

trust fund should be inviolate from cutbacks for use of that fund for other purposes than Federal highway construction, and I thought we had written into the law pretty clearly that it was the sole use of the money.

We were rather surprised I might add when a year and a half ago the President suggested the first cutback of \$1.2 billion, I believe. So far as this member of the committee is concerned it was our intention, I felt, to make that trust fund inviolate as would be the social security trust fund that I understand was a Presidential cutback.

Thank you very much.

Mr. KLUCZYNSKI. The gentleman from Oklahoma, Mr. Edmondson.

Mr. EDMONDSON. No questions.

Mr. KLUCZYNSKI. Any questions or comments to my left?

The gentleman from California, Mr. Clausen.

Mr. CLAUSEN. Mr. Chairman, I am wondering if you could, for the benefit of the committee, point out on this particular map the exact location of Lubbock so we can get a general idea of what area you are talking about as far as routing is concerned.

Mr. MAHON. I see on this map some relatively unimportant towns, Houston, San Antonio, Dallas, and El Paso.

The more important location here is Lubbock, Tex., right here, the metropolitan area of more than 165,000 people and there is an interstate highway running east-west through Amarillo over 100 miles to the north and one running more-or-less east-west over 100 miles to the south, but we are left isolated here at Lubbock. We feel we are at an economic disadvantage by reason of this. We have good highways but we suffer from not being on the interstate map.

We want some sort of adequate connection here. We have many desires. We would like to have an interstate system running from Oklahoma City down to Wichita Falls down to Lubbock and out to El Paso. That is our dream, but this is not, I think, attainable probably at this time, but we would like to have that matter considered.

More realistically, we would want some sort of link on the interstate that would give us a place in the sun, so to speak, roadwise.

Mr. CLAUSEN. How many miles are you talking about in the routing you are suggesting?

Mr. MAHON. I have not tried to calculate the actual mileage. This would be up to the highway department, I think, but from going each way to the present interstate, you would have to go more than 100 miles.

If you link Interstate 20 with Interstate 40, you would have something in the neighborhood of 200 miles through there.

Mr. CLAUSEN. Has the State of Texas adopted this routing as one of their recommendations?

Mr. MAHON. The State of Texas in my opinion places high priority upon the requirement at Lubbock and the area and, of course, if it does not continue to hold this position, we are sunk because the State of Texas must take the major responsibility in working with the Federal Government as to highway designations.

I believe that is the rule that is followed and properly so.

Mr. CLAUSEN. Well, thank you very much.

Our problem here is to get the kind of priority that is acceptable budgetarily to the entire Congress.