

system, as well as on any separate arterial urban street system which might be authorized by the Congress at this session or in the future.

5. It is our belief and recommendation that the forest, park, and public land roads continue to be financed through other means than through the highway trust fund.

6. Use of section 370a funds—that is, planning and research—should not be mandatory over the existing $1\frac{1}{2}$ percent as it is at present.

7. Use of Federal funds for advance purchase of right-of-way should be kept optional to the State.

8. Fringe parking facilities should not be paid for from highway trust funds.

9. Texas supports a provision for an additional urban arterial street network which would be separate and apart from the usual ABC system and which would be coordinated by the city and the State and built by the State highway departments from the trust fund on a regular participating basis.

10. Texas doubts the wisdom of relocation assistance beyond that which is not possible under the existing Federal-aid bill.

Congressional action on the Federal-aid highway bill is considered essential at an early date in order that orderly progress in highway planning can continue. If time does not permit consideration of a particularly complex bill, a simple reenactment which would provide for the necessary biennial authorizations to keep the existing programs moving would suffice at this time. This, of course, would have to include approval of the 1968 interstate cost estimate.

Gentlemen, this will complete my statement unless there are some questions. Thank you.

Mr. KLUCZYNSKI. Thank you, Mr. Dingwall.

You were here yesterday when AASHO testified?

Mr. DINGWALL. At the latter part, yes, sir.

Mr. KLUCZYNSKI. Do you have the statement presented by AASHO?

You have spoken about the after seventy-five and I believe that has plenty of information. Do you have that statement with you?

Mr. DINGWALL. I have, but I have not been able to give it the study it should have, because I just got it here at the meeting yesterday.

Mr. KLUCZYNSKI. I heard you say something about fringe parking. You do not favor taking the funds out of the trust fund I believe?

Mr. DINGWALL. Correct.

Mr. KLUCZYNSKI. Mr. Wright.

Mr. WRIGHT. I would like to say, Mr. Chairman, that Mr. Dingwall has an enormous job. It is a huge administrative undertaking. The Texas highway department has always been a model department I have felt.

Mr. DINGWALL. Thank you.

Mr. WRIGHT. I have taken what I consider to be some justified pride in the manner in which this department through the years has met the needs of the State raising funds to do it, building roads to an optimum standard, at I would say minimum-per-mile cost.

Of course, we are benefited by somewhat flat topography in our State.

Mr. DINGWALL. Yes.