

way contractors, and are the men who are building the road networks this committee is considering.

I am accompanied by Mr. Nello L. Teer, Jr., who will present a separate statement concerning the extension of Davis-Bacon law to the ABC program. I am also accompanied by several members of the AGC national staff, who will assist as needed.

My firm performs about \$8 million worth of highway construction a year. We work only in Texas.

AGC TRANSPORTATION POLICY

To set the tone for my testimony, and because it covers areas which your committee is considering in these hearings, I should like to read the official AGC policy statement on transportation.

The members of the Associated General Contractors recognize the nation's need for an overall, integrated transportation system, encompassing all proven modes of transportation, and designed and constructed to serve, as nearly as possible all the transportation needs of all the people.

We believe that within this concept, highways will continue to be a dominant force and a major transportation mode for years to come. The need for more and better highways grows. The planning of any transportation system should reflect this need.

The need for rapid, efficient transportation from the suburbs to the center city becomes more acute each day. We believe that the most practical and economical way of filling this need is by the use of exclusive bus lanes on the highways. While there may be specific locations where other modes rail, subway, etc. might be more practical, we are convinced that the exclusive bus lane offers a flexibility that other modes do not have.

To the absolute maximum extent possible local transportation systems should be self-supporting—financed by those who use the systems, and operated by local entities.

We repeat our long-standing position that moneys dedicated to the Highway Trust Fund should be used only for the construction of highways and for the administrative functions of the Bureau of Public Roads. The funding of other forms of transportation should come from those who use and benefit from those forms.

We recommend the development of limited access forms of transportation as an integral part of the airport facility, serving only airport traffic, to international airports.

We support the joint development concept, which is designed to make the maximum use of both space and funds in locating and building urban freeways. This, we believe, makes the most efficient use of both money and space. It also makes possible a rebirth of the downtown area, with its consequent benefit to the city tax rolls.

We advocate and support the education of specialists in the economics, engineering and planning of transportation systems, and recommend that the AGC, nationally and locally, award scholarships in that field.

The Associated General Contractors of America, at its 49th Annual Convention, March 25-28, 1968 declares this to be its official policy statement on transportation.