

Mr. KLUCZYNSKI. Mr. Clausen from California.

Mr. CLAUSEN. Thank you again, Mr. Chairman.

Mr. Rhyner, you say we also recognize to insure the proper functioning of the designated system, it may be necessary to make certain adjustments or minor revisions to the system. We would be hopeful that these adjustments could be made within the 41,000.

I want to make sure the record shows that we who benefit by public law 90-238 are not going to foreclose the opportunity on some of the other States just because we, in effect, have had our problems resolved and because there are certain areas where there is a need for modification and/or adjustment and I know that some of the members of the committee themselves have personal problems.

As I understand it, you certainly have by no means attempted to foreclose on any other provisions or adjustments.

Mr. RHYNER. No, sir.

Mr. CLAUSEN. Because I know that there are certain adjustments we think have to be made much in the same way we found ourselves frankly trapped in some of these areas and we simply had to come up with some additional mileage to solve the problem.

Mr. RHYNER. Mr. Clausen, California's most appreciative and I want to underline the word most, the most appreciative to this committee and to the Congress for saving our necks practically on the lost San Francisco mileage and enabling us, through legislation to get the century instead. It would be inexcusable if we, having obtained that, foreclosed other States with similar problems.

Mr. CLAUSEN. I am sure this is exactly what you meant and I wanted to be certain, however, that you had an opportunity to clearly state this on the record.

Then finally, Mr. Chairman, I just have one thing that I would like to ask unanimous consent to have added to the record, following their testimony, and that is an item that was sent to me by Mr. Gordon Lewis, the Secretary of Transportation for the State of California, and it is a resolution passed by the Western Governor's Conference following their 1968 annual meeting and it contains certain basic recommendations relating to the Federal highway trust fund. I would like to have that put in the record at this point.

Mr. KLUCZYNSKI. Without objection, it is so ordered.

(The resolution referred to follows:)

XIV. FEDERAL HIGHWAY TRUST FUND

Whereas upon completion of the federal interstate highway program there will be highway needs to be met in each state; and

Whereas an overly large federal program restricts flexibility of the individual states to meet their own problems; and

Whereas administrative costs in Washington, D.C., have reduced the amount of funds available for highways in each state; and

Whereas the recent highway cutback damaged proper highway planning, caused higher right of way and construction costs, and had an adverse effect on the economy of some states: now, therefore, be it

Resolved, That the 1968 Annual Meeting of the Western Governor's Conference in Honolulu, Hawaii, vigorously opposes reductions in highway funds; and be it further

Resolved, That Congress be asked to prevent future deferrals from hindering state highway programs; and be it further

Resolved, That after completion of the interstate system, federal participation be continued in the form of block grants to allow states to meet their individual transportation needs; and be it further