

Obviously, I would cite the State of Florida, in which the cut amounts to some 3 percent of what otherwise would be available for obligation this year. I cite, for instance, the State of Delaware, 73 percent possible cut. I cite the State of Maryland, 84 percent possible cut, as compared, for instance, to the State of Colorado that gets a plus 15 percent possibly. The State of Massachusetts gets a plus 27 percent.

And this, of course, as the members of this committee know, results from the formula used for the cutback supposedly of 5 percent of last year's construction obligations.

They didn't mention, however, that they are also freezing the \$1 million of unobligated obligational releases carried over from calendar year 1967.

So I think this whole aspect of cutback authority must be considered this year by this Congress, and first by this committee.

Thirdly, I have been sorely concerned about the results of, as it relates to getting the job done, the Transportation Department Act. It appears to me that the redtape is piling up, that we are more and more approaching a bureaucratic jungle. There has not been, in my opinion, adequate delegation of authority to the Bureau of Public Roads to the field offices.

Prior to this act, applications came to the division and the region of the Bureau; decisions were made. Now it goes to the division office in the State and then to a newly created—just recently as I understand it—assistant to the Regional Federal Highway Administrator, who is superimposed between the division engineer and the Regional Federal Highway Administrator.

Then it goes on to the Regional Federal Highway Administrator, and eventually it gets to the Bureau; then it goes to the Highway Administrator, and then to the Secretary.

I think the obvious red tape is evident from that exposition of the procedure. Of course that does not include the auto safety, separate division, the beautification, separate division.

Fourthly, I think we should consider whether or not this highway program can be made an implement for helping to solve our hard-core unemployment problems. In the Appalachian Regional Development Act, it is permitted that 20 percent of the cost be attributed to solving hard-core unemployment.

Fifthly, I think we should look very carefully into Executive Order 11246, relating to Federal employment practices Commission regulations resulting from title VI of the Civil Rights Act of 1965.

And I will say as an aside, Mr. Chairman, that I sat on the Judiciary Committee that heard this matter, supposedly. We didn't actually hear FEPC. That was Education and Labor Committee hearing. It was added to the bill, and I am confident that those who voted for it did not intend that the requirements of fair employment practice should result in negating existing contract-letting legislation and competitive bidding.

I think it is wrong to have an element of uncertainty in the bidding. I think it would result in substantially increased costs in highway con-