

tion program. (Parenthetically, there are two minor errors in Sections 5 and 11 of the printed bill with which you already are familiar.) H.R. 16994, introduced by you, Mr. Chairman, and the Chairman of the full Committee, embodies portions of the Administration program but omits several sections. My testimony will relate to each section of the Administration bill, H.R. 17134, thereby also covering the provisions of H.R. 16994 as well, though under different section numbers. I will parenthetically identify corresponding sections of H.R. 16994, where they differ with H.R. 17134, as I proceed.

Section 1 of H.R. 17134 provides that the Act shall be cited as the "Federal-Aid Highway Act of 1968."

INTERSTATE AUTHORIZATIONS

Section 2 would revise the schedule of authorization of appropriations for the Interstate System by increasing the amounts provided therein for 1970, 1971, and 1972, and by adding authorizations for fiscal years 1973 and 1974. This is necessary in order to provide additional authorizations totaling \$8.340 billion to cover the increased costs of completing the Interstate System as reflected in the 1968 Cost Estimate for the Interstate System (House Doc. 199, 90th Congress, 2d Session).

Funds authorized by the Federal-Aid Highway Act of 1966 for 1969 and prior fiscal years have been apportioned to the States in the amounts authorized. The Interstate authorization for fiscal year 1969 was \$3.8 billion, and the apportionment to the States was made on August 29, 1967.

Interstate authorizations of \$4.0 billion annually are proposed for the fiscal years 1970 through 1973, with a balancing authorization of \$2.225 for the fiscal year 1974. These authorizations totaling \$18.225 billion for the fiscal years 1970-1974, together with the apportionments totaling \$32.415 already made for prior years, would provide the total \$50.640 billion needed for completion of the Interstate System according to the 1968 cost estimate.

APPORTIONMENT OF FUNDS

Section 3 would authorize the use of the 1968 cost estimate for the purpose of making apportionments of Interstate funds for the fiscal years 1970 and 1971 on the basis of apportionment factors shown in table 5 of that document.

We propose to furnish a revised set of apportionment factors, to replace the factors listed in table 5 of the 1968 cost estimate, in order to take into account the effect of the Howard Amendment (P.L. 90-238) in California and the cost to West Virginia of acquiring the West Virginia Turnpike. The 1968 estimate of the cost of completing the Interstate System was submitted to the Congress on January 12. Table 5 in the estimate report included no cost adjustments attributable to the Howard Amendment, nor costs relating to the West Virginia Turnpike which at that time were coded in a Toll Road category.

The major adjustment in Interstate System cost, and in apportionment factor computation, will result in West Virginia as a followup to the Comptroller General's decision on the West Virginia Turnpike and the action by the House and Senate Public Works Committees in this regard. The estimated total cost to complete the West Virginia Turnpike to four-lane Interstate standards, based on the State's 1968 Estimate Report, is \$96.1 million, and the estimated total cost of acquiring the West Virginia Turnpike is \$90.0 million, for a total of \$186.1 million.

We will be submitting a revised table of Interstate apportionment factors to reflect the inclusion of additional costs for these items.

EXTENSION OF TIME

Section 4 would extend the period of Interstate authorizations through the fiscal year 1974, and would change the date for the submission of a final cost estimate from within 10 days subsequent to January 2, 1969, to within 10 days subsequent to January 2, 1970. This final cost estimate would be for use in making apportionments for fiscal years 1972, 1973, and 1974.

AUTHORIZATIONS

Section 5(1) would authorize the appropriation from the Highway Trust Fund of funds for the Federal-aid primary and secondary highway systems and extensions thereof within urban areas (the so-called ABC program) for