

Mr. CLAUSEN. Mr. Seitz, you certainly stated in your comments what I have already said. I want to thank you for the statement you made. You heard what I said earlier and you are certainly in accord. I want to make this categorical statement that if we are going to have to establish a list of priorities on expenditures this is the one area where we can increase funds to resolve most of the social problems of this country. If we can give proper attention to the highway and road needs, we will balance out the tax basis in most of the cases so they can handle the bulk of their own social and welfare problems.

Mr. SEITZ. I would like to say one thing else, Mr. Chairman. Mr. Cramer mentioned about the excise taxes on autos. If we were to pull in the tax moneys that should be going to highways of people who are paying really into a highway fund and it is not getting there, we could expand our ABC program and not have any problems out ahead of ourselves.

Mr. KLUCZYNSKI. I want to thank you, Mr. Seitz. There are a lot of questions and a lot of comments on that wonderful statement.

Mr. Zion.

Mr. ZION. Thank you, Mr. Chairman. I have a brief statement. I have a special word of welcome to a fellow Hoosier here. I want to assure you that when the first cutback was announced in the allocation, 11 Congressmen got together and unanimously agreed to oppose any cutback in general highway funds and we are still with you.

Mr. SEITZ. Wonderful.

Mr. KLUCZYNSKI. We are happy to have you here and I will assure you that the committee will study your statement.

We stand recessed.

(Whereupon, at 12:20, p.m., the subcommittee recessed to reconvene at 10 a.m., Wednesday, February 21, 1968.)

(The following was furnished for insertion:)

STATEMENT OF NATIONAL JOINT HEAVY AND HIGHWAY CONSTRUCTION COMMITTEE ON THE ABC HIGHWAY SYSTEM

Gentlemen, the National Joint Heavy and Highway Construction Committee is vitally interested in those matters which affect the members of these six International Unions on highway construction throughout the United States. These six International Unions are the United Brotherhood of Carpenters and Joiners of America, the International Union of Operating Engineers, the Laborers' International Union of North America, the Operative Plasterers and Cement Masons International Association of the United States and Canada, the Bricklayers, Masons and Plasterers' International Union of America and the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, who have a total membership of 3.8 million of which hundreds of thousands are employed and dependent on highway construction for their livelihood. We are pleased with this opportunity to express their views on this nation's primary and secondary highway systems and their urban extensions known as the ABC System.

THE IMPORT OF THE ABC PROGRAM

Since 1916, the Federal Government has had a Highway Program; the main thrust has been towards a highway of an interstate nature. With the passage of the 1956 Highway Act, this country embarked on the largest public works project known to man, the National System of Interstate Defense Roads. However, recognizing that at the completion of the Interstate System, these roads will carry only 25% of the nation's traffic.

Congress, for the past decade, has progressively increased the annual authorized level of Federal Aid Highway Funds to this primary and secondary urban