

This would take place community by community.

Mr. BOYD. If I may add something, Congressman, I think that you can look at transportation in the sense of a series of rings within each other. There is an urban transportation system, a regional transportation system, a national transportation system, and an international transportation system, and these more or less fit within each other; the movements flow back and forth, and there is a relation from one to the other, although they aren't all moving in the same direction.

The functioning of the system really is altogether separate from having a transportation policy, whether it be a national, regional, local or what. The system operates to a large extent based on a true market function and has nothing to do with policy from the Federal level.

Mr. ROSENTHAL. It has to do with policy, the final decision as to what grants will be made will rest with your Department.

Mr. BOYD. There is no question about that.

Mr. ROSENTHAL. Your Department has a philosophy different from HUD. Your Department is charged with developing a national transportation system. HUD's Department is to provide a better life for urban people.

Mr. BOYD. You haven't been reading my speeches.

Mr. ROSENTHAL. I remember some of your speeches; yes, I do. In other words, it is Robert Wood versus the Robert Moses' concept. Moses' concept was quite adequate in 1930. We will build highways and we will run them in quickly and we will get good service between Philadelphia and New York.

Today we are concerned with the preservation of the integrity of the cities, and we have got to get people to their jobs and make sure that local inner-city communities are not isolated from the outside world. It is a question of philosophy and mission.

It seems to me the President charged you, Mr. Secretary, with developing a national transportation policy for air, maritime, roads, and highways. He charged HUD with certain other things.

I would suspect that their commitment to society is different from yours. This is nothing wrong. That is the way it should be.

Mr. HUGHES. Isn't this the reason for keeping the Department of Housing and Urban Development in the act as the plan specifically does?

Mr. ROSENTHAL. In my honest opinion, they are just playing with words. Their role in this act will be a third-rate supporting character. They will make recommendations, and if the Secretary of DOT doesn't like them they will reject them. They will dance the same music for 6 months to a year, and after that it will be over.

Mr. BOYD. I am really terribly concerned about your view of the Department of Transportation and its philosophical bent. I just don't think I have made myself clear on what our philosophy is. I would like to take another whack at it.

Both officially and personally I have stated, and I have tried to develop policy on the thesis, that transportation is for people, that transportation is a service function, and that it has to serve people. I have also moved over into Mr. Wood's area and said that cities are for people and we should devise programs and plans for the benefit of people.