Highway 50. All of Northern California has only one east-west Interstate Highway—Interstate 80. Should it be closed for any reason there would not be an Interstate Highway available to the entire West Coast from Portland to Los Angeles, a distance of 1,001 miles. The extension of Interstate 70 would decrease the mileage between San Francisco and Denver by 143 miles thereby resulting in a tremendous savings to the traveling public. There is a great industrial interest between California in the San Francisco Bay Area and Denver. Southern California has four east-west Interstate Highways. Northern California has only one and another one is definitely needed. The continuation of Interstate 70 is the logical route.

In California U.S. 50 between Sacramento and South Lake Tahoe is carrying almost as much traffic as Interstate 80 to the north. An Interstate type highway is vitally needed in this area and this extension would serve this purpose.

The three states involved, California, Nevada, and Utah have all gone on record in favor of this extension. A copy of the Nevada resolution is enclosed.

For the reasons attached in the enclosed proposal we sincerely ask that your committee give favorable reaction to the extension of Interstate 70 from Cove Fort, Utah to Sacramento, California. Should this entire extension be greater than can be allowed at this time we ask that consideration especially be given to that section between Sacramento and South Lake Tahoe, a distance of 103.5 miles.

We sincerely ask your consideration of the above mentioned proposal.

Sincerely,

DOYLE L. DAVIDSON,
Executive Vice President.

RESOLUTION OF APPROVAL BY BOARD OF HIGHWAY DIRECTORS OF THE NEVADA HIGHWAY DEPARTMENT FOR DESIGNATING PORTIONS OF U.S. HIGHWAY NO. 50 IN UTAH, NEVADA, AND CALIFORNIA AS AN EXTENSION TO INTERSTATE HIGHWAY NO. 70, AND FURTHER CONSIDER FUNDING AS SOON AS POSSIBLE TO UPGRADE THIS SECTION OF PRIMARY HIGHWAY TO STANDARDS COMMENSURATE WITH INTERSTATE

Whereas, the National System of Interstate and Defense Highways is being constructed to provide a nationwide transportation system for use during an emergency as well as to serve the overall general traveling public, and

Whereas, Interstate Highway 70 will be constructed from the East Coast west to southwestern Utah and will be the only Interstate Highway crossing the Rocky Mountains between Albuquerque on the south and Cheyenne, Wyoming, on the north, and

Whereas, Interstate Highway 70 is terminated at a point in southwestern Utah called Cove Fort, and

Whereas, there will be only one Interstate highway in the present system under construction serving the San Francisco Bay area on any east-west basis and this will be the only such highway between Los Angeles and Portland, Oregon, a distance of 1,001 miles, and

Whereas, there is both a need for a second east-west defense highway from the San Francisco Bay area and this need is increasing yearly, and

Whereas, the present routing of U.S. Highway 50, especially between Sacramento and Lake Tahoe South Shore is inadequate to properly and safely carry the present traffic flow now using this road, and

Whereas, there is a definite need for an Interstate highway between Colorado and the San Francisco Bay area, and

Whereas, there have been expressions of all segments of the public and officials from Nevada, California, and Utah dating back to 1964 requesting Interstate 70 not be dead-ended in Utah, but to continue into Nevada and California along the present U. S. 50 routing, and

Whereas, U. S. 50 is the main route of travel through the central part of Nevada and necessary to the economic, agricultural and industrial development of the heart of the State of Nevada, and also is of the most extreme importance as a defense facility,

Whereas, it appears that within the next few years Congress will be considering what direction the future highway program will take,

Therefore, be it resolved, that in the best public interest and safety, the Nevada State Highway Board of Directors urges the Bureau of Public Roads, the Department of Transportation, and all others in authority to exercise all means within their power to bring about the continuation of Interstate 70 from its present terminal point at Cove Fort, Utah, on west through Ely, Nevada, and thence along U.S. 50 to Carson City, Nevada, South Lake Tahoe, Echo Summit, Placerville, and on into Sacramento, California.

