

Mr. Wood. I think we would have authority, Mr. Rosenthal, as the plan itself indicated, with respect to the portions of research and development that have major external impact considerations. We would have authority in terms of transportation, in terms of the encouragement and creation of the planning agency, the review of planning criteria. I think the basic question here is would we have authority over the making of the grants and the loans in the assistance program, and these clearly go to DOT.

Mr. ROSENTHAL. You don't disagree with Mr. Hughes' statement where he says on the bottom of page 4:

Thus, while the Secretary of Transportation would make the final decisions with respect to individual projects under the program, the Secretary of Housing and Urban Development would provide advice * * *

Mr. Wood. No, I would simply underscore the providing of that advice on projects which we would regard as an important function. The establishment of criteria and the certifications called for earlier in Mr. Hughes' statement we would regard as meaningful decisions.

Mr. BOYD. If I may say something, Mr. Chairman, I think one of the things we need to do in this whole business of urban development and urban transportation is to get the right perspective. I have a perspective which I hope is the right one. We tend to talk as if all of the activities are in a very small universe, specifically in Washington in the Office of Secretary of Housing and Urban Development, and in the Office of the Secretary of Transportation.

The fact of the matter is the Federal Government is not deciding how cities are going to develop or what their transportation systems are going to be. This is done by local citizenry and planning agencies. This is made clear in all of our statements. These are local decisions.

We in the Federal Government are involved in three things: one is the establishment of criteria for the carrying out of Federal portions of these programs; two is research; and three is development through loans, grants, and so forth. But the basic decisions as to what kind of transportation city X is going to have comes from city X, not from the Federal Government.

The basic decision for the Federal Government is to decide whether the requirements of the city meet the criteria and the priorities which have been established for the Federal programs.

Mr. BLATNIK. This is the main area that puzzles me. I am not clear how it would be put into operation; that is, I just don't see where HUD's authority ends and the Department of Transportation's begins. It is pretty involved.

Mr. BOYD. This is a very complicated area, and there is no way it is going to become simple. The nature of the beast is complicated.

I would say the answer would be this. Getting back to the question of internal versus external impacts, both Departments in their research activities will come before the authorizing and appropriations committees and say this is what we propose to do in our Department and this is how it relates to what the other Department is doing.

Mr. Wood. Another way, Mr. Chairman, to maybe clarify that twilight zone that you have identified, is to think of the number of decisions that are involved in the process of providing effective transportation in ways that have constructive impacts on urban areas. This process begins with a set of decisions of how you help local govern-