

Mr. Boyd. I will be glad to elaborate on this with a written answer; but I would say we are presently involved in the first step which is a systems analysis program involving all of the Federal transportation programs. Our basic structure, as I mentioned earlier, in the Office of Secretary is along functional lines. For that reason, we think we have already the basic mechanism for coordination among the different modes which is necessary to a balanced and integrated transportation system.

We are continuing to examine the relationship of urban mass transit within the Office of Secretary structure; and, while it may be that we need to make some shift of responsibility, I don't see, you see, anything major.

Mr. BLATNIK. Mr. Edwards.

Mr. EDWARDS. Thank you, Mr. Chairman. I have got on my white hat today, too. It is good to have you gentlemen here. I have just a few questions that perhaps will clear up the record a little better.

As I understand it, the applications for funds or grants for mass transportation will be made to the Department of Transportation.

Mr. Boyd. Yes, sir.

Mr. EDWARDS. And the Department of Transportation will not act until it has a certification from HUD that the plan is appropriate.

Mr. Boyd. That it is related to a comprehensive urban plan.

Mr. EDWARDS. If it is, then DOT will proceed further?

Mr. Boyd. Yes, sir. I should say that in our memorandum of understanding we have already made it clear on both sides that we will keep HUD advised, even on the project applications, of just what is involved.

Mr. EDWARDS. You will have counterparts in both Departments in continuing communications on all applications and activities as a matter of fact, won't you?

Mr. Boyd. Yes, sir.

Mr. EDWARDS. This, then, will meet the requirements set out by Mr. Hughes that we not require these cities to look to two agencies or two departments or more than two in this particular field?

Mr. Boyd. That is correct.

Mr. EDWARDS. The problem I experience is that all these kinds of things look good on paper but when the local community starts making its application—in my case they go up through Atlanta—delay seems to be the name of the game. I am wondering if this is going to materially change that situation?

Mr. Boyd. Without knowing of the specific situation to which you advert, I can't give you an answer.

We are doing our best in both Departments to act on applications in an expedited manner. It is very, very hard to discuss this in the abstract. It is easy to go back on a specific application.

Mr. EDWARDS. I understand that, and I am not trying to get you too specific. The problem, as I see it, is we hold out to the cities our arms wide open, we are going to help you, and HUD is a primary agency that deals with the cities in our areas across the country, and in many cases it is hard to sell some of these Federal programs in any part of the country, so the city administrations get up their nerve and they proceed with one of these things only to get to Atlanta and run into brick walls of varying degrees of thickness. I am just wondering if there is any way to speed up that end of it.