

Mr. WOOD. In effect I think it would.

Mr. ERLBORN. I wonder if Secretary Boyd could answer that?

Mr. BOYD. Yes, sir; I will be glad to.

We are working out an agreement between our two Departments which would provide that in matters of this particular nature, the certification by HUD is a part of the approval process.

Mr. ERLBORN. It is a requisite, then?

Mr. BOYD. Yes, sir.

Mr. ERLBORN. If HUD should want to veto because of the lack of planning, it would have the authority to do so under the plan or under your agreement?

Mr. BOYD. Under our agreement.

Mr. ERLBORN. It is not clear under the plan.

Mr. BOYD. That is right. It will be under the agreement. I think the question really would be whether or not there was a comprehensive plan. This is up to HUD to say. I am sure if the city of Chicago came in with an application and HUD said, "You don't have a general plan," that the city would probably want to appeal. I think the thing would work out in practice this way. We would sit down with HUD and they would indicate what was lacking. We would say, "All right, Chicago, these are the conditions. You go out and do this, that, and the other. Then you will have a plan, and then you can come back."

Mr. WOOD. Hopefully, before that specific situation would have occurred, we would have provided assistance to Chicago and the Chicago metropolitan area as to the development of a planning process and planning mechanism, and we would have, in concert with DOT, identified the institutional arrangements we wanted to work with. So, it would not be in this sense simply establishing criteria or a requirement; it would also be in a capacity in which HUD would be able to assist.

Mr. BOYD. I think actually there would be little question of Chicago or any other city submitting an application unless they did have a plan because we expect to be able to advise all the cities what the requirements are going to be. Both Departments are dedicated to the same proposition. We are not going to play games with the cities. We are going to try to lay out for them in terms of standards and criteria what they have to do in order to qualify, not only for transportation but for other programs.

Mr. ERLBORN. As a matter of fact, they already have to do this whether the authority is in HUD or DOT. So, the cities are familiar with this process.

Mr. BOYD. Yes, sir.

Mr. ERLBORN. There would be no drastic change here in the process. They would have to do their overall planning and have that approved before specific projects could be approved, just as they do today, right?

Mr. BOYD. That is right.

Mr. HUGHES. Mr. Erlenborn, I think for the record, you will notice that the plan itself refers to the joint establishment of these criteria referred to in the first sentence of section 4(a) of the Urban Mass Transportation Act. I refer to this because it does provide a statutory handle, if that is what you are looking for, for the Secretary of HUD to be in the act.