That further, regardless of what type program may be considered, it must include critical sections of the Primary System such as U.S. 50 and provide the additional funds needed to upgrade to Interstate standards at an early date.

Dated this 31st day of May 1968.

NEVADA STATE HIGHWAY BOARD
OF DIRECTORS,
PAUL LAXALT,

Chairman, Governor.

HARVEY DICKERSON,
Member, Attorney General.

WILSON MCGOWAN,
Member, State Controller.

Presented by:

JOHN E. BAWDEN,
State Highway Engineer.

Attest:

STANLEY D. _____,
Secretary.

NATIONAL HIGHWAY 50 FEDERATION,
La Junta, Colo.

TO: Congressional Delegates, Governors, and State Highway Departments of The States of California, Nevada, Utah, and Colorado and the Bureau of Public Roads.

FROM: National Highway 50 Federation, PO Box 316, La Junta, Colorado.

SUBJECT: Proposal to Have Interstate 70 Extended From Its Present Terminal Point in Southwestern Utah on West Along the Present General Route of US Highway 50 to Sacramento and San Francisco, California.

Preface.—At the present time the 41,000 mile National System of Interstate and Defense Highways is under construction. It crosses the nation coast to coast and border to border and is scheduled for completion in the mid 1970's. While the total mileage in this system is only a little more than one percent of our country's 3,360,000 miles of roads, these Interstate routes will carry more than 20 percent of all the traffic. In the Federal Aid Highway Acts of 1956 and 1958, Congress provided for a thirteen year program of federal-state coopera-

tion to complete this heavy duty system to standards of design and construction adequate to handle the traffic of 1975. When completed, this Interstate System will be expected to carry the heaviest loads and the highest traffic volumes for many years. With the target completion date only a few years away, government groups, both state and federal, are beginning to think seriously about anticipated highway needs after this date. We have been told that the Bureau of Public Roads is asking the individual states to submit their ideas to the federal organization by 1967. We are also told that Congress will then probably act in 1968 on what additional highway programs will be put into force after 1975. In talking with both federal and state highway leaders, we find at the present time no one knows whether the present interstate system will be extended, whether a new interstate system will be authorized, whether the present primary and secondary roads will be up graded to four lane standards or whether something altogether new will be planned. It is the thinking of the National Highway 50 Federation that consideration should be given to extending Interstate 70 from its present terminal point in Western Utah on west to San Francisco and that such should be included in whatever new program is authorized by Congress. We have been told that this extension can not be included in the present Interstate system as the mileage was set by Congressional action and that all such mileage has been allotted.

Location of Interstate 70.—I 70 N begins in Baltimore, Maryland, and I 70 S starts in Washington, D.C. These two join in Fredrick, Maryland, as I 70. It then continues on north-west where it merges with the Pennsylvania Turnpike (also I 80) and follows this expressway into Pittsburgh, Pennsylvania. It then goes south-west to Wheeling, West Virginia, thence west through Columbus, Ohio; Indianapolis, Indiana; St. Louis, Missouri; Kansas City, Missouri; Denver, Colorado and to the terminal point of Cove Fort, Utah. At this point it junctions with I 15 which is a north-south interstate serving Los Angeles, Las Vegas, Salt Lake City, Pocatello, Butte and Helena. In looking at a map of the Interstate system, one will note that this is the only place where a major east-west interstate highway dead-ends rather than merge with another interstate going in the same direction.

Why should Interstate 70 be extended?—We shall attempt to outline the many reasons why Interstate Highway 70 should be extended on to the West Coast rather than to end as presently scheduled at Cove Fort, Utah.

