

long as 7 years in advance of need, and to expand the new highway safety programs and supportive research.

Not part of the administration bill, but basic to it is a necessity for devising a new formula for compensation of homeowners dislocated by Federal-aid highway construction.

When we sent the authorization bill to Congress, we stated that the administration would present a position on this important question. This has been done by both testimony and letter by Philip Hughes, Deputy Director of the Bureau of the Budget. We fully subscribe to the principles expressed by Mr. Hughes and urge their incorporation in the Federal-aid highway legislation.

We believe that the Federal Government should require a uniform system by which decent, safe, and sanitary housing is provided to those who must be relocated as a result of federally assisted highway construction.

Federal aid has previously emphasized the improvement of principal urban arterials through construction. Our preliminary experimentation with a program known as topics—traffic operations program to increase capacity and safety—convinces us that we can increase the traffic-carrying capability of existing heavily traveled city streets and highways by 20 to 25 percent through traffic engineering and operational improvements. They would include projects that directly facilitate and control traffic flow in and through urban areas, such as left-turn lanes and reserve lanes for buses; special turnout areas where trucks can load or unload; pedestrian overpasses; traffic channelizations; and installation or modernization of traffic control and surveillance systems.

We are asking for \$250 million a year for this program beginning in fiscal year 1970 through 1974.

The program will be administered on a 50-50 matching basis, in much the same manner as the regular Federal-aid ABC programs, following generally the same guidelines previously issued by the Bureau of Public Roads, but also taking into account new approaches to traffic engineering as they evolve from research and experience.

To coordinate the urban highway program with the urban mass transit program being transferred to our Department July 1, we are proposing for the first time to provide Federal assistance for fringe parking in large urban areas.

I note with regret that this provision is omitted from the committee bill.

The administration bill, however, would make it possible for us to pay 75 percent of the cost of fringe parking spaces if they were tied in with mass transit systems that would distribute people to the downtown area. Such parking facilities would have to be adjacent to Federal-aid highways serving urban areas of more than 50,000 population.

This program will encourage increased use of mass transit by providing conveniently located, economical parking facilities. Where authorized, the parking facilities can be built on, over, or below the highway right-of-way. No increase in appropriations is provided but States have the option to designate land acquisition and facility construction for fringe parking as a highway project by encouraging the use of mass transit facilities.