

program, based on the "cost effectiveness" or the "investment return concept."

We also heard comments that people do not want highways, but that they were literally forced on them because it was the only major transportation program that was financed.

We were of the opinion that some other factors must be cranked into any cost-effectiveness analysis than the dollar sign, in determining the importance of any particular mode in a transportation system.

In case of highways, those factors were personal convenience, flexibility, and popularity of the automobile.

We feel that we now have definite scientific data to support our recommendations, that had been assumed previously, and that our assumptions are now proven correct.

Our After 75 program recommendation will consist mainly of an enlarged and modernized ABC type of program.

We see little need, except in a few areas, for any extensive additional urban freeways, but we do see the need for a Federal-aid system in our metropolitan urban areas which will make use of all traffic engineering, highway design techniques, and new innovations in design and operation which will increase traffic flexibility, capacity, and safety on that segment of the total street mileage in such metropolitan areas that connect the traffic-generating areas, freeway interchanges, transportation terminals, and eventually feed into the residential street patterns.

We also must modernize some 200,000 miles of 30- to 40-year-old primary highways and, of course, the thousands of old bridges involved.

We have mentioned these things because your hearings today are primarily on the ABC program.

These are the roads that connect America.

They are the ones that haul people and goods to all of the towns and cities.

They are the ones where the greatest needs exist, and we must turn our attention to them as soon as we can complete the present interstate program.

Thank you.

Mr. KLUCZYNSKI. Thank you, Mr. Stapp, for the splendid statement.

Mr. Chairman, are there any questions or comments?

Mr. FALLON. Yes. I would like to congratulate Mr. Stapp for his excellent statement, and congratulate the American Association of State Highway Officials for their contribution that they have made to the beginning of the prosecution of this great highway program.

Mr. Stapp, could you tell me if \$4,150 million worth of money that has been apportioned to the States for calendar year 1968, in your judgment, can that much money be put under contract?

Mr. STAPP. Yes, sir.

Mr. FALLON. Could you tell me how much money—I think last year \$4.4 billion was apportioned to the States—could you tell me how much of that money was put under contract in that calendar year?

Mr. STAPP. Mr. Johnson advises me he thinks it is approximately \$4.1 billion, but he is not absolutely sure on that figure.