

"Proliferation of Activities and Memoranda," in which it states that the Department of Transportation and the Federal Highway Administration are delving into new areas in transportation and particularly in highways, and it is becoming increasingly apparent that many studies and investigations are being made in these new areas and each new study and investigation results in time-consuming conferences on the part of the State highway personnel and apparent expansion of Federal staff, and that each of the aforementioned activities result in greatly increased numbers of instructional memorandums, policy and procedure memorandums, and circular memorandums, to the extent that it is becoming increasingly burdensome on the administrative staff of the respective highway departments to read and analyze such memorandums and respond thereto, and that many of the memorandums are apparently written by individuals having limited experience in the respective area covered, and that many of the new areas involved matters which are within the authority and responsibility of the respective States and their State highway departments.

A copy of this resolution was sent to the American Association of State Highway Officials. As a result, the State highway departments were polled as to their attitude on this matter and, as a result, 46 States have responded and 46 States are of the opinion that Congress must define the respective roles of the State highway departments and the Federal Government in carrying out the Federal-aid highway program if the partnership concept is to survive.

They are all concerned over new philosophies of nonhighway people in authority that are being forced on the highway departments, the fragmentation of authority to others having no official responsibilities in the program, and the eroding of responsibilities assigned by the States to their highway commissions.

We ask your committee to direct the Federal Highway Administrator, in cooperation with the State highway departments, to study this matter thoroughly and to come to your committee with joint recommendations as to the responsibilities prerogatives and actions that will be assigned to the State highway departments and those of the Federal Government.

In order to speed up the Interstate program, we would also recommend that the Congress write some language in title 23, United States Code: Highways, that the Secretary and the State highway departments shall reach agreement before December 31, 1969, on the approved location of all remaining segments of the Interstate System, that are included in the 1968 cost estimate, House Document 199, 90th Congress, second session, and in case such agreements vary from the location actually used as a basis of estimating the cost in the 1968 estimate, the Secretary shall obtain the concurrence of the Public Works Committees of Congress, before approving any funds herein authorized to be expended on such revised locations.

In case approval of a location or segment of the Interstate System upon which the above cost estimate was based has not been reached or a revision in the location has not been cleared, as provided above by the date of December 31, 1969, the funds contained in the above-mentioned cost estimate for financing such segments of the Interstate System shall lapse, and shall not again be included in a subsequent