

**STATEMENT OF FRANCIS S. LORENZ, DIRECTOR, DEPARTMENT OF
PUBLIC WORKS AND BUILDINGS, STATE OF ILLINOIS; ACCOMPANIED BY MR. JOHNSON**

Mr. LORENZ. Thank you very much, Mr. Chairman.

I want to express my appreciation to you and the committee for the opportunity to appear before you to give you some expression of the attitude of the Division of Highways of the State of Illinois toward the Federal highway program.

I am Francis S. Lorenz, director of the Department of Public Works and Buildings for the State of Illinois. The department consists of the division of highways and the division of waterways. In the capacity of director for the past 5 years I have been responsible for State highway planning, design, construction, and maintenance for a 16,000-mile system. Our biennial appropriations, including Federal-aid reimbursements, exceed \$1 billion.

I am, as you can well imagine, vitally interested and concerned with any Federal legislation regarding highways. Today I am particularly interested in the proposed Federal-Aid Highway Act of 1968 which you are considering.

I offer the following comments relative to specific provisions of that act:

1. Section 2 provides for the financing of the Interstate System through the 1974 fiscal year. This section is a necessity if the present Interstate System is to be completed.

2. Sections 5 and 12 of the bill would authorize a program to improve traffic operations on streets and highways within urban areas. This program is popularly referred to as the TOPICS program. I support this section as it will provide much-needed funds where traffic congestion is most prevalent. I am especially pleased that these moneys were established without reducing the urban allocations of the ABC program.

3. Sections 6 and 7 are concerned with the highway safety programs. These programs have just been initiated and need to be continued.

4. Section 8 continues the highway beautification program through the 1971 fiscal year. This program has been successful in Illinois and should be continued.

5. Section 9 authorizes a new program of advance right-of-way acquisition. We wholeheartedly approve of this program. We are hopeful that the rules and regulations developed by the Secretary of Transportation will be flexible enough to encourage this program and make it effective.

6. Section 14 of the bill authorizes Federal funds for fringe parking facilities serving urban areas. We are opposed to the use of highway trust fund moneys to construct parking facilities in connection with mass transit construction. However, we are not opposed to the general principle of using highway-user revenue to build offstreet parking where it is needed to eliminate on-street parking on major urban arterial streets and assists in removing congestion in the built-up portions of metropolitan areas. Our opposition is solely concerned with the use of highway funds