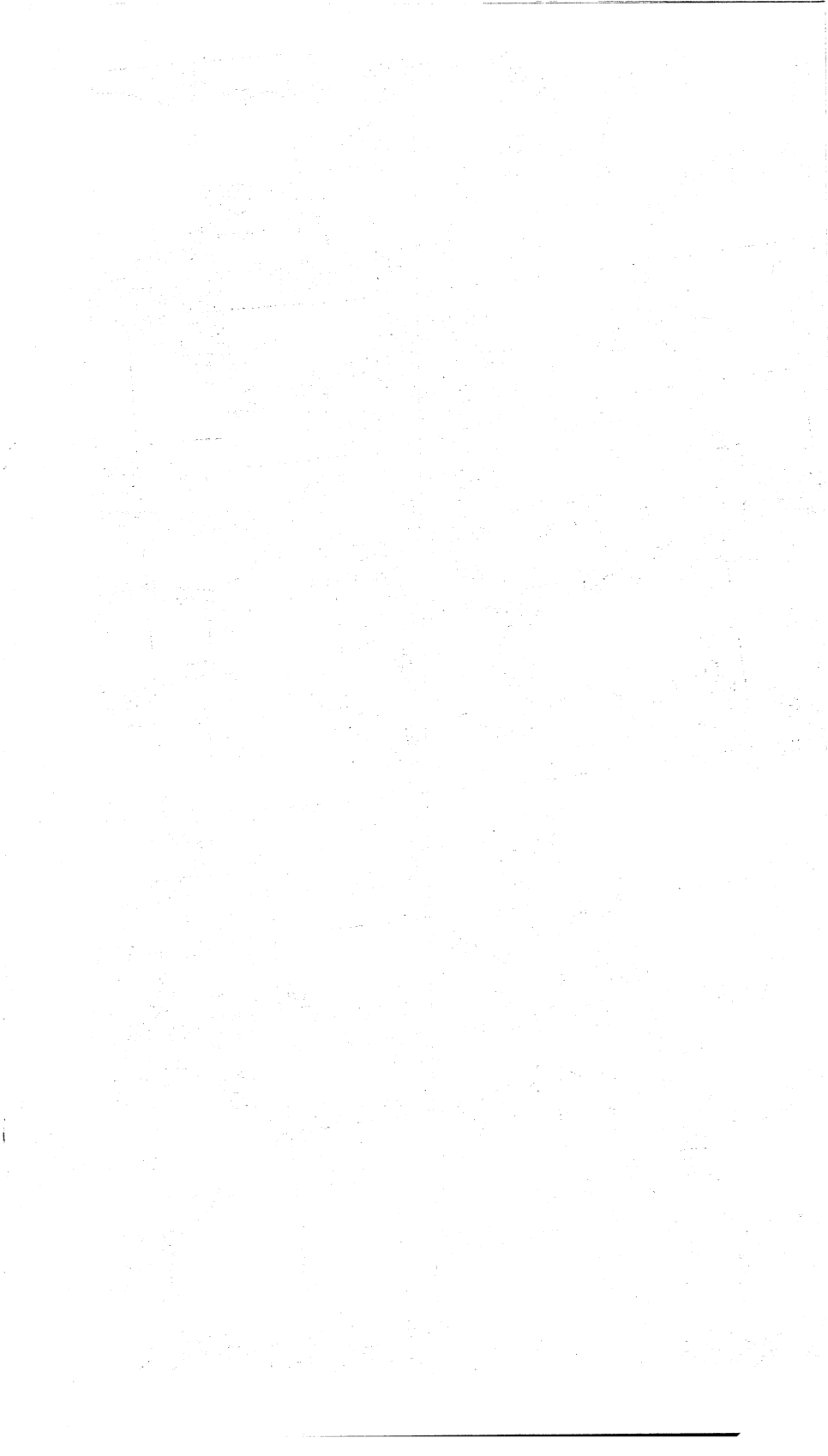
1. As mentioned above, it seems to be the only one that serves such a major portion of the United States that dead-ends without junctioning with a similar highway going in the same direction. There isn't even a secondary road that continues on west from this terminal point.

