

billion came from. It is not \$9 billion in any case. The basic program level will be \$4.8 billion.

Senator PROXMIRE. Maybe they are referring to public works as including the highways which would be close to \$9 billion.

Mr. ZWICK. Could be, but certainly not the highway program.

Representative MOORHEAD. Mr. Zwick, concerning the highway program it seems to me unfortunate that we always refer to it as the highway program. What we should be thinking about, it seems to me, is the problem of moving people and goods, particularly into and out of cities. Would it not be more economical for this effort to earmark certain public funds in a mass rapid transit system?

Mr. ZWICK. Well, I can't answer that categorically. You have to look at the volume of traffic, the geographic situation, and everything. But I agree with your basic principle, that we ought to be looking at transportation functions, urban transportation functions, cross-modes, intercity transportation functions.

Of course, that was the whole drive that created the Department of Transportation and moved urban mass transit out of HUD into the Department of Transportation.

Representative MOORHEAD. Have there been any studies showing the net benefit to the motorist of a reduction in traffic jams, resulting from the development of a mass rapid transit system, which would hopefully handle the bulk of commuter traffic—a system possibly funded with a portion of highway trust money?

Mr. ZWICK. Yes. That argument, of course, has been made for a number of years. We haven't been quite that bold in this proposal. Our proposal does have a number of innovations. It does include the so-called TOPICS program which is a traffic control system to use the highway fund not only for building additional highways, but to do work on traffic control, to get greater utilization out of existing rights-of-way.

We use our existing rights-of-way quite inefficiently. We use them as parking lots in the first place, curbside parking.

We don't get anywhere near the flow down these streets that we could if we had a better traffic control system. So we have initiated a new program in this area. We sent up a bill last year, I believe, to include some parking as part of the highway fund.

So I think there is a movement to broaden the definition of what the moneys in the highway trust fund can be used for.

Now, when you go as far as using them for non-highway uses, you will create quite a storm, but I suspect over the next several years as the Interstate System comes to an end—the original Interstate System is going to be completed and these revenues continue to come into the highway trust fund—there is going to be a very significant and very important public policy decision as to whether we eliminate these taxes, whether we transfer them back to general revenue, or whether we change the concept of the highway trust fund. I think it is one of the most important policy decisions that you are going to be facing over the next several years.

Secretary BARR. May I add to that briefly, Mr. Moorhead. You are going to be here. We are not. But as Mr. Zwick correctly pointed out, these huge revenues are pouring in and, for heaven's sake, I hope you gentlemen and Mrs. Griffiths will not let them pave the whole country.

Representative MOORHEAD. Amen to that, Mr. Secretary.