

For the last decade the overriding aspect of the federal-state partnership has been the construction of the Interstate System. At the present time approximately 75 percent of the dollars flowing to the states from the Highway Trust Fund are allocated, on a 90-10 matching basis, to the construction of this system. Allocation to the states is, as you know, made on the basis of cost estimates approved by the Bureau of Public Roads for the construction of that portion of the Interstate approved within each state.

The remaining one-fourth of the Federal Highway Trust Fund is apportioned to the states generally for the construction of rural primary and secondary highways, and urban extensions. The apportionment among states is based on factors of area, population and road mileage and funded on a matching basis of 50 percent state and 50 percent federal.

In the next five to seven years, the Interstate System will be virtually completed. While it is now anticipated that nation-wide, it will be 1974 or 1975 before the entire 41,000 miles will be open to traffic, in some states, such as Iowa, it is anticipated that the system will be complete by 1972.

What will be the form of the federal aid program that will take the place of this massive effort that has been carried out during the last ten years to complete this Interstate System?

The Planning Division of the Iowa State Highway Commission has recently engaged in a study of the long-range needs for multi-lane arterial primary highways to supplement the 710 miles of Interstate System allocated to us. We believe that by 1990 in order adequately to serve our own citizens and the millions of tourists that visit us each year, we should construct an additional 833 miles of freeway (designed to the same standards as the Interstate System) and 1039 miles of expressway designed substantially the same as the Interstate System but to a somewhat lower standard in that some public access at grade will be allowed.

The estimated cost of the Iowa freeway-expressway development is \$1,790,000,000 based on present-day costs.

In addition to the requirements for this new system, it will be necessary, of course, to continue to maintain and improve the other 10,000 miles of primary highways and to give continuing and expanded attention to the needs of our cities and the requirements for improved farm to market facilities on our secondary system. (Iowa has over 90,000 miles of secondary highways and over 10,000 miles of urban streets.)

We, in Iowa, do not believe that the massive highway program, which will be carried out in our state and all other states after the Interstate System is completed, should be based on cost of completion of a designated system. We believe rather that the old historic formula philosophy should be re-introduced in the entire federal-state partnership. However, it is obvious that apportionments and matching basis must be changed.

Obviously, few states could match, on a 50-50 basis, the additional funds that will become available to them for improvement of the ABC Systems upon completion of the Interstate System. Also, there has been a recognition of the greatly increased requirements in our urban areas where 70 percent of our population now lives on two percent of our land area.

With these considerations in mind, the Iowa State Highway Commission recommends the following elements be included in a continuing federal aid program:

A. That upon completion of the Interstate System all federal aid be apportioned to states on a formula basis.

B. The formula would take into consideration the same factors now used (area, population, and road mileage), but with greater emphasis on road mileage and less emphasis on area and population. We would suggest that apportionment among states be made on the basis of 25 percent area, 25 percent population, and 50 percent on primary or secondary system mileage.

C. The Iowa State Highway Commission recognizes the additional needs of urban areas and therefore recommends a change in the allocation between systems. It recommends that expenditures from the Trust Fund be allocated five percent to upgrading of the Interstate network; ten percent to a new metropolitan area arterial system; 20 percent to the present urban extensions; 45 percent to the present federal aid primary rural; and 20 percent to the present federal aid secondary rural systems.

D. The Iowa State Highway Commission recommends that the apportionment procedure be improved by the Congress, by requiring apportionments be