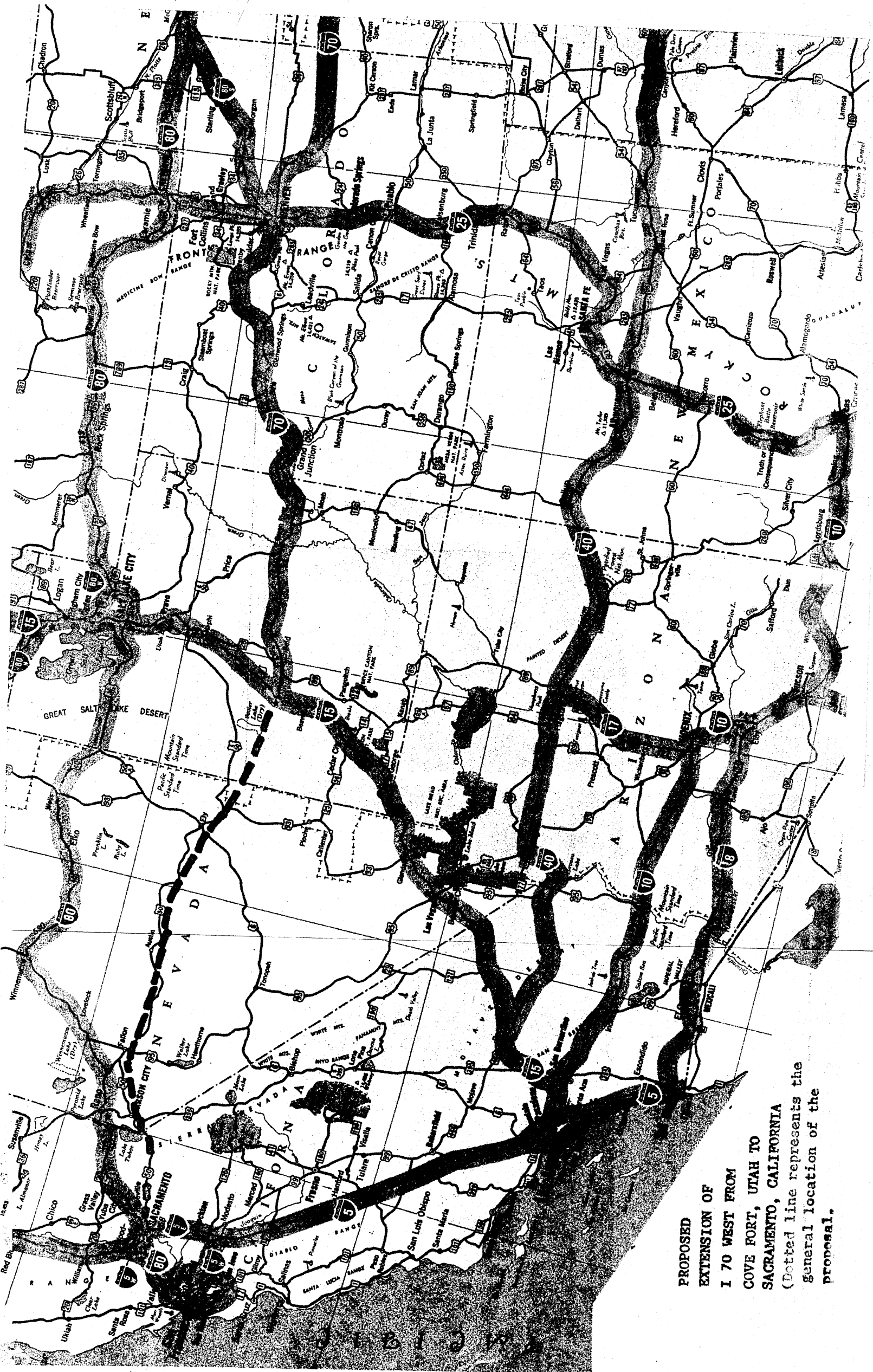
2. There is only one east-west Interstate Highway that serves the West Coast on an Interstate basis between Portland on the north and Los Angeles on the South, a distance of 1,001 miles. This one Interstate Highway is I 80 which goes from San Francisco east through Reno, Salt Lake City, Cheyenne, Omaha, and on east to Chicago and New York. Approaching this problem especially from a defense angle it would seem that there should be more than one east-west Interstate serving a 1,000 mile length of the West Coast. In case of emergency, an enemy could block I 80 as it crosses the high Sierra Nevada Mountain Range west of Reno and should this happen, all east-west transportation of defense materials would have to go South to Los Angeles or north to Portland in order to take advantage of an Interstate Highway. This in itself is reason enough for the construction of a second Interstate Highway in this area.

