

This area, as we have looked at it, is essentially the Department of Transportation's area, and one of the major reasons for putting the urban and mass transportation program into the Department of Transportation is to compel, in a sense, the weighing of the merits of urban mass transportation in a given situation against other transportation programs.

Then, once the elements of the transportation plan have been evolved, the next stage is the relationship of the transportation plan to the rest of community planning, to the comprehensive plan, to the plans for residential development, to the effect of transportation planning on relocation requirements, on open space requirements, and so on.

It is in this latter area that the Department of Housing and Urban Development needs to have its say, both in terms of advice to the Secretary of Transportation and in terms of a share of responsibility for the approval of the criteria governing in this regard.

The relevant portion of the reorganization plan I think is relatively explicit and relatively brief on these points, and what it says essentially, looking at section 1(a) (1), is that all of the urban mass transit program is transferred to DOT with the exception of certain specific reservations which relate to planning, to research and the shared responsibility for the development of these criteria.

The words of the plan will need to be filled out by memorandums of understanding and exchanges of letters and so on between the two Departments, and there will need, of course, to be appropriate allocations of personnel and funds as is the case with all plans.

But the terms of the plan itself are quite precise and I think illustrative of this two-stage evolution of a plan that I have tried to describe.

Mr. ROSENTHAL. Mr. Hughes, if I might, I keep sensing that you are putting the cart before the horse. Is it your suggestion that we must first develop a major national transportation plan? Then, after we fit the pieces in or around the city, we consider what the problems within that city are and orient them to the transportation plan that has already evolved?

Mr. HUGHES. I have misled you, I think.

Mr. ROSENTHAL. I may have misunderstood you.

Mr. HUGHES. We start with the community, as Secretary Boyd described it. Community A has mass transportation needs as it sees these needs, and it applies for Federal assistance in meeting these needs, planningwise and in terms of the development and the construction of the system itself. This is a particular community. It is not a national transportation plan. But this is a particular community having needs and under the terms of the Urban Mass Transportation Act applying for assistance from this program.

The first stage is the consideration of that transportation application in relation to the highway system and other transportation systems of that community.

However, sooner or later—and perhaps in some ways the sooner the better—you get to the second stage which is the relationship of transportation planning as a whole to the comprehensive plan for the community and to other urban systems: sewer and water, residential planning, recreational planning, and so on.