

2. The objectives of the Federal Interstate program has not been fully realized. There is a vital need for a small limited addition of mileage to this system. The 90/10 ratio should apply to this additional mileage. In my state we have two significant metropolitan areas and one of the most vital military and naval installations on the Pacific Coast that have no access to the Interstate system.

3. Continue to recognize the urgent needs for highway, road and street improvements in the urban areas which are off the state highway systems and allocate a part of the Federal Trust Fund monies to improve these urban highways. I suggest that the extent of this program be determined after asking the states to submit estimates of needs and that the funds for improving the urban highways, arterials and streets be allocated to the states on an equitable basis.

4. Presently the motorists are paying a federal excise tax on all new cars into the general fund. In my state, the motorist pays for off highway use a 2% excise tax on the value of the car each year for schools and a \$4.60 fee for State Patrol, also a 4.5% sales and use tax everytime the vehicle ownership changes hands. With this diversion of funds, I would urgently request that no further diversions from the motorist be included in any new legislation. I specifically point out highway beautification off highway rights of way and urban transit systems, and parking lots. These functions are legitimate costs that should be absorbed by some fund other than the motorists. The motorist is paying his fair share of the cost of government by paying for the cost of highways.

5. The major part of the Federal Trust Fund monies should be allocated to a new federal-aid program to upgrade primary and secondary highway systems, the funds to be allocated to the states on the basis of relative needs. We believe our priority system in the State of Washington is a model for other states but recognize that conditions differ around the country. Therefore, I would suggest that the composition of the new federal-aid system and the allocation of funds to the various states be determined after a comprehensive classification and needs study.

I have no magic formulas to suggest, either as to the method of classifying state highways or the determination of needs. I believe the Directors of Highways of the various state highway departments and federal officials concerned with these matters are fully competent to provide you with this information. The major point I desire to make is that all of us fervently desire that the Federal Trust Fund monies be continued and utilized to improve our primary and secondary highway systems.

Gentlemen, I am deeply grateful for the privilege of appearing before you and giving you my views on highway improvements in the State of Washington. I feel our highway problems in the State of Washington are very much similar to those which exist in the other states, and I hope my views are representative of a great many state legislators around the country. I hope also I have made it clear that I don't pretend to represent the large metropolitan areas of my own state or others. Nor do I feel that I am from a completely rural area. I sincerely believe I represent a completely "average" legislative district in one of the states of the Nation where adequate highway transportation is the life blood of our economy and our well-being. In considering a federal highway program after completion of the Interstate system, I sincerely hope you will not overlook the interests of the many thousands of legislative districts similar to my own.

It has been an honor and a privilege to appear before you today and to be able to submit to you my views on the needs for highway improvements in my state.

Thank you.

STATEMENT OF FREDERICK B. DRAKE

Mr. Chairman and honorable members of this distinguished Committee, I am Frederick B. Drake, Director of Purchasing & Real Estate for Air Products and Chemicals, Inc.

Air Products, headquartered in Allentown, Pennsylvania, is active internationally in the design, construction and operation of industrial gas, chemical and fertilizer plants. The photographs of the Michoud Facility presented by Mr. Ferguson, show the relative scale and degree of sophistication involved within a typical Air Products plant complex.

May I first take this opportunity to compliment the Corps of Engineers for their excellent report of December 8, 1967. If all forecasts within this report fare out as well as the statistics predicted for Air Products, I believe you