

Mr. Chairman, if this is contemplated, we must have some assurance now to start planning.

Mr. Chairman, you will notice the next sections dealing with highway safety and beautification I will pass over without making any comment.

We will jump quickly to a very serious problem, and that is the problem of relocation. This problem has virtually shut down the entire highway program in the District of Columbia, in Baltimore and in other metropolitan areas. An answer must be found.

We have no specific recommendations, Mr. Chairman, but I would like to state that we were concerned and alarmed by the testimony of Federal witnesses before your committee last Thursday indicating that national uniform relocation procedures were being studied by the other side, on the recommendation of the Bureau of the Budget.

Mr. Chairman, to be as brief as I possibly can, we would recommend strongly that this distinguished committee assume jurisdiction over such a vital problem, which, in our opinion, cannot be separated from the highway program and dealt with separately, because our problems are quite different from those generally in the field of public works of the Federal Government.

On fringe parking, Mr. Chairman, I will merely say that we are firmly opposed to that as set forth in this bill for the reasons heretofore stated before your committee.

In conclusion, Mr. Chairman, the American Road Builders Association, before this committee in 1956, went on record as being opposed to the incorporation of Davis-Bacon procedures in the act of 1956, and certainly with that background we are opposed to any extension thereof.

The provision in the administration's draft to increase the amount permitted for force account work by the Department of Agriculture, Forest Roads and Trails, dollarwise is not much but it is a 50-percent increase in the current amount permitted for force account work.

It would seem to us sound that this additional amount should only be permitted if they are unable to get competitive bids.

Mr. Chairman, there has been much testimony this morning before this distinguished committee regarding the role of the Federal Government in the administration of the Federal-aid highway program. The State highway departments' positions have been clearly and forcefully presented to you. Speaking for industry, Mr. Chairman, I say to you that we share their concern because in many instances the red tape, the bureaucratic controls, filter down through the State Highway departments to the men in industry who have to do this work.

I point no finger at our very distinguished Secretary of Transportation or the Federal Highway Administrator. This goes beyond one department.

We are shut down, literally, in the Philadelphia area and the Cleveland area today, involving something like \$238 million worth of work, because of bureaucratic edicts coming out of Washington. I refer now to the Equal Employment matter which Mr. Cramer has done such a wonderful job with, in helping to alleviate the problems, and he was successful in getting a favorable opinion, if you please, from the Comptroller General, but we still have to see how successful that is in practice.