

1973, and 1974. It might be preferable that there be made provision for administrative revision of apportionment factors during the final two years of the Interstate program period with the Secretary authorized to adjust program balances between States as necessary to assure a proper distribution of available funds to complete the system.

SECTION 5—AUTHORIZATIONS FOR ABC PROGRAM AND PUBLIC DOMAIN ROADS

1. During hearings of this Subcommittee in February of this year, it was pointed out that there has been no increase in Federal-aid ABC authorizations since 1964. H.R. 17134 would continue the practice of authorizing funds for the ABC program at a \$1 billion annual level. It was recommended by the American Road Builders Association that, in view of price increases and relative neglect of the ABC program because of emphasis on the Interstate program, the annual authorizations for the ABC program be increased to \$1.5 billion for each of the fiscal years 1970 and 1971.

Would you comment on this please?

Answer: Annual authorizations for the ABC highways were increased considerably under the expanded highway program inaugurated in 1956, from \$700 million authorized for the fiscal year 1956 to a \$1 billion level beginning with the fiscal year 1966. This \$1 billion authorization level was continued for the fiscal years 1967 through 1969, and is further proposed for the fiscal years 1970 and 1971.

During the fiscal years 1970 and 1971 the major effort under the Federal-aid highway program will still be directed toward completion of the Interstate System, involving recommended authorizations of \$4 billion annually. In addition, a new TOPICS program is being recommended to supplement the ABC program, involving additional authorizations of \$250 million annually for improvement of the Federal-aid primary system in urban areas. In view of these circumstances, it is recommended that the ABC authorizations be continued at the \$1 billion annual level for each of the fiscal years 1970 and 1971.

2. Section 5 of H.R. 17134 would authorize the appropriation of \$250 million for each of five fiscal years, a total of \$1.250 billion, for "traffic operation projects in urban areas". H.R. 17134 would limit expenditure of these funds to extension of the Federal-aid highways in urban areas. I understand, however, that the Administration recommends that the money be appropriated out of the Highway Trust Fund, but without any requirements that the money be spent only on roads and streets on the Federal-aid system.

(a) Is that correct?

Answer: No. The TOPICS funds would be expended only on an approved Federal-aid system within urban areas.

(b) Isn't this a diversion of Highway Trust Funds from the purposes now prescribed by law?

Answer: Arterial highways, major streets and most of the streets in the downtown areas would be eligible for addition to the Federal-aid primary system. All expenditures would be in accordance with the provisions of current Federal-aid highway legislation.

3. The bill would authorize the appropriation of funds for parkways and park roads and trails for fiscal year 1971 but not for fiscal year 1970. Why is this?

Answer: This question should be referred to the Department of Interior since it relates to the programs and responsibilities of that Agency.

4. The authorizations for all public domain highways and park roads would be held at about the present levels or reduced, except for Indian reservation roads and bridges. Under existing law, \$19 million was authorized for fiscal year 1968, and \$23 million authorized for 1969 for Indian reservation roads and bridges. H.R. 17134 would increase this to \$30 million for each of fiscal years 1970 and 1971. Why this increase?

Answer: This question should be referred to the Department of Interior since it relates to the programs and responsibilities of that Agency.

5. Under section 204(g) of the Highway Revenue Act of 1956, apportionments for the Interstate System must be reduced if the apportionment would result in expenditures which, together with all other expenditures from the Trust Fund, would exceed its receipts. In other words, all programs financed out of the Highway Trust Fund take priority over the Interstate program.

(a) If enacted as recommended by the Administration, the \$1,250 billion "traffic operation projects" would take priority over the Interstate System under the existing law, would it not?