

allege that 94 percent of our people travel on highways somehow seems to me can less relate to subway transportation than the fellows who are building model cities.

Mr. BOYD. That is one of those "When did you quit beating your wife" sort of things, Mr. Rosenthal. That is not an allegation. That is a statement of fact. The fact that I know this is the share of movement on the highways doesn't have anything whatsoever to do with the philosophy of the Department of Transportation.

Mr. ROSENTHAL. In the city of New York 94 percent of goods and services don't move on highways.

Mr. BOYD. That is very true.

Mr. ROSENTHAL. What percentage does in the city of New York?

Mr. BOYD. I can't give you that figure.

Mr. ROSENTHAL. I won't burden the committee. I am just worried about the situation. Don't consider it anything personal, Mr. Boyd. It isn't that at all.

Mr. BOYD. Let me point out something else to you, Mr. Rosenthal. The quality of life in the cities is related to a good many things, not the least of which is the ability of people to earn a living, and that is related to a transportation system which goes far beyond the city. You have to have some way to dovetail your urban transportation with your interurban and international transportation.

Mr. ROSENTHAL. I think that is absolutely true.

Mr. BOYD. This is what we are talking about. We are talking about doing it in the context of comprehensive urban planning.

Mr. HUGHES. Mr. Rosenthal, I think your comments indicate that you are concerned about the leverage here, whether HUD will have adequate leverage. This was the source of considerable discussion, believe me, within the executive branch, and it was anticipated as the source of major congressional concern, and quite legitimately so.

I think the fundamental point here is the one we started out from, that transportation and cities are both extremely complicated and very closely related.

In a city of today, everything is related to everything, practically. Transportation, welfare, health, ghettos and so it goes.

The solution to that question is not to make the Department of Housing and Urban Development, at least as I see it, the Department of everything for cities. I can't see that is a reasonable solution. Rather, the answer, it seems to me, in this inevitable complex world is to establish definite program areas and to provide for the best interrelationships that we can between these areas, both in terms of the good will of the individuals and in terms of the institutional and the statutory relationships.

Now, the plan here—I just have to dissent from your view—doesn't give the Secretary of Housing and Urban Development a third-rate status with respect to the effect of mass transportation or any other transportation systems on urban development and on the quality of urban life.

It seems to me, as Mr. Secretary Wood has suggested, the shared responsibility for the development and the establishment of criteria here puts the Secretary of Housing and Urban Development very much up front.