

branch may be acceptance within the Congress and the willingness to make decisions on it there. Perhaps some combination of the Joint Economic Committee and the Appropriations Committees getting together to agree that this is necessary—actually, you make the final decisions beyond what we have made.

Chairman PROXMIRE. Well, in view of your experience with the kind of restraints that have been put on your department that we talked about earlier, I can understand that view. Frankly, as one who has been up here in the Senate for more than 10 years—nearly 11 years now—I am convinced that if this is going to be effective with Congress, when you get the great diversity of views and interests the Congress represents focused in this area, it has to come from the President of the United States. He just has to do it.

We discussed yesterday the fact that the Interior Committee, which has such a tremendously important role to play in water resource projects, consists of people who come overwhelmingly from Idaho and Nevada and Arizona and in the House, Colorado, the Western States that have a crucial stake in water projects. They would like to see the lowest possible discount rate applied. These are the people to whom Congress has delegated policy with regard to water.

Even on the Appropriations Committee, the Interior Subcommittee—I happen to be a member of that, but most of the Members gravitate toward that subcommittee because they want to represent their State's resources needs as effectively as possible. It is perfectly understandable.

Under these circumstances, I just do not think you are going to get effective action in the Congress unless the President of the United States takes a clear and decisive position, as only he can, on a policy which will do justice to all people in the society, in the Nation, by recommending something that is consistent.

That is why it would seem to me that the executive branch has to be heart and focus of this operation. Although we up here on the Hill can help, we would like to go into battle with the administration behind us.

Mr. MACKAY. I am sure your observation and my views are influenced by the experience we have had, which is correct. But when the administration attempted to take this kind of leadership in the whole field of transportation, which is a very significant one in terms of social and economic impact and dollar level of expenditures, that kind of leadership was not welcomed with open arms. I just think you have a great problem of acceptance no matter what kind of leadership the executive branch is able to take unless there is a little more concern on the part of Congress.

Chairman PROXMIRE. Of course, you cannot expect that leadership to be welcomed with open arms, recognizing the makeup of Congress. You have to keep fighting and coming back and getting up off the floor again and again. It is pretty rugged, but this is the way you do it, I would think, if it is going to be done at all.

Let me get into something a little more explicit and direct. This is the last area.

Mr. Lynn, I would like to have you give me a little more specific detail on your analysis of the supersonic transport. Your table entitled "Present Value of SST Investment" (see p. 149)—you have minus 344,