

So it will be a very comprehensive program, far more comprehensive than the preliminary draft that you got last year.

Mr. McEWEN. Just one further question. In this meeting of December 12, when it was unanimously agreed to abandon any extensions on the Interstate System as a recommendation of AASHO, was there any consideration given to the question of the toll roads in the various States that are now on the Interstate System and what was to be done with those?

Mr. JOHNSON. That has been discussed, Mr. McEwen, for many years in AASHO. It does not affect all the States uniformly. We had always taken the attitude that we would get through with the interstate program before we would take a position on it. And that the general discussion was that if there were any reimbursement, it should be on the depreciated value of the toll road, and it ought to be free. But we have actually taken no official point on it.

As I say, it does not affect all the States uniformly.

Mr. McCARTHY. Will the gentleman yield?

Mr. McEWEN. I will be happy to yield to my colleague from New York.

Mr. McCARTHY. Mr. Johnson, on this question of reimbursement, I do not know, but it does not seem to have too much momentum behind it, although I am for it; here is another aspect to it.

Just recently, within the last week, as a matter of fact, a new highway project has been proposed in New York State, out of my city of Buffalo, due east, which would link up the—eventually—with the improved route 17 across the southern tier of New York State.

Now, this would, if it is built, and I certainly hope it is and I expect it will be, would provide a direct free route from Buffalo to New York City that would be 60 miles shorter than the New York State Thruway.

Now, maybe this is the answer to toll roads, I do not know. I wonder what your thinking is on this.

Now, obviously, if people are provided with a vast, convenient, modern route that would be 60 miles shorter to the principal destination, they are not going to use the toll road.

Have you discussed this aspect, whereas these new highways are built and these new ABC highways are built, people are going to have more choices available and they are obviously going to avoid the toll roads? Have you considered this aspect of it?

Mr. JOHNSON. Mr. McCarthy, I am familiar with your Route 17 project. It goes up through a beautiful part of the country. But I would say that what we are talking about in modernizing long sections of the primary system, that would be in competition with a toll-road project, that it will be so far off before it is a complete, usable entity, that the toll roads will pretty well be paid up by then.

Mr. McEWEN. Mr. Chairman, I might ask one more question.

Mr. JOHNSON, you agree, I presume, with the basic law that was enacted in 1956 on a 90-10 basis, to build our interstate. Would I be correct in assuming that you would believe the 90-10 formula was