

medical facilities in the city of Newark. I believe that was evidence of collaboration between local, State and National Government that has some prototypes.

Mr. ROSENTHAL. You shouldn't take much credit for that because you did that after the horse was out of the barn.

Mr. WOOD. No, I think we redesigned the barn or shifted the situation in considerable respect. I think we have begun to find in the so-called pilot neighborhood centers which involve the four Great Society agencies initially and more lately transportation, the pattern for collaborative structure. I think the model cities program is premised on the fact that the relevant Federal departments and agencies can carry out collaborative strategy. I think on net balance our impact on urban transportation will be increased by this reorganization plan.

Mr. ROSENTHAL. I don't see how you can say that. It will be decreased almost to a minimal point. You will have an advisory role. This has nothing to do with who the present secretary is. We are considering a plan for years to come. Once Congress acts, they can't rescind this action.

The fact is we don't have to act at all. This plan will become operative unless someone files a disapproval resolution. Once this event takes place, this responsibility for urban transit will be in the Department of Transportation.

Mr. WOOD. The responsibility for giving grants and assistance for individual projects will be in transportation, and for developing a transportation plan. But that plan can't go forward without certifications of its relevance to the general urban plan.

Mr. BOYD. I think, Mr. Rosenthal, you should bear in mind that according to the statistics I have, 94 percent of the movement in cities is on streets and highways. As things stand today, that is in the Department of Transportation. There is no question about it. We have the sole, complete power. And we are not eliminating that.

Now, the mass transit is the 6 percent. To try to give you an example of cooperation, we have gotten fairly deeply involved in the District of Columbia highway system. I have, at least in the eyes of one newspaper, been credited with being an obstructionist to the great progress in the highway system. The fact of the matter is HUD and DOT are working together trying to help the District develop a highway system which improves the total community. This is an element of collaboration. We are working together in Nashville on highway development and urban renewal jointly. I think we could come up with any number of examples of how we are working together.

In these cases I don't believe HUD or the Department of Transportation would say it is all one way. By definition, if we are cooperating we are trying to get something done. If we weren't interested in working with each other, they could go their way on urban renewal in Nashville and we could go our way on urban highways in the District.

Mr. ROSENTHAL. I just have a feeling that highways and subways and other modes of transportation are an essential, integral part of improving the quality of life in our cities, which is my personal kick. I think we all agree.

What is the most efficient way to coordinate the improvement of life in the cities, the building of the cities? People in transportation who