

present the apportionment has been based on the ratio of the estimated cost of completing each state's share of the Interstate System to the estimated cost of completing the national system. This is determined by means of periodic estimates submitted to the Congress by the individual states through the Bureau of Public Roads.

Iowa's apportionment ratios have been as follows: For fiscal years 1960, 1961 and 1962 the factor was 0.949%; for fiscal years 1963, 1964, 1965 and 1966 the factor was 1.278%; for fiscal years 1967, 1968 and 1969 the factor has been 1.215%; for fiscal year 1970 the factor will be based on the estimate submitted to Congress in January 1968 which was prepared in 1967.

B. Allocation Among Systems

1. *ABC Systems.*—In the Federal-Aid Highway Act of 1966 Congress authorized the annual sum of \$1,000,000,000 for the fiscal years ending June 30, 1968, and June 30, 1969. Forty-five percent of this sum was allocated to the Federal-Aid Primary System, 30 percent to the Federal-Aid Secondary System, and 25 percent to the Federal-Aid Urban System.

2. *Interstate System.*—In the Federal-Aid Highway Act of 1966 Congress authorized the appropriation of \$3,400,000,000 for the fiscal year ending June 30, 1968; \$3,800,000,000 for the fiscal year ending June 30, 1969; \$3,600,000,000 each for fiscal 1970 and 1971 and \$2,685,000,000 for fiscal 1972.

III. Iowa Position on Future Federal-Aid Objectives and Distribution

A. Objectives

1. *Interstate System.*—The AASHO position on the Interstate System is that it should be completed at the earliest possible date, but that no mileage be added.

The Iowa State Highway Commission supports this position and recommends no mileage be added under the present formula and concept.

2. *Primary System.*—The AASHO position is that there is a need for more primary arterial highways or expressways located to provide better connections between all of our major cities.

The Iowa State Highway Commission believes that the existing primary system should be upgraded to provide more freeway-expressway service between all of our major cities.

3. *Metropolitan Areas.*—In the metropolitan areas of the nation, AASHO recommends an added classification of arterial highways and that the existing major highways in those areas be upgraded for expanded traffic service.

The Iowa State Highway Commission supports this position.

4. *Secondary.*—AASHO recommends improvement of farm to market roads be continued at an expanded level through the Federal-Aid Secondary Program. The Iowa State Highway Commission supports this position.

B. Distribution

1. *Trust Fund.*—AASHO recommends continuation of the Trust Fund as it is presently established with no intermingling of funds for other forms of transportation.

The Iowa State Highway Commission strongly supports this position and feels that under no conditions should these funds be diverted to any other use.

2. *Matching Ratio.*—AASHO recommends that the present 90-10 and 50-50 ratios be abolished upon completion of the Interstate System, and that all Federal Funds be available to the states on a uniform ratio. A ratio of $\frac{2}{3}$ - $\frac{1}{3}$ is suggested.

The Iowa State Highway Commission agrees that a uniform ratio be used, but strongly suggests a minimum federal matching ratio of 75% to 25% state.

3. Allocation Among Systems.—

a. *Interstate:* AASHO recommends that 5% of the total Trust Fund be applied to upgrading the interstate network and that the allocation be on a need basis.

Iowa agrees with the proposal to allocate 5% of the Trust Fund to the Interstate System with the allocation to be based on the ratio of each state's interstate mileage to the national mileage provided, however, that the allocation be supported by needs.

b. *Metropolitan-Arterial:* AASHO recommends that 10% of the Trust Fund be established as a special urban fund for the Metropolitan Area Arterial System. This system would embrace 10% of the total mileage in the metropolitan area. Allocation of funds would be a population basis.

The Iowa State Highway Commission supports this position.