

Federal aid to highway projects. I believe there are 230-odd cities in the country who come under that category. All of them have, or are in the process of establishing, that comprehensive transportation planning structure which HUD will look at in terms of how it relates to comprehensive community planning.

Mr. BLATNIK. My fear is sort of different. I am a little different from the gentleman from New York.

There are some decisions that have to be made in the urban planning area which could impede and hold up mass transit and highway programs together. You would still be the final determining agency which should definitely have a voice.

In other words, my question is not at all doubting the intent or the good will but the mechanism which you are going to run up vertically through channels, horizontally at the top, and then several ranges of horizontal and vertical lines of communications on the State and the municipal level.

You can have a plug, you know, and you have to have some kind of Roto-Rooter system, some guarantee that you can unplug one of these channels at some point so you can have this free flow back and forth.

Mr. HUGHES. I think some combination of the Secretary of Transportation with the local community, perhaps with some special interest by some friendly Member of Congress would be the Roto-Rooter that you have described.

Mr. BLATNIK. It has been happening here all the time. I was thinking back 8 years ago when mass transit should have been operative here; how mass transit should have been integrated and coordinated with the whole highway system, the beltline, inner and outer loop, plus land use development programs. But there was the nature of the municipal government.

Mr. HUGHES. I think that problem remains. I think the plan should help the problem in that it does centralize the transportation part of the planning in the Secretary.

It is easier to focus on one department than two. But there will remain the local problem which is the one you are talking about in the District of Columbia, the local problem of deciding where the highways ought to go and the relationship between highways, mass transit, and other forms of transit and other urban systems.

Mr. BOYD. Mr. Wood just commented a few minutes ago that it is only very recently that there is a general appreciation of what the problems of the cities are. I think that we are reaching the stage where, due to the Federal programs to a considerable extent, and due to circumstances to a considerable extent, more and more people, and more and more officials are beginning to appreciate that you cannot deal with one of these systems in isolation.

Mr. BLATNIK. Right.

Mr. BOYD. This I think is going to help speed up the whole process because we are getting closer to being on the same frequency. The Federal Government has really been ahead of city planning generally, although this is not true in some particular cities. But by and large there has been an appreciation at the Federal level before it came to the local level.