

Now, actually a lot of this stuff we are talking about is just a bunch of hurrah, because if the job is done right it is going to be decisions at the local area on what kinds of communities they want and what kind of transportation system they want. And, so far as I am concerned, the Federal Government has got little business sitting up here in Washington and trying to figure out whether a boulevard should go northeast or southwest in Clearwater, Fla. I think the people in Clearwater who are elected and who decide on their own planning agency should have that decision and we would be well advised to get out of it.

Mr. CRAMER. It is too bad you don't administer 204 as well, that being your attitude. As you know, I have raised this question before, and I trust that now that you have this mass transit authority and so forth that you will continue the same attitude.

Mr. BRIDWELL. Mr. Cramer, may I introduce just one additional comment here.

Mr. CRAMER. Yes.

Mr. BRIDWELL. I am sure you are aware that under section 204 the designated transportation planning agency in any given urban area has only the authority to review and comment upon any project submitted to it under the highway program or any other program. And that it has no decisive authority or, in effect, veto authority.

Mr. FALLON. Will the gentleman yield?

Mr. CRAMER. Yes, I will yield.

Mr. FALLON. Just that point, we have been getting correspondence from several States. As a matter of fact, all but four States have asked the Congress to fully explore it. What is apparently happening is that the executive branch no longer accepts the concept of the relationship that has been going on for years between the local level and the Federal level. They seem to be exercising their will and control more and more all the time to a point where the States are complaining that it impedes progress of not only location but construction, planning, and engineering.

Are you aware of that, Mr. Secretary, of this feeling among many of the States in the country?

Secretary BOYD. I don't know to whom you are referring as States.

Mr. FALLON. I am referring to the State highway officials.

Secretary BOYD. My conversations are normally with the Governors of the States and to this date I have had no complaint from any Governor.

Mr. FALLON. Well, I might say mine hasn't come from the Governor but from the people who have to do the job, the State highway officials, their engineers, their planners.

There certainly is not the same relationship there was in the past that many decisions are made at the local level now are being held up to be reviewed and decided at the Federal level.

Secretary BOYD. We have been very deeply involved in some local situations, there is no question about that. We have been directly involved in a situation in San Francisco. We have been directly involved in a situation in Nashville, Tenn., I believe at the request of the Governor. I won't say that for sure, but I believe so.

We have been directly involved in a situation in New Orleans, and in Memphis, Baltimore, San Antonio, Boston, Chicago, and several