3. In California, the population is centered around two key areas, Los Angeles in the south and the San Francisco-Bay Area in the north. There are actually four interstate highways crossing the border of Southern California on an east-west basis while the San Francisco-Bay area has only one—Interstate 80.

4. In California there is a definite need at the present time for a four lane highway from Sacramento through Placerville to Lake Tahoe South Shore and on into Carson City, Nevada. At the present time many parts of this road are very narrow and the accident rate is quite high. The present flow of traffic dictates that this road is going to have to be four laned as soon as funds become available. Why not put this routing on the Interstate System and thereby prevent duplication of effort?

5. There is a definite business need for a direct route on the Interstate System between the San Francisco-Bay Area and Colorado. There is not an Interstate Route at the present time that links these two areas. Interstate 80 goes north of Colorado through Wyoming and the next Interstate Route south of Colorado





PROPOSED
EXTENSION OF
I 70 WEST FROM
COVE FORT, UTAH TO
SACRAMENTO, CALIFORNIA
(Dotted line represents the
general location of the
proposal.

is Interstate 40 going through Albuquerque, New Mexico. The logical route that would connect the above two mentioned areas would be the continuation of Interstate 70 from Cove Fort on into San Francisco as Interstate 70 now goes through Denver.

6. This new proposed route would provide the shortest driving distance between the San Francisco Bay Area and Denver, Kansas City, and other points east thereby affording a tremendous savings to the motoring public.

What is being done to promote the continuation of Interstate 70 from its present termination point in western Utah on west to Sacramento and San Francisco?—The National Highway 50 Federation at its annual meeting held in La Junta, Colorado, on October 1, 1964, adopted a resolution asking for this continuation of Interstate 70. (Copy attached.) At the same time the Federation is contacting all interested chambers of commerce, cities, counties, business firms, community service organizations, and individuals asking them to support this resolution or a similar one of their own choosing. There is much interest for this proposed route and it is the goal of the National Highway 50 Federation to carry on a full program of education and information to show a definite need for this route.

RESOLUTION OF THE NATIONAL HIGHWAY 50 FEDERATION, LA JUNTA, COLO.

Whereas, the National System of Interstate and Defense Highways is being constructed to provide a Nation-wide transportation system for use during an emergency as well as to serve the overall general traveling public, and

Whereas, Interstate Highway 50 will be constructed from the East Coast west to southwestern Utah and will be the only interstate highway crossing the Rocky Mountains between Albuquerque on the south and Cheyenne, Wyoming, on the north, and

Whereas, Interstate Highway 50 is terminated at a point in Southwestern Utah called Cove Fort, and

Whereas, there will be only one interstate highway in the present system under construction serving the San Francisco Bay area on an east-west basis and this will be the only such highway between Los Angeles and Portland, Oregon, a distance of 1,001 miles, and

Whereas, there is both a need for a second east-west defense highway from the San Francisco Bay area and this need is increasing yearly, and

Whereas, the present routing of US Highway 50, especially between Sacramento and Lake Tahoe South Shore is inadequate to properly and safely carry the present traffic flow now using this road, and

Whereas, there is a definite need for an interstate highway between Colorado and the San Francisco Bay area . . .

Therefore be it resolved, that, in the best public interest and safety the National Highway 50 Federation urges the Bureau of Public Roads, The State Highway Departments, Governors, State Legislators, and Congressional Delegates from the States of California, Nevada, and Utah, and all others in authority to do everything within their power to bring about the continuation of Interstate 70 from its present terminal point at Cove Fort, Utah, on west through Ely, Nevada, and thence along the present routing of US Highway 50 to Carson City, Nevada, Lake Tahoe South Shore, and on into Sacramento, California.

It is further requested that these recommendations be included in reports presently being prepared for Congressional action on highway needs after 1972.

Dated this 1st day of October, 1964.

