

Mr. CRAMER. That is the other point, because the 210 study was made, it was supposedly for the idea of getting a pretty clear picture of these respective interests of all highway users.

Mr. CLAUSEN. Will the gentleman yield?

Mr. SCHWENGEL. I am—

Mr. CRAMER. I did not mean to suggest you in any way did not intentionally include that. I just wanted to expand on your recommendation.

Mr. SCHWENGEL. This is the reason I said I thought the trucking industry ought to be allowed to answer the question as well as the representative of the AAA.

Mr. CLAUSEN. Mr. Chairman, let me make this one comment—I did not take my 5 minutes—it just seems to be the answer given by Mr. Brady to Mr. Schwengel's question really is totally unacceptable. I mean, it is quite in evidence that the automobile user cannot get by for nothing, and you cannot put the trucking business out of business. So as a result, the answer lies somewhere in between.

I have a great deal of questions for the gentleman from Iowa, but I question the relevance of the question other than for your own constituent there.

The only question would be: How would we get out of this dilemma of finance?

Could you give us a quick response on how we are going to pay for all the demands that obviously are being made on us because of the burgeoning economy and the fact of the economic growth we have? How are you going to balance this finance?

Mr. KACHLEIN. First of all, you are talking about financing the highways?

Mr. CLAUSEN. Yes.

Mr. KACHLEIN. We are not going beyond that I hope.

The highway picture to the first extent is that we do have one project ahead of us that we are committed to, and that is the completion of the Interstate Highway System.

Now, the next question is where do we go from there? Which I imagine is what you are talking about.

We have been making a study, like many other people who are in the highway users groups, and there seem to be one general theme that goes throughout, and that is the functional classification studies which must be made and which cannot be made in six months' time. It takes about 3 years, sir, if you are going to come up with realistic figures which are going to amount to anything and are going to give you a plan—just like you did with the 1956 Highway Act that created the Interstate System. It took a number of years in order to do that and it is at this time that we feel that Congress should take the lead to make certain that that functional classification study is undertaken now, with the deadline date to report back that as a realistic date. So that within 3 years' time, you will have some reasonable idea.

Mr. KLUCZYNSKI. Thank you, gentlemen.

We very much appreciate your statement of your views. You have been very good witnesses. We want to thank you for giving us the experience of your great organization.

Mr. KACHLEIN. Thank you very much, Mr. Chairman.