

gress. So we are suggesting that. We are suggesting this is the year to start phasing in with the program after 1972 with these relatively modest amendments we have suggested to this year's bill.

Thank you, Mr. Chairman.

Mr. KLUCZYNSKI. Thank you, Mr. Hillenbrand. We greatly appreciate your statement. And we thank you, Mr. Healy. As has been said many times before, the work is cut out for this committee. We have got a lot of planning to do and a lot of legislation to pass, and I can assure you that the chairman of this committee will do everything possible to give to the people of this country a great transportation system.

You have made it possible for the next witness who came in from Indiana to testify. He is unable to be here tomorrow, and perhaps we can take a few minutes for him.

Mr. HEALY. Mr. Chairman, could I elaborate on my answer to a question Mr. Clausen addressed to me?

Mr. KLUCZYNSKI. Oh, yes; sure.

Mr. HEALY. And, if possible, have it inserted at that point where he asked about the position of the National League of Cities on using highway trust fund moneys for mass transit, but I would like to qualify that answer a little bit by saying that there is developing a sort of a backlash about the relatively well-funded highway program as contracted to financing available for mass transportation or public transportation; that there is a feeling that unless there is a larger, more adequate fund of Federal aid available for public transportation facilities there will be a growing feeling that highway trust fund money ought to be used.

Mr. CLAUSEN. Mr. Chairman, may I respond briefly to that. No. 1, the highway trust fund was only successful because of the fact that the taxpayers are paying directly into that trust fund. So I might suggest to you that as far as the mass transit program is concerned, those people might give attention into developing a method similar to this to pay for it.

Mr. CRAMER. Maybe what we need then is a separate use tax, a separate trust fund.

Mr. CLAUSEN. Yes, sir. There is no use robbing Peter who is doing a pretty good job to pay Paul who wants to depend on somebody else.

Mr. HEALY. I understand that position, Mr. Clausen. I am just reporting a feeling.

Mr. CRAMER. Well I think you have been very candid and that is what concerns some of us. We know that feeling is abroad and we felt a highway user trust fund concept for financing highways which would be used was a fair way to do it. Now because there is some money in it even though it is short of accomplishing the objectives, substantially short, so a lot of people say there is a lot of money and we better try to make it available for other transportation systems. Well my answer is maybe you ought to consider using the same concept, a subway user tax, mass transit user tax similar to the highway user tax.

Mr. HEALY. We are not talking just about subways or rail transit. We are talking about bus transit which is highway related.

Mr. CRAMER. Well a bus user tax.

Mr. HEALY. And what we would like to appeal to you gentlemen is to support our position that we need some separate fund or some con-