

the Beltway around Baltimore, the Northeastern Expressway, completion of the John Hanson Highway and others. This type of roadbuilding has become known popularly as the State's "Go" program and over the past three and one-half years "Go" program work has been performed in the amount of more than \$210,078,000. That has not been all. Work other than the "Go" program has totalled more than \$65,826,000.

The State's record of achievement in the highway construction field has been more than adequate. Government could not have done the job without you. The highway contracting industry of Maryland has often been given construction tasks and construction deadlines which have meant days and extra hours of nothing but hard work. The contracting industry shouldered these burdens and did the job. The people of Maryland will be forever in your debt for performance of that calibre.

Even with this high level of road construction, the needs continue to pile up and government with the aid of the contracting industry has the job of meeting these needs. At present, and in fact for the past several years, Maryland has been building roads with a construction outlay of approximately \$70,000,000 a year. True, all the needs cannot be met with such a budget, but with realistic programming, many of them have. It is the State's responsibility to meet the needs of the traveling public within the public's ability to pay. This is what we are doing. This is what the State Roads Commission and the Legislative Council is proposing to do. Very simply, the proposal is a means to continue roadbuilding in Maryland at its present level of achievement.

By means of the proposals at Annapolis, the State is facing up to its responsibility to provide the surfaces on which people and goods can move with a maximum of safety and efficiency. Specifically, the proposals call for construction, modernization and improvement of 874 miles of highway over a six-year period. This construction will touch every part of Maryland, bringing the "Go" program to an orderly conclusion and embarking on new projects to meet critical highway needs. The proposals call for increased maintenance outlays to provide more and better services for motorists in such activities as snow removal, signing, mowing, striping and other items which make your trip safer, speedier and more comfortable. They call for outlays for advance engineering, advance right of way purchases, both designed to keep highway construction moving at a smooth, continuous pace.

The needs cannot be met if we encounter a hiatus in highway building. We must move forward evenly and with purpose. I know the State Roads Commission, on the basis of its needs study, knows that