

Mr. TURNBULL. From the standpoint of Florida, I do, 100 percent; yes, sir.

Mr. CRAMER. What has been disturbing to me is that AASHO and some other people have suggested that we should just abandon any further extension of the Interstate System, or filling of missing links, or providing of closing of gaps that have come into being since 1956, which does not make much sense to me. Does it to you?

Mr. TURNBULL. No, sir.

Mr. CRAMER. I would like to ask Mr. Miller, does the American Road Builders take the position that there should be no more mileage on the Interstate System after, whatever the completion date is?

Mr. MILLER. Mr. Cramer, the studies made by the engineers of my organization indicate beyond any shadow of a doubt the need for substantial additional mileage of interstate design.

Mr. CRAMER. Whether you call it interstate or call it something else, whatever the matching formula is?

Mr. MILLER. That is correct.

Mr. KLUCZYNSKI. Will you suspend just for a moment?

The Chair would like to recognize at this time the gentleman from New York, Mr. McEwen.

Mr. McEWEN. Thank you, Mr. Chairman.

I call to the attention of you and the members of the committee the Methodist Youth Group from Clayton, N.Y., my district, who have just come into the hearing room to listen to the testimony on questions of this matter.

Mr. KLUCZYNSKI. Will you please rise?

These are the future leaders of America. [Applause.]

Welcome to the Subcommittee on Roads.

Mr. McEWEN. Thank you, Mr. Chairman.

Mr. CRAMER. I am glad to yield for that purpose.

Mr. McEWEN. I thank the gentleman from Florida.

Mr. CRAMER. You were relating to the American Road Builders' recommendations concerning additional mileage on the Interstate System.

Mr. MILLER. Yes.

I do not have at this time a precise figure. But it is quite evident, Congressman Cramer, that there is a pressing need for additional mileage of the interstate design.

Mr. CRAMER. Well, frankly, the problem I have, and it is a very substantial problem, and it is one I think this committee should be familiar with, is that there is obviously a need for a highway built at the interstate standard between Tampa-St. Pete to Miami, and I cite that as an example, there are probably other examples throughout the country.

There are some people who are saying, well, let us not have any more interstate mileage. There are other people who are saying, in Florida, well, let us build it as a toll road. There are other people who are saying, we will never get it as part of the Interstate System.

And I just wanted your concurrence, if you see fit to give it, that in light of that situation, which could be duplicated in many places throughout the country, in other words, Florida has to make a decision this year, are they going to build a toll road from Tampa-St. Pete to Miami, or are they going to hopefully get an interstate route, maybe build it now and be reimbursed later.