

tion system as a comprehensively planned urban and development program.

What legal authority exists for conferring this authority on Housing and Urban Development?

Mr. HUGHES. You are talking of the report, the February 19 report?

Mr. EDWARDS. Yes, sir.

Mr. HUGHES. There are a variety of potential sources of authority, Mr. Edwards.

First of all, the Department of Housing and Urban Development does have comprehensive planning and plan approval authority, and the authority to make grants for these purposes.

There also is the possibility within the framework of that statute and the existing Department of Transportation authorities to do business with other agencies and for that matter with private entities, the possibility of contractual arrangements or delegations, reimbursible or otherwise, between the two agencies.

It seems to me the basic authority involved here is that statutory authority which HUD has under broader statutes, not under urban mass transit, and, therefore, it is not related to this plan per se. Rather, it is basic authority for the development of comprehensive urban plans and for rendering assistance to communities to achieve those results.

Mr. BOYD. There are provisions in section 204 of the Model Cities Act and also section 134 of the Model Highway Act which require coordination in these areas.

Mr. BLATNIK. There is still going to be a problem, isn't it, Mr. Secretary or Mr. Hughes? It is not clear how you would coordinate mass transit with your urban and highway department which is tied in with the State highway plans.

You have a continuing planning program on the State highway program; don't you, Mr. Secretary?

Mr. BOYD. Yes, sir.

Mr. BLATNIK. But you don't have a continuing program of planning on your mass transit or urban highways; do you?

Mr. HUGHES. The Urban Mass Transportation Act itself does provide and require the development of plans which properly integrate urban mass transportation with other urban transportation. That authority would go under the terms of the plan, to the Secretary of Transportation.

Mr. BLATNIK. Who makes the final determination at what point these urban plans will be initiated or readied? Can they take their own sweet time about it even though the State highway department is waiting?

Mr. HUGHES. The Secretary of Transportation would make the final determination after consultation with the Secretary of HUD and in accordance with general criteria that were jointly developed. But the Secretary of Transportation would be the decider.

Mr. WOOD. The coordination between the general planning and the transportation planning is a role that would be precedent to individual projects and in the ones Mr. Hughes has indicated we have generalized authority as well as those that Secretary Boyd specified.

Mr. BOYD. Under section 134 of the Federal Highway Act, all cities of 50,000 or over are required, after July 1, 1965, to have a continuing comprehensive transportation planning process in order to qualify for