

FILE

REPORT TO
THE CONGRESS OF THE UNITED STATES



UNNECESSARY COSTS INCURRED
IN THE RELOCATION OF HIGHWAYS
AT THE AMISTAD DAM PROJECT

UNITED STATES SECTION
INTERNATIONAL BOUNDARY AND WATER COMMISSION
UNITED STATES AND MEXICO



BY
THE COMPTROLLER GENERAL
OF THE UNITED STATES

MARCH 1965

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COMPTROLLER GENERAL OF THE UNITED STATES
WASHINGTON, D.C. 20548

MAR 24 1965

B-125014

To the President of the Senate and the
Speaker of the House of Representatives

Our review of an agreement between the United States Section, International Boundary and Water Commission, United States and Mexico, and the State of Texas, providing for the relocation of sections of two highways that will be inundated by the Reservoir at the proposed Amistad Dam, disclosed that the United States Section agreed to pay an amount greater than the amount that would have been required to construct an adequate substitute highway and, as a result, incurred unnecessary costs of about \$2.3 million. We are reporting this matter to the Congress and to the United States Section to advise them of the results of our review and to present to the Section our recommendations for action to preclude the incurrence of unnecessary costs in future road relocations.

The construction of the Amistad Dam will result in the inundation of sections of U.S. Highways No. 90 and No. 277 in the State of Texas, necessitating the construction of substitute roads. Although section 101 of the American-Mexican Treaty Act of 1950 (22 U.S.C. 277d-1) authorizes the United States Section to perform work involved in the relocation of highways and other facilities necessitated by the construction of projects under its jurisdiction, neither this act nor the act authorizing the construction of the Amistad Dam project (act of July 7, 1960, 74 Stat. 360) contains any criteria that should be used in determining the substitute roads to be provided for those highways which will be inundated.

Initially, officials of both the Texas Highway Department and the United States Section determined that a replacement road to the north of Highway No. 90 would be satisfactory; however, the Section subsequently agreed to the construction of a replacement route south of Highway No. 90. The cost to the Government of the relocation, which was completed in January 1965, is about \$6.8 million, whereas, on the basis of estimates prepared by the Texas Highway Department, it appears that the northern route could have been constructed for about \$4.5 million.

The decision to assume the greater cost involved in relocating the highway along the southern route appears to have been made primarily

on the basis of considerations which were not relevant to the adequacy of the route as a substitute for the highways to be replaced. These considerations included (1) economic benefits to be derived from tourist attractions, (2) better access to an international crossing, and (3) recreational benefits. In the absence of evidence indicating that the northern route would not have provided an adequate substitute for the highways to be replaced, we believe that the United States Section should not have agreed to assume the additional cost involved in the construction of the southern route.

The Commissioner of the United States Section advised us in September 1964 that the Section believed that there was substantial evidence indicating that a route less adequate than the route selected would not have provided just compensation to the State of Texas. He presented no additional evidence, however, to indicate that the northern route would not have provided just compensation to the State.

The Assistant Secretary of State for Administration advised us in November 1964 that the selection of the more expensive route was based in part upon considerations beyond those relevant to the adequacy of the substitute route and that the road had been located to provide the most effective access to the international crossing and to realize the most beneficial utilization of the dam and its facilities as an international attraction for tourists and a center of recreation. In contrast to this statement, the Commissioner informed us that the intent of the United States Section was to relocate the highway in accordance with domestic practices. If, however, the Department and the Section considered that international factors warranted the construction of the southern route, in view of the additional costs involved and the fact that the construction of this route represented a change in the proposed plan for the highway relocation, we believe that the Congress should have been advised of the factors involved prior to the agreement by the Section to assume the additional costs.

Legislation has been enacted which provides the criteria to be used by the Corps of Engineers and the Bureau of Reclamation in determining the substitute roads to be provided where such roads are necessitated by

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the construction of water resources projects. We believe that, in the absence of specific legislation providing criteria for determining the substitute roads to be provided at the Amistad Dam project, it would have been reasonable for the United States Section to use the criteria established for the Corps and the Bureau. The Commissioner of the Section has advised us that the Section believes that these criteria were followed. However, it appears that neither the Corps nor the Bureau would be authorized to construct a road such as that constructed by the Section when another route would serve reasonably as well as the existing road and could be constructed at substantially less cost to the Government, and we therefore believe that the Government incurred unnecessary costs of about \$2.3 million in providing substitute roads at the Amistad Dam project.

