

others, either at the request of the Governor or at the request of the city.

Now, my philosophy is one that I want to make very clear—as long as I am Secretary of Transportation, I expect to pursue this philosophy—that is that insofar as transportation in a city is concerned, the mayor and city council have a definite voice in what that transportation should be.

Mr. FALLON. I found that out in Baltimore.

Secretary BOYD. I have asked in every case where we have become involved in these local situations for the Governor to provide us with his views because I believe that, no matter what I happen to think about the wisdom or unwisdom of any particular design, location, or anything else, the people who are going to use it and live with it should have the final say.

Mr. FALLON. Well, I am glad to hear you say that, Mr. Secretary, because I think what happens is the communication is between the highway officials and the Bureau.

Secretary BOYD. Part of it is, Mr. Chairman.

Mr. FALLON. I think what they told me to do, when the highway departments have a complaint, is go to the Governor, because the communication with you is only with the Governor.

Secretary BOYD. That is because the highway officials who told you this haven't bothered to get in touch with me.

One of the things that I must admit that scratches me a little bit is some highway officials in this country put out information about what I do and what I think which has no relation to the fact and they never come talk to me about it. And my belief has been and is, very simply, this: If I have got a complaint with you, I am going to knock on your door and say I would like to talk to you about it. I am not going to go tell Lowell Bridwell what I think about George Fallon.

Mr. FALLON. I know, Mr. Secretary, but you couldn't deal with all these problems, in lower positions, minor problems. They are irritating and they tend to slow up the work in States.

Now, I have had lots of complaints but I imagine they were to the district offices and so forth and they were not properly complying with the intent of Congress, the relationship that Congress wants between the Federal level and the State level.

Secretary BOYD. Let me say this, Mr. Chairman—

Mr. FALLON. Yes.

Secretary BOYD (continuing). I spent a great deal of my time in the city of Tallahassee, Fla., the State capital, between 1955 and 1959, and I was not officially but I was directly and deeply involved in the operations of the State highway department during that period of time under a completely separate Federal administration. And a great deal of that time I spent sitting talking to the chairman of the State road board and State highway engineer, who were complaining about the trouble they were having with the Federal Government. So this is nothing new. It is just we have a new cast of characters here.

Mr. FALLON. Thank you, Mr. Chairman.

Mr. KLUCZYNSKI. Thank you. The gentleman from Florida, Mr. Cramer.

Mr. CRAMER. In how many instances have you, in dealing with the cities, in the areas you suggested, overruled the recommendations of