

Mr. STAPP. It was advisory to the "After 75 Committee." That was for their information.

Mr. McEWEN. Do I understand that this was a unanimous decision?

Mr. STAPP. To my knowledge, it was; yes, sir. I was there, and I do not recall a dissenting vote.

Mr. McEWEN. Was this a meeting of the entire AASHO organization or executive committee?

Mr. STAPP. Chief administrative officers of all the States, and some of us had our deputies with us.

Mr. McEWEN. Chief executive officers of all of our State highway departments were present at that meeting; is that correct?

Mr. STAPP. I think they were; yes sir. Puerto Rico was not there, Mr. Johnson advises me.

Mr. McEWEN. Referring again to the testimony before this committee on June 7 of last year—the gentleman from Ohio referred to it just a moment ago—I notice, Mr. Johnson, that you, replying to the chairman, Mr. Kluczynski, said: "We have not made a survey of the State highway departments on what would be recommended."

And then you said: "Yes, we have, excuse me. On the questionnaire we did have that on it, and it totaled about 5,000 or 6,000 miles."

The chairman, Mr. Kluczynski, said: "5,000 or 6,000?" And Mr. Johnson replied: "Yes."

And the chairman then expressed agreement with the need for at least, in his words, 5,000 or more miles.

Do either of you care to explain, if you will, what has happened between your testimony of June 7 and this meeting of all of the chief executive officers of our highway departments on December 12, which is just slightly over a 6-month period? What happened to this need for 5,000 or 6,000 miles of interstate?

Mr. JOHNSON. I think it is a very normal thing, Mr. McEwen. The data that you are referring to was gleaned from a very extensive questionnaire that was designed by the chief administrators a year in advance of that.

The information was filed by the highway planning survey engineers of the highway departments. In their opinion there was 5,000 to 6,000 miles that could be used to fill in what they thought were the gaps in the Interstate System network.

Now then, we began to look at the needs that we had on the primary and urban areas, and we were of the opinion that if we kept on adding to the interstate and adding and adding, and the cost going up, and that sort of thing, we would be a long time in the future, if ever, getting done with the Interstate System.

Now, we are putting a billion dollars a year on the ABC program, and as prices go up and things compound, we are getting less and less out of our billion dollars.

Now, we started into the entire State program with a large backlog of ABC needs, and they have pretty much been held in abeyance. So what we want to do is get the 41,000 miles done, which is certified by the Department of Defense as essential to this country. We agree with that.

Then we want to get it out of the way and get our financial resources into the primary and urban areas, and that sort of thing.