

ments get ready to look at their problems, the relationship of the impact of transportation on land uses and other uses, and then it flows through their capability of carrying out such projects to the question of the final assistance in these projects.

Now, the plan, as we understand it, says that in essence HUD will be the prime force in trying to encourage comprehensively effective development plans and then to see how transportation activities impinge upon them.

By HUD being able to be involved early in this activity, I think we probably will be able to place the emphasis of our responsibilities at a timely initial stage more effectively than we have been able to do sometimes in the past.

Mr. BLATNIK. You are sure it will be done more effectively, not result in either conflicts or deadlocks which is typical in the District of Columbia?

You see, you have the States involved, the municipalities, the Federal Government. You have your own sort of quasi-independent agencies, land use, sanitary districts, school boards. They have their own concept of what to do with certain land.

Mr. WOOD. I am right with you and Secretary Boyd, Mr. Chairman, in saying this is a complicated business. It is clear that DOT and HUD are going to have to sit in each other's laps in this whole series.

I think one of the characteristics of administrative and executive action in this stage of American domestic programs is that you cannot any longer draw self-contained boundary lines and put programs completely within one jurisdiction. Their working relationships are probably increasingly important. I think this underlies the whole approach of creative federalism. I think the compulsion which makes us believe that these administrative collaborative efforts will work is the fact that the substantive programs cannot work unless there is this cooperation. We cannot have orderly urban development unless we are able to deal freely and openly with transportation plans and activities. Transportation programs cannot go forward unless they have the support and understanding of the communities involved.

I think it is in this spirit that the plan was developed.

Mr. BLATNIK. What do you do when you have a metropolitan-suburban complex that involves several governmental subdivisions? Is that your comprehensive planning program, to get them all to come into agreement on an overall areawide plan?

Mr. WOOD. If there is a comprehensive plan regarding the collaborative efforts of the different jurisdictions, and these are the joint criteria which DOT and HUD sign off on, what we want to do is to put in being a mechanism that will allow the local governments to collaborate in their decisions or at least have it underway and then to see from there how we can respond.

Mr. HUGHES. Mr. Chairman, if I could take a run at this, I think, going back to some of Secretary Boyd's comments, if we could look at this transportation plan in a given community as a two-step or two-stage effort, the first stage is essentially the evolution of an adequate transportation plan for that community, consideration being given at this point to the various elements of transportation: highways versus mass transit versus perhaps air transport, railroads, and so on; the relationship of these transportation components.