In order to preclude the recurrence of a situation similar to that at the Amistad Dam project wherein unnecessary costs were incurred in the relocation of highways, we are recommending that the Commissioner, United States Section, require that in the future expenditures for road relocations necessitated by the construction of water resources projects be limited to those necessary to provide adequate substitutes for the roads being replaced. Where further expenditures are considered to be advisable because of factors such as economic or international considerations, which do not relate to the adequacy of the substitute roads, we recommend that the Commissioner advise the Congress of these factors prior to agreeing to incur the additional costs.

Copies of this report are being sent to the President of the United States; the Secretary of State; and the Commissioner, United States Section, International Boundary and Water Commission.



Comptroller General
of the United States

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REPORT ON
UNNECESSARY COSTS INCURRED
IN THE RELOCATION OF HIGHWAYS
AT THE AMISTAD DAM PROJECT
UNITED STATES SECTION
INTERNATIONAL BOUNDARY AND WATER COMMISSION
UNITED STATES AND MEXICO

INTRODUCTION

The General Accounting Office has reviewed an agreement between the United States Section, International Boundary and Water Commission, United States and Mexico, and the State of Texas, providing for the relocation of sections of two highways that will be inundated as a result of the construction of the Amistad Dam and Reservoir near Del Rio, Texas. Our review was made pursuant to the Budget and Accounting Act, 1921 (31 U.S.C. 53), and the Accounting and Auditing Act of 1950 (31 U.S.C. 67).

We examined the relocation agreement, related correspondence, records of meetings and discussions, and applicable legislation. Our review was conducted at the headquarters of the United States Section in El Paso, Texas.

The treaty of March 1, 1889 (26 Stat. 1512), establishing the International Boundary and Water Commission, United States and Mexico, authorizes the Commission to examine and decide questions arising in connection with the fluvial boundary between the two countries including questions arising through changes in the beds of the boundary streams, the construction and operation of water resources projects on these streams, and any other matters affecting the boundary. Extension of the Commission's jurisdiction to the overland boundary from El Paso, Texas, to the Pacific Ocean

was accomplished by the Water Treaty of February 3, 1944 (59 Stat. 1219). Through June 30, 1963, the United States Section had spent about \$89.5 million in constructing facilities pursuant to treaties, other agreements, and acts of the Congress.

The act of July 7, 1960 (74 Stat. 360), authorized the Secretary of State through the Commissioner of the United States Section to enter into an agreement with Mexico for the joint construction, operation, and maintenance by the United States and Mexico of a major international storage dam (the Amistad Dam project) on the Rio Grande. Since construction of the dam and reservoir was expected to inundate about 9.7 miles of U.S. Highway No. 90 and about 2.5 miles of U.S. Highway No. 277, the Section entered into a cost-reimbursable contract with the State of Texas on January 18, 1962, for the relocation of the highways. The cost to the Government of the relocation, which was completed in January 1965, is about \$6.8 million.

The principal officials responsible for the administration of the activities discussed in this report are listed in appendix II.

FINDING AND RECOMMENDATIONS

UNNECESSARY COSTS INCURRED IN THE RELOCATION OF HIGHWAYS

Our review disclosed that the amount which the United States Section agreed to pay for relocating sections of two highways that will be inundated as a result of the construction of the Amistad Dam was greater than the cost of constructing an adequate substitute highway and, as a result, the Government incurred unnecessary costs of about \$2.3 million. The decision to assume the greater cost involved in relocating the highways appears to have been made primarily on the basis of considerations which were not relevant to the adequacy of the substitute highways. These considerations include (1) economic benefits to be derived from tourist attractions, (2) better access to an international crossing, and (3) recreational benefits.

Section 101 of the American-Mexican Treaty Act of 1950 (22 U.S.C. 277d-1) authorizes the United States Section to perform work involved in the relocation of highways and other facilities necessitated by the construction of projects under its jurisdiction. Neither this act nor the act authorizing the construction of the Amistad Dam contains any criteria that should be used by the Section in determining the substitute roads to be provided for those highways which will be inundated.

