

Mr. MORTON. Yes, I think it is. I think we are reaching the stage where through bureaucracy they try to spell out every particular detail. Consider the climatic conditions and the population and the terrain in the States. They are individual problems. To me it is impossible to write these directives so that they are going to fit the situation in every specific State or every particular locality. We are creating volumes and volumes and reams of paperwork that are not meaningful as far as I can see. It is time consuming and it is taking a lot of people to assemble this information.

I think after it is assembled there is very little value to it.

Mr. CLAUSEN. I note you are not offering any recommendations for additional moneys, and that will come later; is that right?

Mr. MORTON. That will be dealt with at some length, when we appear before you on June 3d.

Mr. CLAUSEN. There seems to be a general attitude that you do not seem to be coordinating within other transportation departments within the confines of the States as far as developing a balance in your transportation system.

I know in the State of California this is not true. Will you comment on this briefly?

Mr. MORTON. Some people say that. I would like them to be specific as to where we are not cooperating.

Mr. CLAUSEN. Throughout most of the States, is there not an increasing tendency on the part of the State departments and agencies to want to coordinate among themselves, to come forth with a recommendation as far as a balanced transportation system is concerned?

Mr. MORTON. Right. We consult with the Fish and Game Department, Forestry and Recreation, Planning and Development. Many of our hearings are before the public utilities commissions. We consult with the power companies, the water pollution people.

In all of these things where we meet and discuss, our hearings are open. People come in and testify. We feel that we are working cooperatively, with an open mind. There are always going to be some people who say the road as it is being laid out is not in the right place.

Mr. CLAUSEN. Then the final point. You made a comment about the fact that the population is tending toward suburbia, and seems to suggest that attention be given to those particular areas.

I am one of those who feels that the way we can resolve the problems of the cities is to reverse this population trend. I think one of the ways this can be accomplished is to improve our primary and secondary roads.

I am of the opinion that the ABC program and its formula is totally inadequate, but I realize we have a basic financial problem in the overall picture.

Are you of the opinion that the primary and secondary road system recommendation in the bill is adequate?

Mr. MORTON. No. We recognize that it is the best we can do right now with the funds available.

Mr. CLAUSEN. So under these circumstances you are really holding back on recommending what you would really like to?

Mr. MORTON. I think I have to go back. My first statement was that I think the greatest contribution we can make is still to go ahead and complete the Interstate System we have laid out. I think we see