

Mr. HEALY. Oh I would say it would be toward the top. Traffic strangulation is getting worse everywhere in the cities.

Mr. CLAUSEN. Oftentimes in the Congress before the House when our legislation reaches the floor of the House there have been suggestions by people in urban areas that we divert some of the funds from this trust fund over into a transit system. Will you comment on this? Do you agree with that?

Mr. HEALY. No, I don't agree with that.

Mr. CLAUSEN. Would you say how the bulk of your local officials feel about this.

Mr. HEALY. I would say at present the bulk of the local officials want the trust funds reserved for highways and highway related transportation needs.

Mr. CLAUSEN. And thus they should seek other methods of finance if this is what their problem is. Is this what you are suggesting here?

Mr. HEALY. Exactly.

Mr. CLAUSEN. Well I am glad to have this because I know there have been many amendments offered on occasion, and I think it will be very helpful to our committee members to offer in rebuttal on the floor of the House your testimony.

Actually you have considered two basic systems, namely the transit systems and your highway system in your urban areas. Recognizing that our committee does not have jurisdiction over airports, I am one of the leading advocates, as you know, of developing an integrated system of airports in urban areas so that we can relieve some of the congestion up top side. Now do you feel in this overall planning that some consideration should be given to aviation access into your community as well? Is this what you mean by the balance?

Mr. HEALY. Yes, I do. What we mean by comprehensive, continuing, cooperative planning is not just for streets and highways, but comprehensive planning for all transportation needs and comprehensive planning for the total development of the community which includes airports and location of airports and other public facilities and access to them. It includes the whole works.

Mr. CLAUSEN. You see, one of the problems we face here is that this is the Roads Subcommittee and aviation matters are handled by Interstate and Foreign Commerce. Frankly, I am not satisfied with the kind of coordination that has hitherto been present. So, while I do not expect to develop this in depth here, I would like to have you people give some serious thought as to how we could coordinate legislatively the implementation of the kind of integrated and balanced transportation system that goes to all forms.

Mr. HEALY. Well, Mr. Clausen, as the comprehensive planning process frankly is quite new in this country and, in fact, it was only in the Highway Act of 1962 that it was required that for highways the process had to be started by 1965, however, it is now in process and we are quite optimistic about the results that we will get from this process. It's not just for highways but total comprehensive planning, and there are more and more Federal programs that require this before local units are eligible to get Federal aid for different types of programs. This planning process has to go on.

Mr. CLAUSEN. All right, the final question. You have heard Mr. Cramer's comments about offering the finance formula and the rec-