In a decision dated March 16, 1961 (40 Comp. Gen. 520), the following general rule was stated for determining the measure of compensation to be paid by the United States in connection with the condemnation of public roads: if it is necessary to provide substitute roads in order to readjust the system of highways, the owners of the roads are entitled to the cost of constructing adequate substitute roads. The decision further stated that the

criteria prescribed for road relocations by the Corps of Engineers, as set forth in section 207(b) of the Flood Control Act of 1960 (74 Stat. 501), fully meet the just compensation requirements laid down by the courts.

This act stipulates that substitute roads provided by the Government should (1) as nearly as practicable, serve in the same manner and reasonably as well as the roads being replaced and (2) be constructed to design standards comparable to the design standards, in effect in the State in which the roads are located, for roads of the same classification as the roads being replaced. The traffic existing at the time the roads are acquired for project use is to be used in determining the classification. Section 207(b) of the Flood Control Act of 1960 subsequently was amended by section 208 of the Flood Control Act of 1962 (33 U.S.C. 701r-1) making similar provisions applicable to the Bureau of Reclamation.

Although the Commissioner of the United States Section maintains that the criteria prescribed by these acts were followed, we believe that proper application of the criteria would have resulted in the selection of a less expensive substitute route at a saving of about \$2.3 million.

The construction of the Amistad Dam will result in the inundation of sections of U.S. Highways No. 90 and No. 277, necessitating the construction of substitute roads. In its report on the proposed project, dated September 1958 (S. Doc. 65, 86th Cong., 1st sess.), the Section stated that for the sections of Highways No. 90 and No. 277 to be inundated a single road could be used, thus indicating that the substitute highway would be north of the existing Highway No. 90. After construction of the project had been authorized, both the Section and the Texas Highway Department

(THD) performed studies to determine the most desirable location for a substitute route. The two routes ultimately considered are illustrated in appendix I and are described below.

Route 1, the route selected for construction, is south of the original Highway No. 90 and includes a bridge, approximately 1 mile long, across the Devils River area of the reservoir. A 5-mile section of route 1 from the eastern side of the reservoir to the eastern intersection with the original Highway No. 90 was to be paid for by the Federal Government and was to be used as part of the access road to the dam, regardless of the route selected for relocating the highway. Route 2 would have been north of the original Highway No. 90 and would have utilized about 7 miles of Highway No. 277. A 2.5-mile section of Highway No. 277 also was to be relocated regardless of the route selected.

Each of the proposed routes, including sections of existing highways, would have been about 18.7 miles long. As shown in appendix I, because of the inundation of the area surrounding Highway No. 90, neither of the routes could serve all the territory formerly served by that highway.

The cost to the Government of relocating Highways No. 90 and No. 277, on the basis of the selection of route 1, is about \$6.8 million, excluding the cost of the access road to the dam. This amount does not include costs of surveys, investigations, preparation of plans and specifications, and engineering and supervision which THD has agreed to assume.

On the basis of estimates prepared by THD, the cost of the relocation would have been about \$5.9 million if route 2 had been selected. However, included in the latter figure is \$1.4 million for widening to four lanes the section of Highway No. 277 included in

route 2. We were informed by officials of THD that the widening of the highway would have been necessary because the increased traffic caused by the consolidation of the two major highways, projected to the year 1980, would justify a four-lane facility. Since the Government is obligated to provide substitute roads adequate to serve only the prevailing traffic at the time the existing roads are acquired for project use, we do not believe that the United States Section would have had to assume the cost of widening the highway if route 2 had been selected. It therefore appears that the cost to the Government of constructing route 2 would have been only about \$4.5 million, or about \$2.3 million less than the cost of route 1.

Following is a description of the significant events which took place prior to the final decision by the Section to assume the cost of the more expensive route.

On November 9, 1960, THD informed the Section that route 2 had been adopted and recommended by the District Engineer and by various engineering and design divisions of THD as the logical and proper arrangement and had been approved by the State Highway Engineer. THD further stated, however, that before the final location could be established and a formal agreement executed it would be necessary for a public hearing to be held in accordance with State law.

