

Mr. JOHNSON. We would intend to build the type of road that was needed, but it might not be built as interstate. It would be built as a freeway primary.

Mr. KLUCZYNSKI. Any questions to my right?

The chairman of the committee.

Mr. FALLON. If I understood your testimony here, Mr. Johnson, you are going to build to the system, to the Interstate System, but you are just changing the name, you are just calling it primary?

Mr. JOHNSON. That may be right; yes, sir.

Mr. KLUCZYNSKI. The gentleman from Iowa.

Mr. SCHWENGEL. Mr. Johnson, I was not here when you began your testimony, but I have since read your testimony. We appreciate the great help you have been to this committee, as we have followed this system of Interstate System, especially all the other aspects of the road system.

I recall when we were hearing testimony on the Interstate System, it was a challenge, and there was testimony in behalf of the economic effect on the country. I have two questions:

One, were we right in the predictions on the total economic effect on the business activity of the country, or did we, as we usually do, miss it; we were too conservative in our estimates on the total economic effect of the Interstate System on the road system that we were considering at that time?

Mr. JOHNSON. Mr. Schwengel, in 1955 and 1956, as you remember, we did introduce some of the economic benefits that we thought would come from the interstate program. I think history has shown that those are conservative estimates of the benefit of that system.

Mr. SCHWENGEL. Mr. Chairman, I think I would like to have in the record, maybe at this point, an insertion of what our predictions were at that time, if we can.

My second question is: Do you have an estimate of what the actual economic benefits are, compared with those figures that we were predicting at that time?

Mr. JOHNSON. We hope that will be part of our after-1975 program submission.

Mr. SCHWENGEL. That will be a part of the report?

Mr. JOHNSON. Yes, sir.

And, Mr. Schwengel, you will remember in the early part of this program, the gentlemen up here do, you know the interstate program originally had its genesis out of the interregional report; do you remember it?

Mr. SCHWENGEL. Yes.

Mr. JOHNSON. There were several different systems that were proposed to do the job that the Interstate was enacted to do. I think one was the 27,000-mile system, one was the 40,000, and one was maybe a 60,000 and one was a 77,000-mile. And we arrived at the 40,000 because it, at that time, could pretty well join the cities of over 50,000, the international boundary connections, and we thought within the available funds that we could see we might have been in error on that one.