

Mr. JOHNSON. \$4.1 billion; I believe that is correct, that was obligated in the 1967 calendar year.

Mr. FALLON. So that there was a balance in the money that was apportioned last year of \$400 million?

Mr. STAPP. Approximately.

Mr. JOHNSON. Something like that; yes. There is always a lag in the amount that is apportioned, and that which goes under obligation.

Mr. FALLON. So if the States could put under contract the total amount apportioned for calendar 1969, it would be exactly the same as the amount that was put under contract in 1967; is that right?

Mr. JOHNSON. Mr. Chairman, actually, you remember the amount that we were able to obligate last year was interrupted by a cutback of November 1966. So we did have a slowdown on the program. The highway departments were able, we think, to have obligated the entire amount that became available to them this calendar year.

Mr. FALLON. Thank you very much, Mr. Johnson and Mr. Stapp.

Mr. KLUCZYNSKI. The gentleman from Ohio, Mr. Harsha.

Mr. HARSHA. Thank you, Mr. Chairman.

Mr. STAPP, you recommend that no additional mileage be added to the Interstate System, either now or later. And then in your report that is in the hearing before this committee, containing the preliminary report of AASHO on Federal-aid to highways needs after 1972, this was apparently conducted in June of last year, on page 14 of that report, the testimony of the AASHO witness at that time said that one of the recommendations they would make was as follows:

Third, provide for upgrading and for meritorious and justifiable limited extensions of the Interstate System so it can perform the function assigned to it by the Congress in 1956.

And then on page 16, where the chairman of the subcommittee, Mr. Kluczynski, questioned Mr. Johnson, Mr. Johnson indicated that at least 5 or 6 thousand additional miles were needed in the Interstate System.

Now, has AASHO changed its position?

Mr. STAPP. Yes, sir. It has reconsidered, and it is the unanimous decision of the chief administrators that there be no addition at the present time or in the future to the Interstate System. That has been reconsidered, Mr. Harsha.

Mr. HARSHA. Well now, also I will ask you, on page 2 of your statement, you say that as soon as the Interstate System is completed and any corrections made in the substandard sections of it, you want to drop the 90-10 matching ratio and have a uniform matching ratio for all Federal-aid system programs. Do you have any recommendations at this time as to what ratio that will be?

Mr. STAPP. That will be brought out, Mr. Harsha, after the 1975 committee report. I am not acquainted with that. There have been several ratios recommended. I have one of my own, but I should not mention that because that affects Wyoming.

That will be submitted later.

Mr. HARSHA. All right.

Well now, I am certainly happy to see that you have at least endorsed in principle the legislation that I introduced to curb this finagling with the apportionment system. Certainly, as all the witnesses