In December 1960, a delegation from Val Verde County, Texas, which includes the city of Del Rio, met with officials of THD. At this meeting, the delegation informed the THD officials that the people of the area strongly favored the construction of route 1 rather than route 2. The major reasons advanced for the preference for route 1 were that this route would be more advantageous economically for Del Rio and the State of Texas because the area through

which the route would run was more feasible for resort development and more attractive to tourists. It was also mentioned that it would be more difficult to obtain rights-of-way along route 2 than along route 1 because landowners along route 2 would resist the taking of their land for a highway, whereas the landowners along route 1 would be cooperative. The Del Rio delegation also contended that route 1 would be more feasible for medical, ambulance, and rescue service.

Subsequent to the meeting with the local residents, THD initiated a detailed study to determine the most appropriate route for the relocation. In March 1961, however, the Commissioner of the United States Section informed the State Highway Engineer that should any of the locations under investigation prove to be more costly than route 2, which the Section had determined to be the most economical route and which THD also had determined to be entirely acceptable, the Federal Government should not be expected to assume the additional cost.

In June 1961, THD held a public hearing in Del Rio, Texas, at which the residents of the area again indicated their strong preference for route 1, largely on the basis of economic benefits to be derived through use of this route. After the hearing, the State Highway Engineer informed the Section that the overwhelming testimony which was presented indicated to the State Highway Commission that route 1 should be the route selected.

Our review of the Section's correspondence files showed that, throughout the following 3 months, discussions were held by officials of the Department of State, Department of Defense, Bureau of the Budget, United States Section, and THD, concerning possible methods of expediting work on the Amistad Dam project. The

Department of Defense had previously announced, in March 1961, that it planned to close Laughlin Air Force Base near Del Rio, and the above-mentioned officials were interested in finding ways to offset the adverse economic impact to the community which was expected to result from the closing of the military installation. During the discussions, a great deal of consideration was given to the possibility of the Government's agreeing to assume the added cost of constructing route 1 in order to resolve the conflict with THD and expedite the construction of the highway.

On August 1, 1961, the Commissioner of the United States Section informed the Officer in Charge, Mexican Affairs, Department of State, that, although he agreed that relocation of the highway along route 1 was desirable, he believed that the Federal Government should be obligated to expend only a reasonable amount of funds above the amount which would give the State the equivalent of what existed prior to the improvement.

On October 19, 1961, THD agreed to assume the costs of surveys, investigations, preparation of the plans and specifications, and engineering and supervision for the highway relocation along route 1, in order to expedite both the decision and the movement of the project. Consequently, on October 20, 1961, the Commissioner of the United States Section advised the Department of State that route 1 should be adopted for relocation of the highway, stating that route 1 offered far greater advantages than route 2 from the standpoint of economic development of the area. His reasons were as follows:

1. Route 1 would provide direct access to the territory served by the existing U.S. Highway No. 90.
2. Route 1 would be more scenic than route 2.

3. The area to the west of the reservoir along route 1 was better adapted to development for recreational purposes.
4. Route 1 would bring into Del Rio all traffic using Highway No. 90 and proceeding eastward.
5. Traffic from the west approach to Del Rio would have direct access into Mexico.
6. The length of route 1 would be less than that of route 2.

The contract for the relocation of route 1 was signed by the Commissioner and the State Highway Engineer on January 18, 1962.

Although it is true that route 1 would provide direct access to certain of the territory west of the reservoir which had been served by Highway No. 90, it is equally apparent that route 2 would provide direct access to the territory north of the reservoir which would not be provided by route 1. With respect to the Commissioner's statement that the length of route 1 would be less than that of route 2, the map in appendix I shows that the two routes would be virtually identical in length, and it appears that either route would have both advantages and disadvantages relating to access to the territory served by U.S Highway No. 90.

With respect to the statement by the Commissioner that route 1 would bring into Del Rio all traffic using Highway No. 90 and proceeding eastward, the map in appendix I shows that route 2 would also have brought eastbound traffic into Del Rio. As an additional advantage, persons traveling east and turning north on U.S. Highway No. 277 would have been able to travel a distance of about 14 miles less if route 2 had been constructed.

We believe that the other reasons advanced by the Commissioner are based on considerations which are not relevant to a determination of which of the two routes would be an adequate substitute for

the existing highways. These considerations include economic benefits to be derived from tourist attractions, access to the international crossing, and recreational benefits. In the absence of evidence that route 2 would not have provided an adequate substitute for the highways to be inundated, we believe that the United States Section should not have agreed to assume the additional costs of constructing route 1.

