

upgrade a primary system to serve these areas very much like we have in the past, Mr. Chairman, where we took a farm or market road and, when the time came, we upgraded it to a primary road and included it in our primary system.

Now, this would put an open ceiling on it. The cost of this would be done through the States, and it would be kind of like a bonus in a sales organization. If you want to do this on the State level, out of your primary funds, then you have opened an avenue for us to work out and find relief for these metropolitan areas.

Mr. CLAUSEN. I am going to direct this to you, but I will also direct it to Mr. Hillenbrand.

Do you think it will be possible to get a joint statement from the League of Cities and your organization that recognizes the basic point that I was making a moment ago?

I guess what I am saying is: Do you think the cities would go along with this dialog, the exchange that we are having here?

Mr. HILLENBRAND. I would like to make a comment based on your earlier hearings when you were exploring a whole, wide range of possibilities under the highway program.

You will remember we did file a joint statement, the League of Cities and the National Association of Counties, and it is because of mechanical problems that we did not do it today.

Quite specifically, I feel we have had a continuing dialog now for about 12 years, the League of Cities, the National Association of Counties, State highway departments, and the Department of Transportation.

We could file a statement along the lines you have indicated. Most of the points are covered in our statement.

Mr. CLAUSEN. I would like to have it thoroughly spelled out, because I guess I am becoming a "nut" on this world "decentralization."

I have seen both urban life and rural life, and I think that we are really missing the boat for all of these people in not opening up some of the opportunities for economic development in rural America.

I am also going to compliment you on recognizing again the national forest development trails program. This is just another program. This is the rural program we developed in rural areas, and the chairman of this committee has become the champion of this program, and I am going to recommend him as mayor of rural America one of these days.

But, I had hoped that you really would coordinate a joint statement, which we could add, as a supplement to your testimony which you presented, because I think it is important for us to have a united point of view; and we will have to have that kind of support, and you fellows will have to help sell it.

The only way we will get a balanced system of highways is to get the people of America who are willing to unite behind us and support this.

Mr. LAMB. For the growing, young metropolitan areas that are coming, in order for us to be of help in the decentralization, as you have presented it here, we must have adequate first-class transportation facilities. We cannot go out and attract industry. We have an economic block when we get down to the point of "let's look at your transportation," and then they lose all interest in it.