

stated that traffic volume on U.S. Hiway #81 in Nebraska is expected to double for the period between 1960 and 1980.

It may be concluded, therefore, that if Nebraska U.S. Hiway #81 is any criterion, we are rapidly approaching a crisis in our ABC highway needs.

The Congress can deal with the crisis either by adding miles to the Interstate system or appropriating additional funds for the ABC program. Because of the unique circumstances which have left a gap in the Interstate program in the U.S. Hiway #81 traffic corridor in Nebraska, we urge this mileage be added to the Interstate program.

However, should this prove impossible, then we ask that ABC appropriations be increased along the lines suggested by Mr. Holmes and Mr. Strapp.

Thank you.

Mr. MOYER. Thank you, Mr. Chairman.

First let me say that I am very honored and grateful for this opportunity to appear before this committee and discuss this subject which is so important to us in Nebraska, not only to our Hiway 81 Association, but to our entire Nation.

I think I should tell you to begin with a little something about our association which I represent. It is a federation of 14 rural communities located on or near U.S. Highway 81 in Nebraska, and they have a total combined population of approximately 50,000 people.

I would like to address my remarks this afternoon to two subjects: First, the need for extensions to the national defense highway system; and second, the necessity for some immediate and drastic improvement in the Federal-aid primary and secondary systems and their urban extensions, which is, as you know, commonly called the ABC program.

Now, turning to the first of these subjects then, when the national defense highway system was created, there were serious omissions in the program. I think that was very ably pointed out by the Congressman from Louisiana this morning and also by my friend and compatriot from Nebraska, Mr. Joe Sechrist, whom I believe testified before the committee yesterday. One of the more serious omissions in the U.S. highway system, in the feeling of our association, was determination of Interstate 35-W at Salina, Kans., without extending this highway northerly through Nebraska. This made Nebraska one of three States in the Union without two interstate highways.

Now, since the State is the 14th largest in the Union and is strategically located directly in the middle of the country, I think this creates a transportation bottleneck in the Midwest, particularly in our area.

It is about 450 miles from the Missouri River in Omaha to the western frontier of the State. Now, there is an interstate, Interstate 29, which runs up the Iowa side of the Missouri River, passes through Council Bluffs with interstate connections in Iowa.

From Interstate 29 on the Iowa side of the Missouri River to the next nearest interstate highway that runs north and southwest of Nebraska is over 500 miles in places, and the next nearest interstate is Interstate 25, which runs from Pueblo to Colorado Springs to Denver and to Cheyenne in a northerly and southerly direction. This leaves a large area between Omaha and Denver which is not served by any interstate highway.

The area is primarily agricultural, and for all practical purposes, it has no rail connections at all, with rapidly growing markets in areas like Kansas City, Dallas, Fort Worth, Oklahoma City, Tulsa, and