

Mr. MORTON. That is right.

Mr. CRAMER. Everything else comes before it, such as beautification and safety, and so on.

The suggestion of the administration is that this Topics program, \$2.5 million a year for 5 years, for forest highways \$33 million, and over 5 years \$166 million, and public lands \$16 million a year or \$80 million over a 5-year period, and whatever fringe parking costs, that without fringe parking is about \$1.5 billion. They have no hesitancy in recommending that coming out of the trust fund, with the result that it stretches out the Interstate System further.

What is your reaction to that?

Mr. MORTON. I think I should speak personally. I think the important thing here would be to complete the Interstate System and make this a usable system as quickly as we possibly can.

I recognize that we have the tremendous population trends toward suburbia, and that there is more and more attention that must be given to the highway problems in the cities. When you start to take it away from the trust fund, you will just dilute your ability to complete the Interstate System.

I think a completed Interstate System will do a great deal for this country. We are perhaps 65 or 68 percent complete at the present time.

Mr. CRAMER. Maybe if we set up a second priority for interstate, they would not be so anxious to recommend new programs.

Mr. JOHNSON, would you care to comment on that? Maybe that is the way to solve this problem of constant new programs to take funds out of the trust fund, is to give interstate a second priority. Maybe it would also give more money to the trust fund.

Mr. JOHNSON. Mr. Cramer, I believe in the language of the 1956 act that was what was intended. It said the ABC authorizations would come out first in the apportionment process, and the rest of it would go to the interstate. I think that was what we were talking about at that time.

Mr. CRAMER. At that time we had only two major programs, the ABC and interstate, so there wasn't any problem.

It is now being interpreted in view of new programs being proposed and enacted, that the interstate, in effect, has last priority. Perhaps we could solve this whole problem by giving the interstate the priority it was intended in the first place.

Mr. JOHNSON. I think there is a great deal in favor of such a statement.

Mr. CRAMER. And then provide the alternative that these other programs come out of whatever surplus is left in the trust fund, or out of the general fund. We could dream up programs here, and they have for some time, as to how to spend this trust fund money at the expense of the Interstate System.

It is my opinion that completion of the Interstate System is one of the highest priority items, and was so established in 1956; but it is losing its priority.

Mr. MORTON. I agree with your statement.

Mr. CRAMER. When we get cutbacks from the trust fund, a good portion of that comes out of the interstate.

Mr. MORTON. That is right.