Comments of the United States Section

The Commissioner of the United States Section advised us in September 1964 that the Section did not believe that unnecessary costs were being incurred in the construction of the relocated highways. A summary of the Commissioner's principal comments and our views thereon follow.

The Commissioner stated that the difference in cost between the two routes was only \$1 million¹ since the Section believed that it would have been necessary to widen the section of Highway No. 277 included in route 2 to four lanes if that route had been selected. The Commissioner stated that, in regard to route 2, the consolidated traffic, projected to the year 1980, was merely the then-current highway design standard used by the State of Texas. He further stated that this procedure is a proper and recognized traffic engineering device or convenience in designing highway systems and will not necessarily reflect the actual traffic on the road in 1980. According to the Commissioner, the Corps of Engineers

¹On the basis of later cost estimates, this amount would be about \$900,000.

recognizes this design principle in applying the provisions of the Flood Control Act of 1960 and, if THD had relocated the highway with its own funds, a four-lane facility would have been constructed.

Regulations of the Corps of Engineers concerning road relocations provide that, where two or more roads are combined into one, provision may be made for the additional traffic caused by the combination if the additional traffic is substantial or if it puts the highway into a higher class. The regulations further provide that section 207(b) of the Flood Control Act of 1960 is interpreted by the Chief of Engineers to mean that, after the classification of a highway has been determined by the traffic existing at the time the road is acquired for project use, the obligation of the Corps of Engineers is only to provide roads to this classification and does not include assumption of the project cost for construction which contemplates traffic projected into the future. It therefore appears that payment by the Government of the cost of widening Highway No. 277 would not have been justified under the Corps of Engineers regulations implementing the legislation authorizing the Corps to relocate highways in connection with the construction of water resources projects.

The Commissioner also advised us that, although it was true that one of the factors involved in the selection of route 1 over route 2 was tourism economics, there were other factors of similar importance. He mentioned, in addition to some of the factors described on pages 8 and 9 of this report, that (1) route 1 permits the fullest use by the public of every facet of the international project, (2) route 2 would have involved the consolidation of two primary highways into

one route which would not permit the flexibility that two highways offer, and (3) THD selected route 1 after public hearings resulted in the unanimous choice of this route.

The Commissioner stated that:

"If Route 1 was equivalent in cost to Route 2, there is no question but that Route 1 would have been chosen. Thus, it seems that the question is not a choice between two routes of similar utility, but a question of whether a route should be supplanted by a cheaper route of less utility. This in turn resolves into a decision as to whether the advantages of the superior route were reasonably worth the additional cost. Our files reflect that this matter was considered at length, public hearings were held, and resulted not in a casual decision or a mere acquiescence in a determination made by the State. In fact, through negotiations by this agency, the United States has attained a contribution to date of over \$318,000 in services from the State of Texas towards the new road costs."

The Commissioner further stated that the United States Section believed that there was substantial evidence indicating that a route less adequate than route 1 would not have provided just compensation to the State of Texas.

We do not agree with the Commissioner that the decision involved in selecting the substitute route was whether the advantages of route 1 were reasonably worth the additional cost. We believe that the decision should have been based on the expenditures necessary to provide the State with an adequate substitute for the highways to be inundated as a result of construction of the Amistad Dam. In our opinion, although the factors mentioned by the Commissioner may indicate that route 1 is of greater utility to the State of Texas than route 2, this greater utility is due largely to the construction of the project and does not indicate that route 2

would have represented an inadequate substitute for the highways to be inundated or that this route would not have provided just compensation to the State. Since the United States Section is obligated to replace the highways being inundated with adequate substitute roads, the fact that the State has been willing to contribute to the cost of route 1 also appears to indicate a belief on the part of the State that route 1 will be of greater value than the highways which it is replacing.

The Commissioner also informed us that:

"As to the expression by the IBWC that Route 2 was satisfactory in the letter of March 24, 1961, by the late Commissioner [see p. 7], and taking its actual content in the context of the time, the statements that the Government should not be expected to bear the additional cost of any alternate to the most economical route, would seem to be merely proper negotiatory correspondence. This was an attempt to effect an early decision by the State as to a route agreeable to it and to gain any possible advantage for the Government."

Although the March 1961 statement by the Commissioner was contained in negotiatory correspondence, a similar statement was made to an official of the Department of State on August 1, 1961 (see p. 8), indicating that the Commissioner was concerned at that time that route 1 would involve a greater cost than necessary to give the State the equivalent of what existed prior to the replacement.

