

Inasmuch as both sets of apportionments are generally made at the same time, it becomes necessary that Congress take action on both of these matters between now and apportionment time.

We, therefore, register our interest in the matter and hope that no unnecessary complications may be encountered, so that the apportionments can be made about the usual time, sometime late this summer or early fall.

As you know, we started on the interstate program with a sizable backlog of ABC system needs, which have been held in abeyance, and we have added to those needs from that time until now, and will continue to do so.

Most of our financial capabilities have been going towards the construction of the very important 41,000-mile interstate system.

In 1956, the top priority highway needs of this Nation was a network of freeways, inasmuch as our major traffic streams were getting so dense that the conventional dual-purpose primary highway could not longer satisfy the long distance and the local needs efficiently and safely.

We, therefore, allotted the major portion of our Federal-aid funds to the number one priority need, so that the Nation's economy could expand and so that national defense could be enhanced by having this system of interstate freeways across the Nation.

We, of the State highway departments, have been looking forward to the day that the 41,000-mile interstate program is completed, so that we can then turn our financial resources to modernizing our vast primary highway system that serves the whole country, and in taking care of our growing urban highway transportation requirements.

We also must continue an adequate land service farm-to-market program, for it is also essential to our economic health.

To us, then, as soon as we can possibly complete our 41,000-mile interstate program, our top priority consists of modernizing the primary system, satisfying our growing urban requirements, and continuing an adequate secondary program.

At the present time, we see no substantial increases in highway revenues, so it appears that we will have to finish the interstate program before we can start out on this big backlog of growing highway needs on our ABC systems.

This will be brought out thoroughly, and with supporting data, when the AASHO presents to this committee in the very near future its recommendations regarding an after "75" continuing Federal-aid highway program.

The State highway administrators are unanimous in their hopes that we can finish the 41,000-mile interstate network and not add to that mileage, either now or later, for to do so will continue to put off the day when we can turn our financial resources to modernizing our primary system, which includes the replacement of a number of substandard bridges, and address our attention to taking care of urban problems. In upgrading the primary system, those qualifying will be to freeway standards. Others will be expressway or vastly improved two-lane facilities.

As soon as the 41,000-mile system is completed, and any substandard sections in it corrected, we would like to drop the 90-10 matching ratio,