

I say this, but not in the context of anticipating bad judgment on the part of either Secretary Boyd or his successors. We need protection, surely, from bad judgment, but we need also the checks and balances and the cross-collaboration that is reflected in the complexity of life.

But the plan does give the Secretary of Housing and Urban Development substantial leverage on the aspects of urban mass transportation and other transportation planning that relate to the development of cities. He will have better leverage, I venture to say, in the transportation area, mass transportation in particular, than he probably has in the hospital area that you mentioned, and in some of the other areas we could talk about.

Much of the discussion and the planning of the plan centered around the means of best assuring this. We think the plan does and that it can be adequately supplemented by memoranda of understanding and, if necessary, Presidential directives to assure that these features of the plan are carried out.

Mr. BOYD. May I say, sir, if I may refer to one of your earlier questions, the problem of urban mass transportation is not whether it has moved into the Department of Transportation. The problem of urban mass transportation is a lack of funds. It is not an organizational philosophy problem. The subway system in New York, which is less than an ideal system of transportation according to some people, is in that condition because of the lack of money being invested in the system. That is the basic problem.

Mr. ROSENTHAL. I think the word is commitment. Different people have different feelings about things. In your Department, urban transportation will compete with five other modes for money. Some people in the higher levels of your Department may think it more important to build a highway system, a first-rate highway system throughout the Nation. Some other people that may presently be in HUD may think it is more important to develop a really good subway system in New York and the District and Chicago and Mobile, Ala., and places like that. It depends on commitments.

When President Theodore Roosevelt came into office he wanted to change the policy from a land-grant policy to conservation, and he couldn't do it because the Departments weren't established to accept a new philosophy.

I was here when your Department was established, and we were told that the major impact of your Department would improve transportation in the United States: maritime transportation, highway transportation, aviation transportation, and all these other things. We never heard anything said about inner-city transportation, within cities transportation, urban transportation. We were told at the time we would hold in abeyance for 1 year what we should do about mass transportation.

I am worried that the type of urbanologists that reside in HUD do not at the moment reside in your Department.

Mr. BOYD. Mr. Rosenthal, first and foremost, let me back up and refresh your memory. What we talked about in testifying on the Department of Transportation was not that we were going to improve the highway system, the maritime system, the aviation system. What we said was that the purpose of the Department was to do primarily