The Commissioner also stated that the United States Section follows the rules, practices, and procedures of the Bureau of Reclamation and the Corps of Engineers where they are not in conflict with international obligations imposed by treaties and acts of the Congress and that the Section believes that the policies of the Bureau of Reclamation and the Corps of Engineers were closely adhered to in this case.

It appears that under the provisions of the Flood Control Acts of 1960 and 1962 neither the Corps of Engineers nor the Bureau of Reclamation would be authorized to construct a road such as route 1 when another route would serve reasonably as well as the existing roads and could be constructed at substantially less cost to the Government, and therefore we do not agree that the policies of the Bureau and the Corps were adhered to in providing substitute roads at the Amistad Dam project.

Comments of the Department of State

The Assistant Secretary of State for Administration advised us in November 1964 that the Department of State did not consider the construction of route 1 to be unnecessary. He stated that the decision to adopt the more expensive route was based in part upon considerations beyond those relevant to the satisfactory functional completion at minimum cost of a domestic water resources project, and to the adequacy of a substitute route for a highway relocation necessitated by such a project. The Assistant Secretary further stated that the Amistad Dam project is an international project and, as such, primary consideration had to be given to the value and utility of the completed project to the citizens of both the United States and Mexico and to the development of the project in a manner calculated to produce a maximum favorable effect on relationships between the United States and Mexico.

The Assistant Secretary also informed us that the Department looked upon the replacement of U.S. Highway No. 90 not solely as an obligation to the State of Texas, but also as an inherent part of the international project and that the route was located to provide the most effective access to the international crossing and to realize the most beneficial utilization of the dam and its

facilities as an international attraction for tourists and a center of recreation. According to the Assistant Secretary, the Commissioners of the United States Section have generally adopted and followed the criteria used by other agencies in the construction of water resources projects where these criteria do not affect relations with Mexico, and the Department has encouraged them to do so, but the Department has found beneficial the freedom to exercise some discretion and reach a judgment based on international factors where such factors would influence relations with Mexico.

The Commissioner of the United States Section advised us that, in relocating U.S. Highway No. 90, the intent was to follow domestic practices. If, however, the Department and the Section considered that international factors warranted the construction of route 1, in view of the additional costs involved and the fact that the construction of this route represented a change in the proposed plan for the highway relocation, we believe that the Congress should have been advised of the factors involved prior to the agreement by the Section to assume the additional costs.

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We believe that, in the absence of specific legislation providing criteria for determining the substitute roads to be provided at the Amistad Dam project, it would have been reasonable for the United States Section to use the criteria established for the Corps of Engineers and the Bureau of Reclamation. The Commissioner of the Section has advised us that the Section believes that these criteria were followed. However, it appears that under the provisions of the Flood Control Acts of 1960 and 1962, neither the Corps nor the Bureau would be authorized to construct a road such as

