

Mr. CRAMER. Let's assume they do not act this year. What are you going to do?

Mr. BRIDWELL. Mr. Cramer, in response to your question, I do not know that particular answer, because I do not believe that I can accept your assumption, based on the information before me; namely, that those responsible for the legislation seem to believe that they will have no great difficulty in obtaining its passage. This is based upon what they believe to be a reasonable agreement and which is supported by many interested parties. I do not know whether all interested parties, but many interested parties.

Mr. CRAMER. You said I think the Bureau sent out a letter related to the District of Columbia, after our hearing, suggesting the relocation program for the District.

Now, is it your suggestion the general bill, considered in the other body, take the place of that proposal? It differs in numerous respects.

Mr. BRIDWELL. Mr. Cramer, I do not believe the Department of Transportation—

Mr. CRAMER. Came up from the District of Columbia Government?

Mr. BRIDWELL. Yes, I am quite sure the Department of Transportation did not submit any relocation program as it relates to the District of Columbia. As the Secretary has already stated, we fully support the testimony and presentation of position as expressed by Mr. Hughes before the Senate Government Operations Subcommittee.

Mr. CRAMER. In preference to the action of the City Council in the District, submission they made to the committee?

Mr. BRIDWELL. We are aware of it, yes, sir.

Mr. CRAMER. Just one other question. I understand that the \$68.6 billion estimate of available revenues upon which was based these authorization figures for the Interstate and contemplating continuation of primary and so forth, that that figure includes the suggested tax increases of about \$1.2 billion over that period?

Secretary BOYD. That is correct.

Mr. CRAMER. So, in effect, if those increased taxes are not approved, we will still have a stretch out beyond—what is it—1975? 1974? The date provided in this legislation?

Secretary BOYD. We would have a short fall to that extent unless other taxes were enacted.

Mr. CRAMER. So, in effect, we would be \$1.2 billion short?

Secretary BOYD. Yes, sir.

Mr. McEWEN. May I just come back, Mr. Chairman, to this New York situation.

Do I understand Mr. Bridwell's answer before, if the New York Legislature does not pass this implementing legislation you cannot answer at this time—or you, Mr. Secretary—what might happen on January 1, 1969?

Secretary BOYD. I will tell you what is going to happen, Mr. McEwen. At the end of this year, Mr. Bridwell, the highway administrator, is going to prepare for me a list of the status of the States relative to the program. He is going to make recommendations to me. These will come to my staff. They will review them. Mr. Bridwell and I will then sit down and decide what we are going to do to carry out our requirements under the law.