

And, of course, good roads also generate economic progress. When 1,400 of the nation's leading industrialists were asked to list major factors affecting new plant locations, modern highways ranked number one. This isn't surprising. Business today demands good roads and streets. Highways carry 75 percent of the nation's freight, passengers, raw materials and finished products, or \$120 billion worth of transportation per year. No matter what yardstick you use, the most expensive highway isn't the new freeway at all. It's the worn-out, two-lane "killer" road—boobytrapped by blind curves—no medians—narrow bridges—and a dozen other hazards.

Alan S. Boyd, when U.S. Under Secretary of Commerce for Transportation, said those who oppose construction of urban expressways or contend that rapid transit systems offer a simple solution to traffic problems "overlook the fact that so long as people have freedom of choice they'll buy autos." People demand the personal mobility "allowed by cars and highways and for this reason, construction of the Interstate System shouldn't be delayed," Boyd told a Cleveland audience.

As we look at the Secretary's record, one can't help wondering whether the Secretary has changed his mind about not delaying the highway program, has new advisors, or has decided that highways should not receive the emphasis given them in recent years by the Congress.

Now again comes a request for a cutback of \$600 million from the projected level of Federal-aid highway obligations to have been incurred during the calendar year 1968. So says a January 23 memorandum to State highway departments from the U.S. Department of Transportation. At least three fundamental issues are at stake.

IS IT THE PREROGATIVE OF THE ADMINISTRATION TO ARBITRARILY DECREE THAT DEDICATED HIGHWAY TRUST FUND REVENUE BE WITHHELD?

Twelve years ago, with popular support and by unanimous congressional action, this fund was established and taxes imposed for the specific and sole purpose of building a modern highway system. In contrast with virtually every other Federal program, it is a nondeficit and pay-as-you-go fund. It also is solvent with more than enough anticipated revenues to underwrite previously planned outlays.

IS THE ROADBUILDING PROGRAM INFLATIONARY?

Highway construction costs have remained relatively stable since 1950 when compared with other cost indexes says a 1967 Department of Commerce release.

In the past decade, the highway program has been remarkable growth. Despite this growth, the highway construction industry has largely escaped the gradual but sustained creep in prices and costs experienced during the same period by most other sectors of the economy. Less than one-twentieth of the government's budget is for highways. However, one out of every seven workers in the U.S. is dependent on the highway and automotive industries for his livelihood.

Recently, Secretary of Transportation Alan S. Boyd, said the cutback is justified due to increases in highway construction costs in recent months. This is a paradoxical position for the Government to