

Mr. NELSEN. The Governor pointed out that as the situation stands at the present time, the State of Minnesota will be \$51.8 million short on June 30, 1968, of the original allotment of \$111 million for fiscal 1968.

Tragically, the State program will virtually have been cut in half.

I think I am among the foremost advocates of serious reduction on nonessential Government spending, especially in light of the possibility of a tax increase, who have said reduction must come in places where actual savings of the general tax dollar can be achieved.

I submit that withholding earmarked funds in the highway trust fund, and the probable loan of these funds to Government through the purchase of Treasury bonds, thus further increasing the national debt, while making the funds available for spending on some as yet untold administration program, is not in keeping with the faith, with the terms of the trust, nor with the citizens who have been taxed for a purpose which is not being carried out.

I do not consider this a partisan matter in the least, and I believe I am supported in that view by many Members from both sides of the aisle, who have called for the rescinding of this cutback order of the Department of Transportation.

It is high time that we finally enact legislation, such as H.R. 14932, that will prohibit what is almost becoming a yearly battle to correct the tampering with the moneys in the highway trust fund, and which has resulted in serious disruption in our highway programs throughout the Nation.

Mr. Chairman, I would also like to take note of the special effort which has been made by the Minnesota Good Roads, Inc., of Minneapolis, in support of legislation to prevent the holding back and cutting back of the national highway user fund.

They recently called to my attention the statement by Lynn Carlson, Minnesota Highway Department Assistant Commissioner of Planning and Programing, which I quote:

"This delay caused by the holding back of the 1968 Federal-aid funds will have its effect on our program for years to come. We must, of course, make room during the coming months for these projects delayed this spring. Like a row of dominoes, the delay will project further into future programs, unless these Federal funds are released."

Thank you, Mr. Chairman.

The CHAIRMAN (presiding). Thank you, on behalf of the committee, for a nice statement. Are there any questions?

Mr. CLAUSEN. I would like to ask unanimous consent of the committee to enter a statement on my own behalf at this point in the record.

The CHAIRMAN. Without objection, it is so ordered.

STATEMENT OF HON. DON H. CLAUSEN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. CLAUSEN. Mr. Chairman, I appreciate this opportunity to appear before you to recommend maintaining the \$170 million authorization for forest development roads and trails established by the Federal-Aid-Highway Act of 1966. It is essential that the authorization be maintained at this level in order to manage our forests in the most efficient and responsible manner.