

Mr. BOYD. As to whether I would call up the committee and say I want to come up and complain, that is one thing.

Mr. REUSS. The chairman and the ranking majority member.

Mr. BOYD. I can assure you that if I testify before a congressional committee I will try to do it honestly and express my views in the most forthright fashion I know how.

Mr. REUSS. I know you would, but my question was would you undertake to inform the chairman and the ranking majority member of the two relevant committees of Congress if Congress' intent in the event is not being realized by reason of this splitting of the functions of the two?

Mr. BOYD. If that situation should occur, I would talk to the Secretary of HUD and tell him of my unhappiness. If that did not lead to any results I would go to see the President and tell him of my unhappiness. If I felt sufficiently strong about it, I would submit my letter of resignation to the President and then come and talk to the chairmen of the committees.

Mr. EDWARDS. I am sure the gentleman understands that that particular section gives the Secretary of the Department of Transportation the sole authority in this field. We talked about this I believe before the gentleman came in, and HUD is involved in it to the extent they will cooperate with the Department of Transportation.

As I understand it, the Secretary of the Department of Transportation has the sole authority, and it is not a matter of him looking to the Secretary of Housing and Urban Development to do anything.

Mr. BOYD. This really gets off on to the question of what is the effect on the community of a particular system. For example, it is obvious that there will be a different kind of effect on a community if we are able to develop a vacuum tube system which operates under the ground rather than a monorail system which operates above ground. This is an area where Housing and Urban Development would have a responsibility to try to calculate that effect.

Mr. EDWARDS. But operating directly under you, as I understand the transfer of the authority?

Mr. BOYD. No, they would not be operating under us. This would be sort of a Plessy versus Ferguson, separate but equal operation.

Mr. EDWARDS. That doesn't work any more?

Mr. BOYD. It works in some cases. Just some don't seem to be satisfactory.

Mr. REUSS. I thank the gentleman from Alabama. I gathered that there was a degree of jointness here by reason of the reading of the February 19, 1968, document.

Mr. BOYD. I think that is set forth on page 7.

Mr. REUSS. I am satisfied, gentlemen, with the answer that Secretary Boyd has just given me to alleviate my fear that what's everybody's business would be nobody's business. It is quite clear from the colloquy—and I'm going to ask Mr. Hughes and Mr. Wood whether they agree—that the Department of Transportation understands itself as being primarily responsible for the implementation of section 6(b) to the extent that a joint responsibility is left in HUD. Secretary Boyd has indicated that he would take it as a DOT concern that HUD exercise satisfactorily its discharge of that joint responsibility. So, in essence, Congress can look to the Department of Transportation just