

That we do hereby affirm that it shall be the policy of the American Road Builders' Association to initiate, collaborate or support, as may be deemed appropriate, constructive programs aimed at bringing about a long-range improvement in urban transportation facilities, including but not limited to highway transportation programs in urban areas;

Provided, That under no circumstances shall funds be taken from the Highway Trust Fund to support other programs.

Mr. HOLMES. It is evident that the post-interstate Federal aid program will have to be a program heavily oriented toward improvements in the ABC highways, both rural and urban.

We would have a great deal of work to do if we only aimed to bring the ABC roads up to standards adequate for today's traffic.

Translating the needs into money, we are confronted with the prospect that the Nation's capital outlay for highways should be more than doubled in the post-interstate period.

To quote once again from the 1968 Highway Needs Report of the Department of Transportation:

The average annual estimated needs for all roads and streets for 1973-85, totaling \$17.4 billion, are more than double the \$8.5 billion per year estimated annual accomplishments during the remainder of the current program period, 1965-72.

In the view of the American Road Builders Association, it is vital to the Nation that we make a substantial attack now on the tremendous backlog of work.

In addition to costs, higher operating costs and wasted time, an early acceleration of the ABC program also makes good economic sense because of the rising cost of acquiring right-of-way, and the rising cost of highway construction will make the roads built in future years more expensive than the roads built now.

We recognized an increase of \$500 million in annual level of authorizations for the ABC program would of course create an additional drain on the highway trust fund. In view of the fact that the trust fund had a cash balance of approximately \$521 million at the end of calendar 1967, a modest increase in the ABC authorizations might be funded from existing trust fund balances. Or the Congress might consider some modification of the Byrd amendment, or additional financing proposals.

We see this, in short, as an interim proposal for a transitional program, leading the way for a long-range program for the improvement of the primary and secondary systems.

And I refer again to the statement you just heard from the representatives of AASHO, and I quote: "Our After '75" program recommendation will consist mainly of an enlarged and modernized ABC type of programs."

The American Road Builders Association believes that such a program would be in the best interest of the motoring public and the Nation.

This concludes my portion of the testimony, Mr. Chairman.

Mr. KLUCZYNSKI. Thank you, Mr. Holmes. You explained it thoroughly.

I see your suggestion on page 2, "Association is urging that the authorization level for the ABC systems be increased to \$1.5 billion for each of the fiscal years 1970 and 1971."

Mr. HOLMES. That is correct.

Mr. KLUCZYNSKI. That would increase from 1 to 1.5 billion.