

We have, for instance, in one State, nearly every public road in the State is on the Federal-aid secondary system, if it is not on the primary. In a couple of other States we have only 5 percent of the public mileage in those States on the secondary system.

So it is logical that no State is going to get enough money, secondary money, ever to do 90 percent of its mileage. An estimate involving that State that has 90 percent of its mileage on the second system is not going to be in line with the Federal-aid needs of another State that has 5 percent.

Mr. CRAMER. There has been some discussion by AASHO and others relating to reprogramming what to do, on a long range, concerning metropolitan areas and so forth.

Do you think that such a classification should be first made before questions of apportionment and other matters could be considered on a long-range basis?

Mr. JOHNSON. Yes, I do. That is the reason we are asking you for this.

Mr. CRAMER. If we are going to get at classification, we ought to get at it pretty soon.

Mr. JOHNSON. We are asking that a cooperative study be made. We think it would add a lot of prestige to it, and would help it along if you would see fit to do so.

Mr. KLUCZYNSKI. Mr. Cramer asked a question that I wanted to ask. Mr. Johnson stated that he would furnish the committee with the five States who had voted to take the money out of the trust fund for fringe parking. I am sure the committee will be happy to have that.

We all know the trust fund is for the construction of roads.

I think you gentlemen will agree with me that money will be going and going from the trust fund. Money is coming in every day, and there is temptation, I am afraid, where that money is going in, to let them put their hands in that barrel and shake out the salt and divert that to some other agency.

I want you to know as long as I am chairman of this subcommittee, and with this fine committee we have, we are going to protect that trust fund. We are not going to divert any of that money for anything but construction for roads.

I have said that time and again, and I mean it. We are going to continue to do the same thing.

I am sure the members of the committee will support the chairman on this.

Are there any questions of the gentlemen here?

The gentleman from California, Mr. Clausen.

Mr. CLAUSEN. Thank you, Mr. Chairman.

I do want to compliment all the gentlemen present. I think they are a very fine panel, and have presented an extremely fine statement. Throughout this statement I detect that you feel as though your own personal activities are inhibiting you, they seem to be preventing the activities that you felt were established. You have certain opportunities to administer your program, based upon the 1956 act, and I detect all through your statement that somehow you are being preempted or postponed or in some way hindered in your normal activities. Is this correct?

Mr. MORTON. Yes. I think I could maybe define this.

Mr. CLAUSEN. Is this a general condition in all of the States?