

Now I think the local people are beginning to appreciate that these are all tied together and they have got to come forward together for Federal assistance.

Mr. EDWARDS. You gentlemen, then, are clear in your own minds that this transfer will clear up a lot of the problems. While some things seem to be hazy to us as to how it is going to work, you and your staffs are working to iron out these areas right now, and you are convinced that by the time the plan goes into effect that everything will be clearly drawn and the community will know who to go to and this information will be transmitted to the communities?

Mr. BOYD. Yes, sir. I don't think any of us mean to imply that everybody is going to live happily ever after, because this is a very complicated business.

Mr. EDWARDS. I never saw a Federal program yet where everybody lived happily ever after.

Mr. BOYD. We will have a clear-cut idea of how we are going to handle the thing. As we go into it, we will obviously have to keep it under review, so that when we find that there are things which neither of us have considered, or where circumstances develop differently than we thought they would, we will have to change. But we will be prepared to do that.

Mr. EDWARDS. What I am looking for is a program that will work without the need for, as Mr. Hughes said, your friendly Congressmen to get into the act. Many times we are brought into the act because of the great frustration of our local communities in trying to unravel some of these things. I hope you fellows are headed in that direction.

Mr. BOYD. One of the basic problems is that, for the foreseeable future, we are going to be in exactly the same position with mass transportation as we are with so many other programs. The need will far exceed the supply of money, and part of the frustration will undoubtedly come about because when you get into this area any department has got difficulty trying to figure out how to establish a level of priorities. It might be that first come, first serve is the way to do it, although that is a very arbitrary approach and it may not have anything to do with the requirements.

Mr. WOOD. Quite frankly, with respect to Mr. Erlenborn's comment about the golf course, a community caught in midstream we could have either acted on a first-come-first-served basis which would have backed up the pipeline, or we had to make judgments on priorities.

We made the judgments on priorities. We hope to be both responsive in communicating this, Mr. Edwards, and being able to perform better on our part by a systematic effort of decentralization. We in HUD have been engaged in this for 2 years to make sure that Atlanta can sign off faster on more projects and that review will be minimized here in Washington. That carries some built-in concerns with it.

We have to be able to oversee on a general policy basis our regional offices. But I think this may be another part of the answer.

Mr. EDWARDS. Thank you, Mr. Chairman.

Mr. BLATNIK. Mr. Reuss.

Mr. REUSS. Thank you, Mr. Chairman.

Gentlemen, I am concerned particularly in the Reorganization Plan No. 2 with section 3 of the act, to amend the Urban Mass Transporta-