

as design and acquisition of right-of-way will result in an estimated \$4,000,000 in savings of taxpayers' money.

Although there is a probability that the 1972 deadline for the construction of the interstate system will be extended, this will have no bearing upon the need for the widening to full standards of Interstate 5 in the vicinity of the Sweetwater Project. At the present time, due to the heavy traffic volume on this route, there is a serious bottleneck and a definite traffic hazard. More specifically, Interstate 5 is completed to its full eight lane configuration to 24th Street in National City where it narrows down to four lanes north of the proposed Flood Control Channel. In addition to the heavy daily commuter flow on this present configuration, there is an extremely heavy traffic volume to and from the International Border on weekends and during the summer season.

What is indicated and what is being sought is the concurrent design, acquisition of right-of-way, and construction of the flood control project, Interstate 5 and State Route 54. According to present scheduling, Interstate 5 right-of-way acquisition will start late during the 1968-69 fiscal year and proceed during the 1969-70 fiscal year. The County of San Diego as a representative of local interests has brought this matter to the attention of the State Division of Highways, the State Department of Water Resources, and the Governor's Office of the State of California; the Army Corps of Engineers is also well aware of the need for coordination.

It should also be pointed out that legislation is being sought at the State level to provide for State reimbursement of right-of-way acquisition subject to appropriation by the Congress of planning, design or construction monies. This is a break in precedent at the state level, however, in view of the need for proper scheduling and the expeditious completion of these three projects, this action is being sought. For these reasons, we appreciate the opportunity to more fully explain the relationships involved in this project and we respectfully request that your Committee give full consideration to recommending that the authorization bill provide for reimbursement of any local expenditures which may be incurred in advance of full appropriation of construction monies by Congress. Such action has been taken by the Congress on a number of other occasions and we are fully convinced that the Sweetwater Project meets the criteria previously established.

In conclusion, the County of San Diego is making every effort to keep the Congress informed, the State Legislature informed, as well as appropriate state and federal agencies. We believe that the proper degree of coordination can be achieved if it is realized that a moderate acceleration of certain phases of the project can be accomplished.

STATEMENT OF HON. BOB WILSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. WILSON. Mr. Chairman, since you have already heard from the Army Corps of Engineers regarding the economic justification for the Sweetwater River flood control project, I shall not belabor those points except to add my urgings for approval of this project.

My purpose today is to propose that the authorizing legislation be written so as to provide State and local interests with Federal reimbursements or credits for project expenses incurred by them in advance of a congressional appropriation. This request is made because of the delicate timing involved in having the flood control project constructed concurrently with a proposed State highway in the same area. As you know, construction of these two projects at the same time would result in a \$2.8 million savings to the Federal Government and \$1.2 million savings for the State of California.

Recognizing that Federal funds for the Sweetwater River project are not likely to be appropriated this year, State and local interests may wish to advance funds for engineering and design work on the flood control project. This is because the California Division of Highways is ready to begin work on the State highway. However, the State agency cannot do so until it knows the design and exact route