

6. *Allocations within the states.* Local projects to be financed by SUR funds would be proposed by the "Three C planning" agencies in metropolitan and rural areas and local assigned priorities would be submitted to the state highway departments. The states would then assign the urban and rural system monies to these projects from the respective system funds. Construction basically would be a state responsibility. However, the state can and should be able to delegate this responsibility where city and county highway departments are capable of administering construction projects in their jurisdictions.

Summary and conclusion

In effect, we are suggesting that some of the principals and concepts that have proven so successful in the development of 41,000 miles of Interstate highways now be applied at the metropolitan and rural level to develop systems of roads in these areas based upon a uniform national system of road classification. We are suggesting that the Congress determine allocation formulas to distribute the monies between the states with some leeway left to the state to allocate the funds between the three systems within a state. We also are suggesting that the only effective long range method of building highways is through the universal application of the continuing, comprehensive cooperative highway planning process on the urban, rural and statewide primary systems.

We also would strongly emphasize that we proceed immediately to amend the Federal Aid Highway Act to move toward this new approach to highway planning. It has been repeatedly emphasized by planners, highway officials, and state and local officials generally that there is a very long lead time in preparing land use plans and developing sensible highway systems based upon realistic functional highway classifications.

We look forward to continuing our very close working relationship with the National League of Cities and are hopeful of being able to work with the Congress, the Administration and the state highway departments in developing an effective long range highway program that is so desperately needed.

Mr. KLUCZYNSKI. Next is Mr. Paul Seitz.

STATEMENT OF PAUL W. SEITZ, PRESIDENT, MAY STONE & SAND CO., FORT WAYNE, IND.; ACCOMPANIED BY GEORGE A. ZEIGLER, CHAIRMAN, NATIONAL LIMESTONE INSTITUTE

Mr. SEITZ. Mr. Chairman, I have accompanying me today Mr. George Zeigler, Chairman of the National Limestone Institutes.

My name is Paul W. Seitz. I am president of the May Stone & Sand Co. of Fort Wayne, Ind. I am also second vice chairman of the National Limestone Institute, Inc., and a member of the board of directors. Consequently, while I am speaking with a direct personal interest, I also represent 549 limestone producers from 34 States.

First, I want to compliment this committee on the vigorous way you have promoted the highway needs of our Nation. While I have not had the pleasure of meeting all members of this committee, we have appreciated the messages which the chairman of the subcommittee, the chairman of the full committee, and the ranking member of these committees have brought us from time to time at our annual conventions.

It seems to those of us in this industry which supplies one of the essential materials for highway construction that everyone in high policy positions is not nearly as knowledgeable as the members of this committee on the impact of some of the decisions affecting highway funding that have been made in recent years. I would like to discuss some of these decisions.

Before continuing though, I should like to review the background of our participation. Many of us are relatively new in this area—by this, I mean we represent some companies less than 25 years old. In