

ought to come out of the trust fund penalizing the completion of the Interstate System, partially because it is for defense, partially because highway users have been paying in under the existing formula expecting that they will have high-speed, limited-access highways completed in this country within a reasonable period of time. So if I were to comment on your recommendation, I would suggest that maybe you ought to try to find the money someplace else.

Mr. HEALY. You mean like an increased tax?

Mr. CRAMER. Yes; or somewhere.

Mr. HEALY. Well, of course, that is up to Congress and we probably wouldn't quarrel with it either.

Mr. CRAMER. Well the President has not had much success in his suggestion of increased taxes to finance programs of the administration.

I think this brings to light one of the problems we have had with trust funds for years. There are an awful lot of people who would like to use that money for some other purposes. I do not blame the cities for their interest in trying to convert some of that money if they can. But I do think we have a responsibility. We made a commitment to complete the Interstate System within a reasonable period of time.

Mr. HEALY. We are not suggesting that the money be diverted. We are suggesting that it be used for highways only. But we are suggesting that a stretchout in order to meet the needs of the other roads is just as justifiable as a stretchout because of increased costs, which is what is happening anyway.

Mr. CRAMER. Well I think—this is personal and I can only speak for myself—this is a rather unrealistic approach to suggest to Congress that we curtail the presently existing program and its completion in order to accomplish a new program concept. I just think you are on the wrong track. You ought to look for money someplace else, and I do not argue with the basic concept of the program you are suggesting. We have got to get into urban transportation, particularly highways. I think your statement further serves as a useful purpose in clearly pointing out that we have hybrid-headed agencies or hybrid-headed programs relating to different types of transportation and the obvious result is a lack of coordination.

Mr. HEALY. Yes.

Mr. CRAMER. With the Bureau of Public Roads and other comprehensive planning agencies becoming involved. I would hope that if your suggestions were seriously considered relating to comprehensive planning agencies, county and statewide and city, that we not end up with a situation like we have in the District of Columbia where we have no action—all planning—no decisions. I think that is the risk that we must be aware of in the recommendation. I am sure you would not want that either.

Mr. HEALY. Absolutely not.

Mr. CRAMER. Somebody has to make the decision; right?

Mr. HEALY. That is right, and that is the problem here in the District which I don't think exists anywhere else. This is unique.

Mr. CRAMER. Well I do not want to make the whole country unique.

[Laughter.]

On page 11, there is \$1.5 billion contract authority for the Department of Transportation for development of public transportation