

tive ways to provide urban assistance and leadership.

*First, the states can unshackle their local governments to permit a maximum of local autonomy in meeting urban problems.*

This means lifting tax and debt limits, authorizing optional forms of city and county government or granting local governments the power to determine their own internal organization, and permitting them to perform a wide variety of functions.

*Second, the states can authorize the citizens and local governments of metropolitan areas to undertake certain collaborative actions to meet area-wide problems not confined to municipal boundaries.*

Annexation can be liberalized; counties can be reorganized and empowered to provide urban services; particularly where a single county embraces an entire metropolitan area. Where counties are not empowered to plan, zone, and regulate subdivisions in unincorporated areas, cities can be allowed to exercise such powers beyond their boundaries in order to control growth at their edges. Localities also can be empowered to form metropolitan planning commissions, and given authority to establish councils of governments for the purpose of developing area-wide consensus and laying the basis for area-wide action. Urban areas can be authorized to create metropolitan study commissions for reviewing local governmental structure and submitting modernization proposals to popular vote. All these measures can facilitate action toward more effective government in urban areas.

*Third, recognizing that over-emphasis on local autonomy may lead to a stale-*

*mate among numerous and competing local units on area-wide issues the states must reserve to themselves the power to act on such issues.*

They must not hesitate to use this power when needed. A state, for example, may need to establish a metropolitan planning commission or a multi-purpose authority to provide certain area-wide services if localities have had the authority and time to act cooperatively, but have failed to do so. It may be that the function is such that localities cannot be expected to act cooperatively since redistribution of resources is involved and some localities refuse to act against their apparent self-interest. In the case of planning, construction, and administration of a metropolitan transportation system, sewage collection and treatment system, or air pollution control system, state action frequently is the only positive alternative. Similarly, in interstate metropolitan areas, state action in conjunction with the neighboring state government may be the only feasible alternative.

*Fourth, states can and must provide expanded technical assistance to their local governments, especially their smaller ones.*

The growing number of federal grant-in-aid programs has made such a program of technical assistance all the more critical. These aids for state and local governments now incline upwards of 175 programs and 400 odd separate authorizations. They are administered by more than 125 separate federal bureaus and divisions, vary as to their channeling through states, and frequently overlap in their scope. Further, requirements for application and administration of these grants vary widely.

In short, the complexity, variety,