

Mr. HEALY. I wasn't aware that they were recommending that. My impression was that they were recommending that the ratio of matching be changed, possibly to two-thirds-one-third instead of 50-50.

Mr. CRAMER. I understand they did recommend 75-25 percent. However, they did recommend the additional amount of the interstate.

Mr. HEALY. Has that position been changed, Mr. Cramer?

Mr. CRAMER. I only know what they testified to on an interim basis before this committee late last year. We will probably hear from them further relating to that.

I do not think there is any question but what some additional mileage is needed on the Interstate System in certain areas. Do you? For instance, I am thinking of Tampa, St. Petersburg, and Miami. There is obviously missing mileage, for one example.

Mr. HEALY. I am sure there are many other examples of where that standard of highway needs to be built. We are merely suggesting that rather than continue a 90-10 formula on a program that gets all that high priority that the formula for distribution be changed possibly to 75-25 or two-thirds-one-third, and that all of them get the same amount and that these additions you are referring to be additions to the State primary system.

Mr. CRAMER. The 90 percent was put in partially on the basis of it being a defense system, an Interstate Defense Highway program.

Mr. HEALY. Yes.

Mr. CRAMER. You suggest on page 2, and I concur with your thought, that whatever is going to be done should be done now.

Mr. HEALY. Yes.

Mr. CRAMER. And you quote the 1968 National Highway Needs Report which indicates that the available leadtime for 1975 is just barely adequate even now for making those decisions now. I agree with that wholeheartedly. This year is the year of decision relating to the future of the highway program.

Mr. HEALY. Right.

Mr. CRAMER. You suggest on page 8, and your problem obviously is where the money is coming from for the phase in program you are proposing. Right?

Mr. HEALY. Right.

Mr. CRAMER. So you are suggesting as I understand it that the money should come out of the trust fund by stretching out the Interstate System.

Mr. HEALY. Yes, in effect that is right. It would stretch it out another year or two.

Mr. CRAMER. And your chart accompanying your statement indicates that the allocations would continue until 1978 meaning construction probably until 1979 anyway. So if we followed your recommendations we could not contemplate the completion of the Interstate System until 1979.

Mr. HEALY. That would be fiscal year 1968, yes.

Mr. CRAMER. Well that is the money. The actual construction takes another year or so. Is that correct?

Mr. HEALY. Yes, sir; that is right.

Mr. CRAMER. Well I disagree with you on that concept. I realize, however, you have to get money some place; but I do not think it