

has created uncertainty as to amounts of Federal funds available for reimbursement to the states.

The disruption of construction planning and programming will cause many states to further delay completion of the National System of Interstate and Defense Highways. Such a delay will have a direct effect on our efforts to save lives and increase highway safety. On-again, off-again support for our highway program gives impetus to toll road financing as a means of building critically needed modern highways.

Equally serious is the damage done to the 50-year Federal-State partnership of joint responsibility for building highways. The action of the Executive branch relegates the states to junior partners.

This Committee has 14 bills before it which would prevent further cutbacks (Appendix A). We recommend the principle of these bills be included in the legislation before you to firmly establish the role of Congress in determining highway transportation policy matters.

THE POST-INTERSTATE PROGRAM

The Committee has received a report from the American Association of State Highway Officials on the need for an expanded Federal-Aid Highway program after completion of the present one. The Committee has also received a report by the Secretary of the Department of Transportation (pursuant to P.L. 89-139) titled "1968 National Highway Needs Report."

A review of these reports makes it evident the highway needs of this country in the decade 1975-1985 greatly exceed those of the previous decade. It becomes imperative, therefore, that the limited financial resources available be carefully assigned to projects which give the greatest traffic service for each dollar spent.

We must spend our highway user taxes on roads where the traffic needs are greatest. If we are to be ready with a Post-Interstate program, Congress must act this year to ensure needed data is available upon which to base policy decisions for future highway programs.

AAA endorses the principle of continuing comprehensive studies of future highway needs and believes that the Bureau of Public Roads, working in cooperation with state and local units of government having roads and street responsibilities, should make such studies.

In such studies, an analysis of efficiency and cost information on the basis of the character of traffic service provided, termed functional classification, is of primary importance. Only through such an analysis can a program be identified which will produce an optimum return to the highway user taxpayer.

The result of such studies if authorized now, could be available for Congressional review by July 1971. Congress can then prepare a program for the Federal-Aid Highway Act of 1972, to follow the current highway program.

EXTENSION OF INTERSTATE MILEAGE

As the Interstate program nears completion there is sentiment, as well as legislative proposals, for expansion beyond the statutory limit of 41,200 miles.

According to studies made by the Bureau of Public Roads upgrading of limited mileage of Federal-Aid primary highways can make substantial contributions to improved traffic service. This mileage, comprising less than two percent of all rural mileage, is expected to serve 15 percent of all rural travel.

The Interstate System, comprising only one percent of the mileage, is expected to serve an additional 25% of rural travel. Thus, less than three percent of the rural mileage will ultimately serve 40% of all rural travel.

The findings of this study reinforce the need for the long overdue functional classification of our street and highway network which I have just mentioned.

The degree of Federal interest in many routes proposed for an expanded Interstate System is substantially less than in the present System. The 90-10 matching funds is probably more responsible for proposals to expand the System than are traffic needs. Whereas most of the present System is truly Interstate in character, many routes proposed for an expanded System are intrastate, or lie in only two or three states.

We suggest no extension of the Interstate System until completion of a functionally classified highway network study. Such a study should be mandated in the Federal-Aid Highway Act of 1968.