

Mr. BOYD. Yes, sir; page 7, section H generally covers it. The most relevant part I think is that HUD will be concerned especially with (1) those portions of the program designed to reveal or evaluate the impact of transportation on urban areas and to delineate those general characteristics of transportation systems expected to have an important impact on the urban environment; and DOT, with (2) those portions which deal with component, subsystem and system development, engineering, and testing. This will normally mean that DOT will have primary responsibility in the area of "internal systems and program effects and requirements," HUD having primary responsibility in the area of "external personal and community effects and requirements."

Mr. REUSS. I'm sure you can reassure me on one doubt I have about the plan which relates to what you just discussed. When Congress enacted on September 8, 1966, the section 6(b) which we are talking about, it wanted to centralize responsibility in one man in the administration below the President for coming forward with a program for whole new systems of transportation to get out of the ruts that we have been in for so long, and the idea was to take off from the experiences with the Manhattan district project on atomic energy during World War II and the space program.

Can you give me some reassurance that this reorganization plan won't depart from that intention of Congress and that the goal of section 6(b) will be vigorously pursued and by whom?

Mr. BOYD. Mr. Reuss, to use a phrase used by one of your colleagues this morning, the Department of Transportation has a commitment to carrying this research program through with all the resources that are made available to it; and, in that connection, I can assure you that the Department will make every effort to obtain all the resources which the report will recommend be made available.

Mr. REUSS. I am delighted to hear that, and it reassures me.

Let's look, as we always must in these reorganization plans, to Departments of DOT and HUD headed by different people than those who now head them, and let's suppose in the future a situation where HUD didn't do its part of the total research and development job under the guidelines that you have just read. What would prevent the program from languishing?

Mr. BOYD. The program to which I referred is a program for new systems for the future. That program will be carried on by the Department of Transportation regardless of whether or not HUD involves itself in studies. The research activities of HUD have to do primarily with the impact of these systems.

Mr. REUSS. Yes, but that is an essential part of the new approach.

Mr. BOYD. I agree with you.

Mr. REUSS. You have to combine hardware and sociology, and in essence you are given the hardware, HUD is kept in possession of the sociology.

I have had your assurance that you will vigorously pursue your part, which is very gratifying to me.

Without any reflection whatsoever on HUD—and I believe HUD has done a magnificent job in its 18 months on the program—without any criticism at all of HUD, but based on a hypothetical future situation in which HUD doesn't do its sociology, I foresee some difficulties.