

The section 4(a) says no Federal financial assistance shall be provided, and so on, unless there is a determination by the Administrator that:

The facilities and equipment for which the assistance is sought are needed for carrying out a program, meeting criteria established by him, for a unified or officially coordinated urban transportation system as a part of the comprehensively planned development of the urban area, and are necessary for the sound, economic and desirable development * * *

I think there is a sound statutory base as well as an administrative basis for the involvement of the Secretary of HUD in this process.

Mr. ERLNBORN. I probably should have started my questioning by saying that I favor the plan, and as you may recall, one of the questions we had on this side of the aisle when we were considering the creation of the Department of Transportation was this particular authority over urban mass transportation.

As I recall, I think it was Mrs. Dwyer who offered the amendment which required the year's study and a decision to be made. I am happy the decision has been made in this way because I think transportation in the city has to be a coordinated thing. It must be coordinated with all modes of transportation leading into the city. Highway planning and mass transportation planning by rail have to be coordinated and can very well be done in Chicago by using the same facilities—the median strip of the highway for rail transportation which I think was an excellent idea, one that can be and probably will be followed throughout the country.

Mr. BOYD. I would like to say, Mr. Erlenborn, the Federal Highway Administration, which has the Bureau of Public Roads in it, is doing everything in its power to encourage the States when they purchase lands for urban freeways to purchase enough land for rail transit in the median strips.

We have considerable success with this. It has to operate together.

Mr. ERLNBORN. I think it makes good sense.

Under this plan apparently the authority under section 1606 of the Mass Transportation Act will be transferred to DOT. This has relationship to relocation requirements and payments. Wouldn't this particular authority be more closely related to the work of HUD than DOT? What working relationship will there be in this instance, and why wasn't the authority retained in HUD?

Mr. HUGHES. I think as a generalization, Mr. Erlenborn, the relocation payment authority traditionally, and in statutory terms, has been associated with the affected program. It is in that context that it has been moved with the program from HUD to DOT. We are striving for broader treatment and more even-handed treatment within the Government of relocation expenses and standardizing the requirements among the various programs. But I think relocations occurring because of, for instance, highway construction or mass transit construction must in some way be associated administratively with the actions that cause the relocation.

Mr. ERLNBORN. They must practically be associated with urban planning as well.

Mr. HUGHES. That is correct. Of course, the city's plan for transportation, again getting into the complexities of life here, must envisage the relocation of these people and part of it must be a plan for handling that action.