

Mr. KLUCZYNSKI. Now we have with us Mr. Bresnahan and his associates who came before us yesterday morning and returned this morning to answer questions by members of the committee.

At this point in the record I will place the statement of Mr. John De Lorenzi, managing director, Public and Government Relations, American Automobile Association.

(The statement referred to follows:)

STATEMENT BY JOHN DE LORENZI, MANAGING DIRECTOR, PUBLIC AND GOVERNMENT RELATIONS, AMERICAN AUTOMOBILE ASSOCIATION

The American Automobile Association, with eleven million members, appreciates this opportunity to comment on the Federal-Aid Highway Act of 1968, H.R. 16994 and H.R. 17134.

Besides authorizing funds and approving the 1968 cost estimate for completion of the Interstate program, this Subcommittee is faced with numerous issues which must be resolved if we are to have an orderly development of the Federal-Aid highway program.

1968 COST ESTIMATE

The 1968 cost estimate indicates a need for almost \$17 billion in Federal-aid funds beyond that which has been made available through fiscal 1969. This is on the basis of 1966 prices. An Appendix to the report indicates price increases could add \$3.35 million to the cost.

Based on these estimates and a realistic assumption that the program will not be completed until 1975, authorizations at \$4 billion per year should continue through fiscal 1974. A reduced amount should be authorized for fiscal 1975.

Title 23 should be amended so as to extend the time for completion of the Interstate to June 30, 1975, from the present completion date of June 30, 1972.

FOREST AND PUBLIC LANDS HIGHWAY

Authorizations are contained in both measures for Forest Highways, Public Lands Highways, and similar categories.

H.R. 16994 continues financing both Forest and Public Lands Highways from the general revenues of the Treasury, while H.R. 17134 would place an additional burden on the Highway Trust Fund of \$49 million in both fiscal years 1970 and 1971.

The AAA opposes switching the funding of either of the two programs to the Highway Trust Fund. Now is not the time to saddle the Trust Fund with additional liabilities.

HIGHWAY BEAUTIFICATION

H.R. 17134, in section 8, provides for authorizations for the Highway Beautification Program, at the \$5 million level for Outdoor Advertising, at the \$10 million level for Control of Junkyards, and at the \$70 million level for landscaping and scenic enhancement, for fiscal years 1969-71. No effort is made to correct the deficiencies in the original legislation.

Some decision is needed in the near future on this program. When we testified before you on April 19, 1967 we recommended the continuation of the Highway Beautification Program, with some modifications.

The AAA still opposes the penalty features of the Highway Beautification Act of 1965. Instead of penalties, we recommend the Federal Government provide incentives to those states enacting legislation meeting performance standards developed cooperatively between the states and the federal government. Methods of accomplishment of agreed-upon standards should be determined by the states.

We again suggest that the Act be amended so as to provide control of off-site advertising on all limited access freeways and primary roads, all highways built on new location, and scenic corridors established by the state. Such controls should be extended to structures and buildings occupying air rights over or under Federal Aid highways. Exceptions for zoned industrial and commercial areas should be controlled and regulated through local zoning powers.

In addition, the Highway Beautification Act should be amended to permit states to decide the question of compensation, and permit those states which are able to base remuneration on their police power.