

Secretary Boyd, it is a pleasure to have you. Will you and your associates please take the chair and you may proceed.

STATEMENT OF HON. ALAN S. BOYD, SECRETARY OF TRANSPORTATION; ACCOMPANIED BY HON. LOWELL K. BRIDWELL, FEDERAL HIGHWAY ADMINISTRATOR, DEPARTMENT OF TRANSPORTATION; FRANCIS C. TURNER, DIRECTOR OF BUREAU OF PUBLIC ROADS; DR. WILLIAM HADDON, JR., DIRECTOR, NATIONAL HIGHWAY SAFETY BUREAU; AND DR. ROBERT BRENNER, DEPUTY DIRECTOR, NATIONAL HIGHWAY SAFETY BUREAU

Secretary Boyd. Thank you, Mr. Chairman and members of the committee, it is always a pleasure to appear before this committee.

This morning I would like to testify on the Federal-Aid Highway Act of 1968. I have with me Mr. Lowell K. Bridwell, Federal Highway Administrator, Mr. Francis C. Turner, Director of the Bureau of Public Roads, Dr. William Haddon, Jr., Director of the National Highway Safety Bureau, and Dr. Haddon's Deputy, Dr. Robert Brenner.

We have prepared for the record a detailed analysis of H.R. 17134, introduced by request, which comprises the administration program; and by reference, H.R. 16994, introduced by you, Mr. Chairman, and the chairman of the full committee. I shall confine my remarks to a summary of the significant proposals and the reasons behind some of the new proposals.

The ABC program continues unchanged from the 1966 level, with \$1 billion annually requested for fiscal years 1970 and 1971 for the Federal-aid primary and secondary systems and their urban extension.

We are asking the Congress to extend the completion date for the Interstate System from 1972 to 1974 and to add \$8.340 billion to the present interstate authorization. That will give us a final cost figure for the Interstate System of approximately \$50.640 billion.

The administration bill would revise the schedule of authorization of appropriations to make possible the completion of the 41,000-mile Interstate Highway System. It would increase the amounts for fiscal years 1970, 1971, and 1972 to \$4 billion annually. It also would add new authorization of \$4 billion for fiscal year 1973 and \$2.225 billion for fiscal 1974.

About 6,000 miles of the Interstate System are in metropolitan areas and about half of that mileage remains unbuilt, partly because of its high cost and partly because people who live in the cities have asked us to take another look at the functions of an urban highway from their standpoint. This we have done and some of the results are evident in this proposed legislation.

On a more comprehensive basis than ever before, this omnibus bill recognizes that population trends have made city problems national problems, and therefore provides Federal funds for various solutions to urban highway problems.

So what we are proposing are new programs—programs to improve the traffic capacity of existing roadways, to provide Federal funds for fringe parking spaces, to permit States to buy land for highways as