

So under those circumstances and other situations throughout the country, do you not think this is the year that Congress ought to make a decision as to what is going to happen concerning additional mileage on the Interstate System, so the States can plan ahead?

Mr. MILLER. That would very definitely be our conclusion. As the distinguished Chairman Kluczynski has mentioned, this is the year of decision.

We feel that should be determined, as well as other important matters embodying the future of the highway program.

Mr. CRAMER. Mr. Turnbull, you are familiar intimately with the State of Florida and its problems. Do you not concur with my judgment relating to the Tampa-St. Pete to Miami missing link on the Interstate System?

Mr. TURNBULL. I concur 100 percent. The people in that area have fussed ever since—have commented ever since the beginning of the interstate program, that they are paying a tax and cannot get to the Interstate System.

Fort Myers is a large city, and it is 140 miles to the closest Interstate System from Fort Myers.

Mr. CRAMER. Do you concur that whatever is going to be done after 1972, 1973, 1974, 1975, whatever it is, that this is the year that Congress ought to make the decision so that States will know?

Mr. TURNBULL. Right.

Mr. CRAMER. As to what additional interstate mileage there ought to be?

Mr. TURNBULL. Yes, sir.

Mr. CRAMER. Do you concur with that, Mr. President?

Mr. HOLMES. Yes, sir; very much.

Mr. KLUCZYNSKI. Any further questions or comments?

Mr. McEwen.

Mr. McEWEN. I am pleased to hear you gentlemen agree on this need for the segments that are not now in our Interstate System. I do not know of any public works program, as I have observed, that has had more beneficial effects. I believe Chairman Fallon made the statement not long ago of 4-to-1 benefit-to-cost ratio in direct benefits. And we in this committee in other areas authorize projects where certainly we do not see a 4-to-1 benefit-to-cost ratio. I know my own State of New York, and in my own congressional district, I have seen the direct benefits, such as the location of new or expanded businesses and industries in relation to this Interstate System.

I think, too, the concern we have over the proliferation of toll roads we are facing now, and I am sure you gentlemen will agree, that it is not going to be a deterrent to toll roads if it became known that there is not going to be 90-10 interstate in the future. If the cost sharing in interstate highways would be on the basis, the same as A B C, but I think we will see more toll road construction, not less.

I am pleased that you gentlemen concur with the observation of the gentleman from Florida on these roads.

Mr. KLUCZYNSKI. Any further comments?

Mr. Miller.

Mr. MILLER. Mr. Chairman, if I may, in conclusion, sir, add just two items:

One, the American Road Builders' Association would like to go on record fully supporting the recommendations of the American Asso-