GEORGE KOENIG, *President.*

Attest:

DOYLE L. DAVIDSON,
Executive Vice President.

DUKE CITY LUMBER CO., INC.,
Albuquerque, N. Mex., June 1, 1968.

HON. THOMAS G. MORRIS,
House of Representatives, Washington, D.C.

DEAR MR. MORRIS: We have watched with great interest the recent appropriations to the U.S. Forest Service because more and more we recognize the

gigantic task that the Forest Service has in providing stewardship and management of our Nation's timber resources. We, in the forest products industry, are aware of the expanded demands that are being placed upon our National Forests to provide the additional needs of recreation, wildlife, range, water, etc. It seems apparent that a new degree of intensity of forest management is required so that more volume of timber can be grown on a diminishing area of forest land. In our opinion, the most useful tool that can be provided to enact this new intensive practice of forestry is a network of well designed and engineered forest roads.

It has recently come to our attention that the appropriated sum of \$91 million for forest roads and trails as provided for in H.R. 17354 is now being reconsidered in H.R. 16994 and S. 3418 wherein the above amount is contemplated to be cut in half.

Please be assured of our awareness of the need for, and agreement to provide for, a reduction of \$6 billion in federal expenditures for fiscal year 1969. We are not so presumptuous as to designate or determine where these reductions should occur, but we do submit that maximum funds available for forest roads and trails is a matter of extreme importance and urgency.

It is my personal belief that an extensive program of forest road development and improvement would have a far greater impact upon our economy and solution of our depressed area problems, than many of our O.E.O. and anti-poverty programs now carried on in our state. Only one case in point is cited in recent testimony submitted to the "Special Subcommittee on Economic Development" of the "Committee on Public Works"; wherein, Nick L. Salazar, President of the North Central New Mexico Economic Development District, stated, "and to carry the logic a step further, if that man has a small farm and a paved road to carry him to a place of employment, wouldn't this in effect be establishment of long-range employment? We believed it would."

We sincerely believe that a maximum program for forest roads and trails will provide immediate benefit to all segments of our society and economy. Accordingly, your efforts and support to restore the United States Forest Service appropriations will be greatly appreciated.

Very sincerely,

YALE WEINSTEIN.

WESTERN FORESTRY & CONSERVATION ASSOCIATION,

Portland, Oreg., May 29, 1968.

HON. JOHN C. KLUCZYNSKI,

Chairman, Subcommittee on Roads, Committee on Public Works, House of Representatives, Washington, D.C.

DEAR CONGRESSMAN KLUCZYNSKI: Reference is made to H.R. 16994, the Federal-Aid Highway Act of 1968, which provides for, among other things, Forest Development Roads and Trails, Forest Highways and Public Lands Highways authorizations for Fiscal Years 1970 and 1971.

Western Forestry and Conservation Association respectfully urges your consideration of an amendment to this Bill to provide for the authorization of \$170,000,000 for Forest Development Roads and Trails. This amount has been the authorization for Fiscal Years 1968 and 1969 and is needed to provide the opportunity to appropriate more nearly sufficient funds for access to the forests of the western United States.

Western Forestry and Conservation Association has since 1909 been active in advocating legislation which will result in better forest management and protection. To this end, a section of the 1968 Policy Statement reads as follows:

"The Association recognizes that basic to any sound program of timber utilization, as well as to an effective protection system, is an adequate forest access road system which will permit orderly harvest and salvage of current mortality. The Association urges a more aggressive federal mainline access road program to permit the full development of the multiple-use potential of our Western public forests. Further, the Association recommends that governmental agencies determine areas most urgently in need of access roads to permit adequate forest management and to meet essential community requirements. The Association urges prompt salvage of dead and dying timber."

Passage of H.R. 16994 without the restoration of the \$45,000,000 authorization cut contemplated in the Bill would appear to be a step backward in the recognition of the need for access to and management of extensive public forested areas

in the West which are badly in need of protection from insects, disease and fire to which many of the stands are susceptible due to overage and debility.

