

Now, where we would be building a road to match the traffic, these gaps to which you refer, if the traffic justified it, they would be built to full, what we know as interstate standards.

Some of them would not, it would all be dependent on what the traffic is.

But I think that the highway chief administrators had 6 months to reflect on this, and that was their decision in Chicago. And the 90-10 feature, we think that that has been a source of some problem to the highway departments. We think if we had the same matching ratio for all programs, Federal-aid programs, we would be far better off, and there would be less tendency for somebody to try to push a road off onto a system that had a more favorable matching ratio.

Mr. McEWEN. Mr. Johnson, if I understand what you are saying, you are saying that the chief highway administrators of our 50 States cannot abandon what they had earlier indicated, and not within the last year, year and a half, that they needed 5,000 additional miles of interstate, you are simply saying that you have changed your priorities; is that correct?

Mr. JOHNSON. That is the summation; yes, sir.

Mr. McEWEN. Mr. Johnson, could you make available to this committee the 5,000 miles that the highway administrators indicated were needed where these various highways were?

I share with Mr. Denney the concern he has in his own State of Nebraska. I think we have many areas in our States where we very desperately need interstate extensions and connections, and I wonder if you could make available to us the replies of the 50 administrators on where these needs are?

Mr. JOHNSON. I would have to go back to the State highway departments and ask for it. I think that everybody was surprised that there was only 5,000 or 6,000 miles that was designated that was to be added to the Interstate System. For the highway administrators feel that if they were called up to name additions or to designate desirable additions to the Interstate System, you would probably get another 40,000 miles. And they are just a little bit cautious about giving publicity to the mileage or to the routes that they put in their planning survey reports.

Because it would immediately bring pressure on them to add more mileage to it, and we would prefer to leave it in the category it is now until we bring our After "75" Report to you.

Mr. McEWEN. May I ask if this is coming out in 6 weeks, what is this After "75" Report going to show? Is this committee going to be enlightened on any specifics of AASHO's thinking?

Mr. JOHNSON. Yes, I think you will; yes, sir.

It will show what we think the top priorities are in the highway program, what the needs are in dollars and in miles. We will show you what we think that the matching ratio should be, based on the capabilities of the States, and we have a preliminary report in my office this morning from the AASHO Finance Committee on what that will be.

The 90-10 of the Interstate System program did not come out of the atmosphere; it came out of reviewing the financial capabilities of all the States, and setting a matching ratio which all the States could participate in.