

necessary to build this 41,000-mile system, that without it it was a 50-50 basis, the States would not have built this?

Mr. JOHNSON. I had a great deal to do in developing that 90-10 concept, yes, sir.

Mr. McEWEN. Is it not a reasonable assumption flowing from that, and particularly in view of increasing acquisition costs on right-of-way, increasing design and construction costs, that we are going to need that 90-10 formula if we are to see any extensions of this Interstate System?

Mr. JOHNSON. At the meeting in Chicago on the 12th day of December, the highway administrators assigned 5 percent of the 1975 to 1985 fund availability to upgrading sections of the 41,000 miles, and that would continue on 90-10. Only 5 percent of the money.

And after that, they say, let us do not add to the interstate, because if we do we are going to postpone the time when our money can be going into modernizing the primary system.

Now, we have an awfully large number of bridges that have to be replaced on that, as you know. That is very much in the news now. But please bear in mind that we are asking in this after-1975 program that all programs have the same matching ratio. And we are talking now about two-thirds, one-third, or, I think this preliminary report goes up to the point of 25-75.

Now, that is based on the capabilities of the States to do their administration, their maintenance, their State's construction, and have money for matching.

So we are not getting too far away from the concept that you are talking about. It is going to be matched on the overall capabilities of the States to afford matching for a Federal-aid program, but it will be the same for everything.

Mr. McEWEN. Mr. Johnson, your final words, "it will be the same for everything," you are saying there that there is going to be no inducement for the building of additional interstate miles.

Now, if we needed that inducement in the first place, the 90-10 as opposed to 50-50—I submit, sir, that we still need it if we are going to have any extensions to this Interstate System, which, in my opinion, is far from complete when the 41,000 miles are constructed; there were parts that were needed in the original system that were not put in, I assume solely for the reason that it was an ambitious program, and the chairman of the full committee has often said, the greatest public works undertaking in the history of the world. So we limited it to 41,000 miles, which is a rather large system to construct.

It has been known all along by many that there were parts that should have been in there, if we could, that should in future be added.

I never expected to head from AASHO that there was going to be an abandonment of 90-10 concept on the Interstate System, and particularly, sir, after your testimony last summer when, in answer to the chairman's question, you said 5,000 miles were needed, and you said further here that this was a conservative figure; because your highway administrators held down the miles that they were requesting to build up.