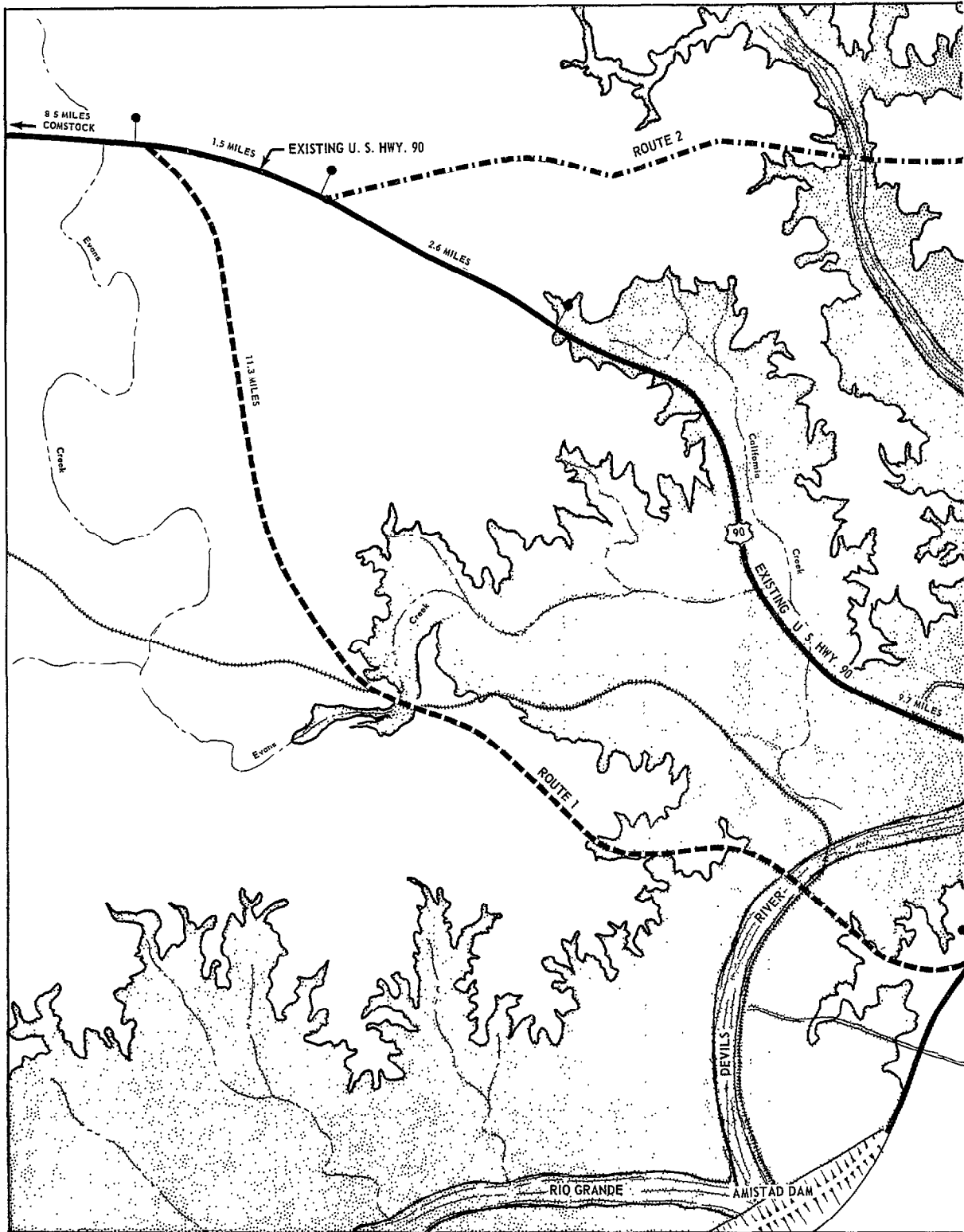
route 1 when another route would serve reasonably as well as the existing roads and could be constructed at substantially less cost to the Government, and we therefore believe that the Government incurred unnecessary costs of about \$2.3 million in providing substitute roads at the Amistad Dam project.

