

Mr. MILLER. Mr. Chairman, on behalf of my colleagues, I want to express our sincere appreciation to this great committee for giving us an opportunity to present our views.

Thank you very much, sir.

Mr. KLUCZYNSKI. Mr. Miller, we are happy to have you here, and your statements will be very helpful and beneficial to this committee when we sit down in executive session. This will be of great help to us.

I want to tell you that the record will be open for at least 2 more weeks, if you have any further information to give this committee; we will be happy to have you put it in the record.

Mr. Fallon.

Mr. FALLON. Mr. Chairman, I would like to note the presence of an old highway builder in the room today, Mr. Jack Robinson, who used to be director of highways in Washington, D.C., when they were building highways in Washington.

Mr. KLUCZYNSKI. No further questions or comments?

Gentlemen, we want to thank you. We appreciate your presence here.

We will adjourn until February 27, at 10 a.m.

(Whereupon, at 12 noon, the subcommittee adjourned, to reconvene at 10 a.m., Tuesday, February 27, 1968.)

(The following was furnished for insertion:)

MINNESOTA GOOD ROADS, INC.,
Minneapolis, Minn., February 16, 1968.

[From Minnesota Good Roads, Inc.]

STATEMENT OF THE EFFECT OF THE OFFICIAL FEDERAL HIGHWAY CUTBACK AND
UNOFFICIAL HOLDBACK OF FEDERAL HIGHWAY FUNDS ON THE A.B.C. SYSTEM IN
MINNESOTA

For the second time in two years, the State of Minnesota has been forced to cancel the publication of its annual 5-year construction program. Attempts to keep our public informed of our highway programs have been completely stymied by the actual cutbacks, threats of cutbacks and the unofficial holding back of Federal highway user fees we have been dependent upon.

The official cutback of approximately \$8 million is bad, but, during the past two years quarterly allotments of funds to Minnesota have fallen nearly six months behind. Our Highway Department has been carrying this deficit forward with the hope that the Federal Government might eventually catch up. The \$600 million cutback has caused our Department to fear the worst. They have been forced to remove more than \$35 million of construction from the scheduled programs for 1968.

As to the effect on the A.B.C. system, eight very significant projects have had to be delayed on highways, some of which were built in the late 20's and early 30's, because money has not been available to reconstruct and bring them up to a modern standard that will reduce the unnecessary slaughter because of the unsafe conditions on some of these roads. Many towns in our State cannot be entered by a fully loaded truck or a modern school bus; because of the lack of funds they cannot be brought up to the 9-ton all-weather road.

By the manipulation of these dedicated highway funds, attempts to publish construction schedules and completion estimates, to maintain a balanced program of highway construction and meet the needs of the traveling public have become meaningless.

Minnesota Good Roads, Inc. is an organization which represents facets of the economy, including both labor and industry, and we are deeply concerned that highways we have paid for—through the collection of highway user fees on a national level—will not be built on time—or at all.

ROBERT M. JOHNSON,
Executive Director.