The Association begs your favorable consideration of its request for the continuation of the present authorization for Forest Development Roads and Trails, and asks that this letter be included in the Hearing record on H.R. 16994.

Yours very truly,

ARTHUR M. ROBERTS,
Forest Counsel.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D.C., May 29, 1968.

HON. JOHN C. KLUCZYNSKI,
Chairman, Subcommittee on Roads, Committee on Public Works, House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: I understand that your Subcommittee on Roads is this week holding hearings on various highway legislation including the proposed legislation to prohibit future cutbacks in monies apportioned for the Federal-aid to Highway Program.

I want to express my strong support of such legislation, and would be happy to see it reported favorably out of your Committee as soon as possible.

Thank you for your attention to this matter.

My kindest regards.

Sincerely,

LAWRENCE G. WILLIAMS,
Member of Congress.

NORTH WEST TIMBER ASSOCIATION,
Eugene, Oreg., June 3, 1968.

SUBCOMMITTEE ON ROADS,
PUBLIC WORKS COMMITTEE,
House of Representatives, Washington, D.C.

MR. CHAIRMAN: I understand that the bill presented by the Department of Transportation to Congress for the Federal Aid Highway Act of 1968 provides authorization of \$125,000,000 for Forest Development of Roads and Trails for fiscal year 1970 and 1971. This is a reduction of the present authorization by \$45,000,000.

I realize that the appropriation last year was only \$120,000,000, which is below this new proposed authorization. I am confident that this proposed authorization limit did not consider the pressing need to accelerate our road development program in order to do an acceptable job of managing the Forest Land.

Forest Service Thinning and Salvage programs are essential to realize our maximum yield from these lands. I am sure you are aware of the tremendous activities and pressures of industry to harvest every available board foot of timber under the sustained yield limitation. Only 25 percent of the commercial National Forest timber land is adequately roaded, thus it is impossible at the present to salvage all of the annual mortality or do the necessary intermediate cuttings in the young growth stands. The volume lost to decay or loss of increased yield must be considerable lost revenue. The maximum production of these lands is essential to provide the raw material for the dependent communities and provide the maximum revenue from the land. Maximum production can only be attained through an aggressive road development program.

Forest recreation of all types is increasing tremendously, and in turn demanding more and better roads. This increased traffic, from a safety standpoint, requires higher standard roads, which in turn means higher road construction costs. This increased use also requires increased maintenance costs. It appears the recreation uses will continue to rise rather than level off. We need the roads to accommodate the motoring public—the family weekend campers and picnickers, the family sightseeing drives, etc.

Road construction costs have increased for several reasons. All construction costs are increasing at the rate of 3 to 5% per year. In addition to this increment in costs, much of the remaining road construction is farther back in the higher and more rugged terrain, thus increasing the construction cost.

In addition to the need of financing the above described items, there is an outstanding need for accelerated completion of the Forest Highway System. At the current rate of road construction, it will take 25 to 30 years to complete the Forest Development Transportation System. This system is the backbone for the development and use of the National Forest.

For the above reasons, I urge that you maintain the authorization for Forest Development Roads and Trails for F.Y. 1970 and 1971 at the \$170,000,000 level.

ARNOLD D. EWING,
Executive Vice President.

STATEMENT OF HON. W. L. DICKINSON, A REPRESENTATIVE IN CONGRESS FROM THE
STATE OF ALABAMA

Mr. Chairman, I would like to take this opportunity to offer a brief statement in support of completion of the proposed route of a four lane highway from Pensacola, Florida to connect with Interstate Route I-65 in Alabama.

I am familiar with the fact that there are divergent views on the project, as to routing, so I merely want to stand in support of the completion of the project as it is a needed connection between two states.

There is considerable traffic in this area which is a highly desirable recreation situation for tourists in and out of the states involved.

Also, Mr. Chairman, the completion of such a connection would greatly enhance Alabama's industry potential. I appreciate the opportunity to submit a statement in support of this worthy project and I thank the chairman and members of this subcommittee for any help they may be able to render.

(Whereupon, at 12:18 p.m., the hearing was concluded.)