Recommendations

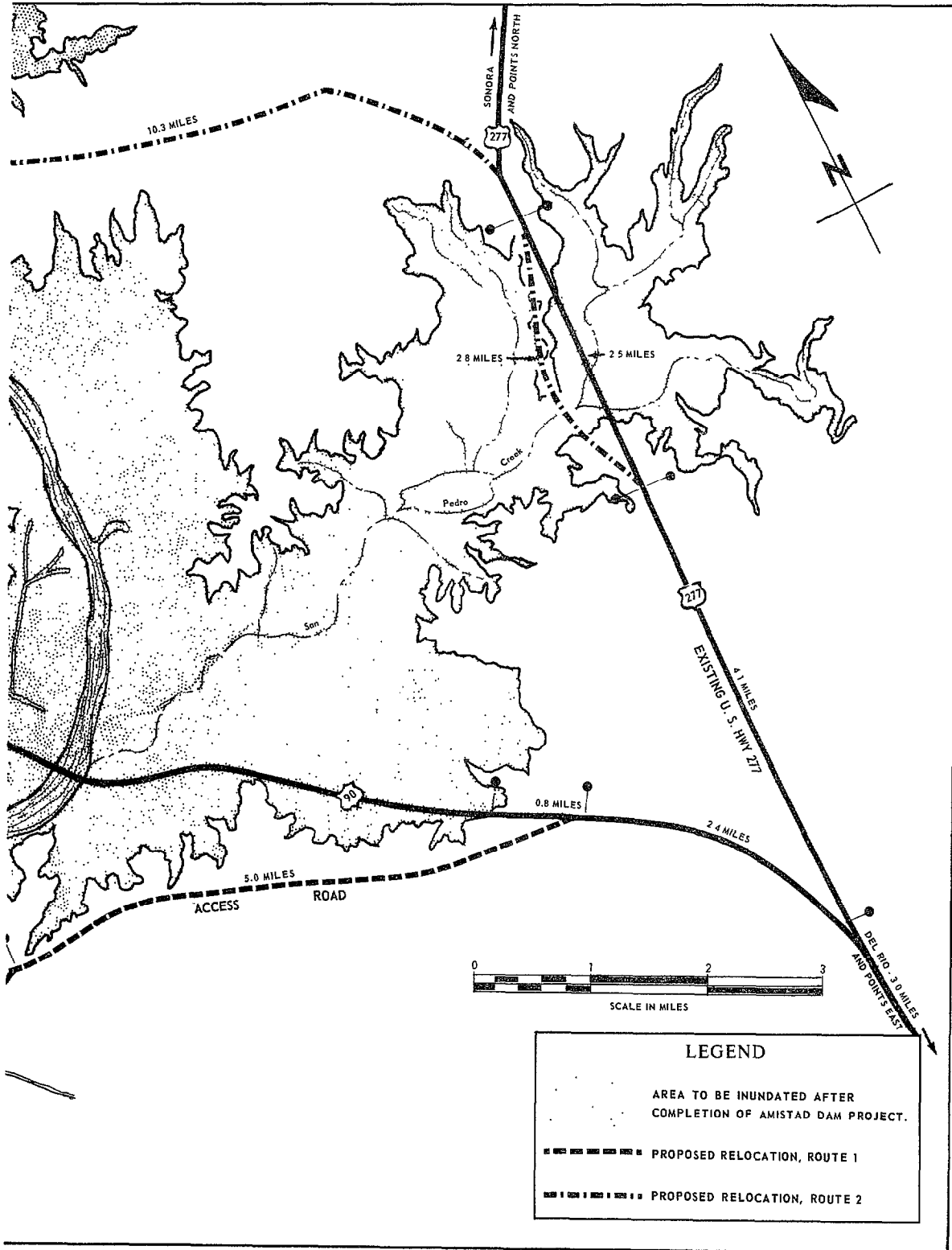
In order to preclude a recurrence of a situation similar to that at the Amistad Dam project wherein unnecessary costs were incurred in the relocation of highways, we recommend that the Commissioner, United States Section, require that in the future expenditures for road relocations necessitated by the construction of water resources projects be limited to those necessary to provide adequate substitutes for the roads being replaced. Where further expenditures are considered to be advisable because of factors such as economic or international considerations, which do not relate to the adequacy of the substitute roads, we recommend that the Commissioner advise the Congress of these factors prior to agreeing to incur the additional costs.

APPENDIXES

MAP OF PROPOSED ROUTES



FOR RELOCATION OF HIGHWAYS



PRINCIPAL OFFICIALS OF THE
DEPARTMENT OF STATE AND THE UNITED STATES SECTION
OF THE INTERNATIONAL BOUNDARY AND WATER COMMISSION
UNITED STATES AND MEXICO
RESPONSIBLE FOR THE ADMINISTRATION OF ACTIVITIES
DISCUSSED IN THIS REPORT

	<u>Tenure of office</u>	
	<u>From</u>	<u>To</u>
<u>DEPARTMENT OF STATE</u>		
SECRETARY OF STATE:		
Christian A. Herter	Apr. 1959	Jan. 1961
Dean Rusk	Jan. 1961	Present
ASSISTANT SECRETARY FOR INTER-AMERICAN AFFAIRS:		
Thomas C. Mann	Aug. 1960	Apr. 1961
Wymberley DeR. Coerr (acting)	Apr. 1961	July 1961
Robert Woodward	July 1961	Mar. 1962
Edwin M. Martin	Mar. 1962	Jan. 1964
Thomas C. Mann	Jan. 1964	Present
<u>INTERNATIONAL BOUNDARY AND WATER COMMISSION, UNITED STATES AND MEXICO</u>		
COMMISSIONER, UNITED STATES SECTION:		
Col. L. H. Hewitt	June 1954	Mar. 1962
Joseph F. Friedkin	Apr. 1962	Present