

Again, you sort of paraphrased some points I have made, because I think it is stagnating economic growth in areas of the country where there is really unlimited potential if you would provide the access to these areas.

Again, I know that you represent rural America, you represent the counties.

In our overall comprehensive planning, Mr. Lamb, I happen to hold the view that one of the real opportunities that is available to us in this committee in providing for these decisions is to develop this program of decentralization which I feel so strongly about, and when we start to place priorities on the expenditure of dollars, this is one of the things that we should take into account, that we are actually going to be relieving these cities of a lot of problems.

The cities cannot continue to stack people on top of one another.

Would you comment briefly on this? I see you are nodding your head. Are you in agreement with what I am saying?

MR. LAMB. I am, Mr. Clausen. It may be a rural way of saying it, but we learned a long time ago that if we put too many cattle in a small pen, it makes no difference how fine the food is, and what is available to them, they will be annoyed, and hook and tear into each other and trample each other. They must have, even in concentrated feedlots, some elbowroom for expansion.

I concur wholeheartedly with what you said in the thought of some decentralization, and this, hopefully, with time, I think will come with what you gentlemen in your wisdom, when you provided the basic 41,000 miles for the Interstate System, you opened an avenue of exit from the cities that could be developed, down the corridors, and give a person an opportunity to have some urban environment. But he will be very close to some rural environment, where he can keep in balance with himself and nature.

It is extremely important to us all as people.

Another thing in connection with that, and it was not your fault, and it is not anyone's fault, but in your basic 41,000-mile structure I would like, if I may, to take the liberty to present one concept that I would hope might give some relief to this question of extension to interstate highways.

The one place that we are hurting most, I think, is in the metropolitan areas that are not presently served throughout the country by the Interstate System.

I think it is a tragedy that the responsibility rests upon our Congressmen to have to come here to try to get us some relief for an additional extension of the Interstate System.

I would hope that this might open an avenue of relief, particularly where the metropolitan area that the original parent bill intended that they should be connected as well as the defense system, that if we could return this responsibility back to the States, the local government and the State government department of transportation.

Now, local government, where there is a standard metropolitan statistical area, and you describe it, whether it should be 50,000 or 100,000, you set that criteria, whether it should be considered, and if it does need relief and it is justifiable, let the local government, the State government then, along with the Department of Transportation,