

Section 9 of the bill (all subsections)

Comments: The period for advance acquisition should be extended to at least ten years.

Section 12 of the bill

Comments: Refer to Section 5(2).

Section 13 of the bill

Comments: Financing of parking areas should be accomplished outside the Highway Trust Fund.

STATEMENT OF C. W. "RED" BECK, STATE REPRESENTATIVE, 23D DISTRICT,
STATE OF WASHINGTON

Mr. Chairman and members of the Committee, my name is Mr. C. W. Beck of Port Orchard, Washington. I am a State Representative from the 23rd District of our State and have been a member of our Legislature since 1961. I sincerely appreciate this opportunity of presenting testimony to your Committee, outlining my ideas of a federal-aid highway program following completion of the Interstate system.

In submitting this testimony to you, I feel that I might be considered a "typical" state legislator from a typical state. Washington is a state of about medium population, with a full range of population densities from heavily-urbanized to sparsely-populated areas. My county contains about 96,000 people and has one medium-sized urban area, the City of Bremerton, which has a population of approximately 38,000. Therefore, my district is concerned with not only rural highways but the problems of urban transportation as well.

I am particularly concerned with plans of the Congress for the authorization of a federal-aid highway program to follow completion of the Interstate system. Although the date for completion of the Interstate appears to be somewhat indefinite at this time, I realize that the planning for any new program requires several years, and I hope that my comments here today will be of some value to you in considering future legislation for a federal-aid program to follow the Interstate.

First, I should explain the vital interest of the Legislature of the State of Washington in our highway system and the importance of highways to the economy of our state. In the State of Washington, we have an interim Joint Committee on Highways, which concerns itself with highway matters between the biennial sessions of the Legislature. The Committee is composed of 24 Senators and Representatives from both parties. It has a number of subcommittees which work continuously throughout the biennium on various problems and studies for the betterment of our highway program. I have the honor and privilege of being a member and Secretary of the present Joint Committee on Highways and am finding its work most rewarding. The Committee works closely with our Department of Highways in solving many highway problems and making studies which facilitate the work of the Legislature at its regular sessions every two years.

Although the Interstate highway program has not directly benefited my particular part of the state or my legislative district, I fully recognize its great value to our state and all of the states of the Nation. The Congress is to be congratulated on its foresight in authorizing and financing this monumental program. It is evident it will prove invaluable to the transportation system of our Nation.

At the same time, all of us recognize that improvement of other highways in our states has lagged as a result of needs for financing the Interstate system. These other highways are not being improved nearly as rapidly as needed. It is urgent that some new program be authorized as soon as practical which will permit the states to meet the demands of their rapidly-increasing automobile traffic. I hope the suggestions I make here today will be of benefit to your Committee in evaluating a course of action in considering a new federal-aid highway program to follow the completion of the Interstate system.

As a student of highway affairs, I have taken the opportunity to follow closely the urgent highway problems which are prevalent around the country today. I know you have received a great deal of testimony from the large urban areas and the problems they are experiencing in trying to overcome traffic congestion in