

Now, if this is a Robert Moses approach to life, I don't understand Robert Moses. If we are not acting in accord with that philosophy, I would like to see some examples of it. I have spent more time and effort in trying to bring the transportation system, so far as the Federal Government is concerned, into line with this philosophy than anything else.

Mr. ROSENTHAL. Mr. Wood, I wonder if you could tell us what you think about this. I know you are supporting this plan. I am very much aware that the Bureau of the Budget and Mr. Weaver signed a memorandum which was submitted to the President on February 24, 1968. But I am sincerely concerned about the direction of urban mass transit. I think it is an important adjunct to life in the city. I just wonder if it wouldn't fare better staying in your Department than being transferred to DOT.

Tell me why I am wrong.

Mr. WOOD. I think you are wrong.

First, let me take a step out on a point of personal privilege to indicate that my regard and relationship with Mr. Moses is not the same as my regard and relationship with Secretary Boyd. My record of a dialog with Mr. Moses has been considerably different than with Secretary Boyd.

Secondly, basically, the limitations of the present arrangements in which HUD goes forward in its mission to try to deal with the various subsystems that condition life in urban communities are that at the present time in the transportation area we have a grant program relating to just one mode of urban transportation. It does not seem to me personally, nor does it seem to me in my present capacity, realistic to assume that the operation of that grant-in-aid program of assistance in grants and loans to mass transportation will decisively condition all the transportation systems in urban areas.

It seems to me that the way HUD moves forward in trying to carry out its mission on urban development is to try to get in early into the development process of any of these activities that hinge upon land use; to have our say—not in terms of particular projects or particular expertise of a particular facility—but to have our say in general criteria and in general certifications.

There are at least, over and beyond housing, three other major sets of facilities that condition the market of urban life. One is transportation, the other is sewer and water, the third is kind of a major community institutionwide complexes such as hospitals, civic centers, or what have you.

We can't presume to exercise control over hospitals with HEW. We don't presume to have a continued impact on welfare institutions or centers for these other facilities.

We do presume to try to get directly and early into the game so that we can have impact in these decisions.

Mr. ROSENTHAL. What has been your record of success on impact of other agency decisions?

Mr. WOOD. Generally, not as fast and not as rapidly as I would expect in the detached circumstance, but I think there is continuing progress. I take a great deal of satisfaction in the fact that in the last few months the efforts of HEW and HUD in collaboration were able to carry forward the development of an acceptable program for