

to be placing public money into a road system. In 1962 under the accelerated public works program, when it was found necessary to have some public works programs we were able to step in and do some excellent work with APW money. Much of it was badly needed road and trail construction.

I think we would have no trouble at all in handling at least 50 percent more authorization than we are using in the present program. This would put us in the neighborhood of \$160 million to \$170 million.

Mr. CLAUSEN. Well, I for one would certainly like to see you as an agency and hopefully our own committee give very serious consideration to establishing the necessary legislative or administrative framework for the program so that if and when there is an opportunity to ease these current fiscal problems or ease the current fiscal crisis that we have, that we would be geared up ready to move on this kind of a program.

Here again, your comments relating to the problems in rural America, I sincerely believe that a lot of the problems that are affecting urban America could somehow be resolved if we could reverse this population trend toward the urban areas. And one of the ways in which we can do this is through a formula we develop for road construction, as I am sure you are well informed on.

Would you agree with this?

Mr. NELSON. We certainly agree with that. And I know that is the part of the program that the Department of Agriculture, to reverse this business of the rural people going into the cities causing more problems there. And surely a proper transportation system in rural America would be very helpful on that.

Also, Congressman Clausen, we look at it the same way you do. And, even though we took a substantial reduction in appropriations this year, in our road business, we have not reduced our surveying and engineering crews, because we feel it is very desirable to have the project properly surveyed, the plans made, and on the shelf, in case the financial situation changes and the budgetary situation makes it possible to move forward with this most desirable type of a program of expenditure of Federal funds for a capital investment.

Mr. CLAUSEN. Well, what part of the authorizations under the Federal-aid highway program were actually apportioned to you by the Bureau of the Budget?

Mr. NELSON. Well, as you know, for this fiscal year 1968 and 1969, this committee had an authorization of \$170 million. In 1968, our current fiscal year, we were allowed to go before the Appropriations Committee for funds to carry out a program at the level of \$120 million. And then later on there was the rescissionary action by the Congress, which required some cutbacks in programs, and we lost \$15 million at that time. This means that the current fiscal year we are at \$105 million. We will use \$105 million of the \$170 million authorization.

In fiscal year 1969 we had to take an additional cutback and our present use of the authorization as before the Appropriations Committee—and it was passed by the House the other day—would be at a level of \$93 million.

Mr. CLAUSEN. Well, in those communities that are dependent upon a continuing yield of the timber for their survival, particularly some