

Resolved, That highway funds should not be diverted to other transportation needs without approval of the states; and be it further

Resolved, That copies of this resolution be distributed to the President of the United States, the Secretary of Transportation, the House Ways and Means Committee, the Senate Finance Committee, the Public Works Committees of both Houses of Congress, and the Governors of all States.

Mr. KLUCZYNSKI. Gentlemen, I want you to know you have two outstanding Members of Congress on this committee, Mr. Johnson and Mr. Clausen, one a Democrat and one a Republican. This committee is not Democratic or Republican. This is an all-American committee. I am sure your testimony will be very beneficial to all members of the committee.

Mr. Dorn, do you have any questions or comments?

Mr. DORN. No questions, Mr. Chairman.

Mr. KLUCZYNSKI. Mr. Cramer?

Mr. CRAMER. Following up on the question of the gentleman from California, I have, of course, been one of the supporters of the mileage adjustment legislation under the public law, fully realizing what the effect would be in many States, in Florida, California, and many other States, moneywise and for other reasons.

I thought it was an equitable adjustment and I am glad to see it was made.

You suggested there are certain other adjustments, perhaps, that would in effect make the system more serviceable and according to your letter of May 20, I gather you have a similar view as it relates to somewhat limited mileage, such as extension of Interstate 605 from the present terminus of interstate, northerly to Interstate 210, 5.5 miles; second, the connection between extension Interstate 580 and 680 in Alameda County, Calif., 14.8 miles.

I gather those are the type of adjustments that you feel would be justified in this committee giving consideration to, before the terminal date, of the interstate, which looks like now it may be as late as 1978. Is that correct?

Mr. RHYNER. Yes; that was sent in answer to a telegram from the chairman, Mr. Cramer, and in asking for a minimum amount of miles and we have picked those out as two minor adjustments which would be desirable to the State.

Mr. CRAMER. So if adjustments are made to needs, you do not have any objection to those being considered?

Mr. RHYNER. No, sir.

Mr. CRAMER. I am very interested in your suggestion with regard to this TOPICS program on page 4 being permissive rather than mandatory, so that if the State wanted to use some of its apportioned money for this purpose, rather than construction purposes or presently authorized programs, they could do so, but they could not be forced to do so.

Mr. RHYNER. That is the intent of our statement; yes.

Mr. CRAMER. You suggested \$250 million annual apportionment of the TOPICS program to be added to the urban portion of the present ABC system. That money, of course, the additional \$250 million would have to come from some place.

Where do you suggest that it come from?

Mr. RHYNER. First of all, Mr. Cramer, that was the amount set forth in the Department of Transportation bill and we just took it out of that. It really isn't our suggestion.