

of protection of the highway trust fund. Those are inter-related, are they not?

When the highway trust fund is cut back you have skilled employees that run the camps and do the things that men are trained for in this type of job, and unless there is some leadtime allowed none of this money is coming to the contractor; how in the world can the employee plan whether he has a job or not? This does not make sense to me.

Mr. BORGES. That is true. And, of course, the highway workers have the greatest ratio of unemployment, especially the semiskilled and unskilled workers.

Mr. DENNEY. I think that this statement, for instance, a cat operator, he gets \$10 or \$12 an hour furnishing his own cat, and if he only works 2 months out of the year, he is not going to make very much money.

Mr. BORGES. That is right.

Mr. DENNEY. That is what is happening with this cutback.

Mr. BORGES. That is true. We intend to cover the amount of hours, the average operating engineer, teamster laborer, works per year on highway work. We have figures, and we would like to have an opportunity to develop this a little bit better for the benefit of the committee.

Mr. DENNEY. That is all I have.

Mr. KLUCZYNSKI. I want to thank you, and I am sure that the committee members will want to read this fine statement. It will be very helpful to the committee.

Our next witness will be the Honorable Benjamin Blackburn of Georgia.

STATEMENT OF HON. BENJAMIN B. BLACKBURN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF GEORGIA

Mr. BLACKBURN. Mr. Chairman, I would think it would expedite matters if I just submitted my statement for the record.

Mr. KLUCZYNSKI. Fine. Your statement will appear in the record in full at this point.

(Prepared statement follows:)

STATEMENT OF HON. BEN B. BLACKBURN (REPUBLICAN OF GEORGIA)

Mr. Chairman, today, I have come before your subcommittee to discuss the practical and legal implications of the President's "freeze" of Highway Trust Funds.

On January 22, 1968, Secretary of Transportation Alan S. Boyd announced that Federal-Aid Highway Program obligations during the calendar year 1968 will be held to a level approximately five percent below the 1967 level. This meant that approximately \$350 million would be cut from planned levels in the first half of the present calendar year and \$250 million in the second half.

On October 31, 1968, I introduced H. Res. 961, which is a resolution urging the President to cease and desist from any further freezing or cutbacks relative to the Highway Trust Fund. Six companion resolutions were introduced by other Members of the House. On January 30, 1968, I introduced H.R. 14953, a bill which would not allow any part of sums authorized to be appropriated for expenditure upon any Federal-aid system, which has been apportioned pursuant to the provisions of this section, impounded or withheld from obligation.

On January 25, 1968, I wrote to Secretary of Transportation, Alan S. Boyd, to inform him of my concern over the \$600 million dollar reduction in highway funds. My letter contained four main points, as follows: