

I do not think we have the direct ones handled properly yet, and I think we ought to concentrate on the direct ones, first, and then go, if we want to, to the fringe ones afterwards.

Senator HANSEN. Thank you, Mr. Chairman. I know you have another question or two, but perhaps I should go ahead.

Senator MUSKIE. Go ahead. Mine is on a different subject.

Senator HANSEN. I think there has been some testimony indicating that there is concern, reasonable concern among people who see your Department going in with an urban renewal project and running the risk of the Department of Transportation deciding at a later date that it needs a road right through the section where you have built some new homes.

What sort of liaison or cooperation is there between your Department and the Department of Transportation to obviate this sort of possibility?

Secretary WEAVER. We are now in the process of drawing up a detailed memorandum of understanding between DOT and HUD which will delineate very, very carefully what our responsibilities are in planning and how those responsibilities will be coordinated with their activities. I think that out of this will come an effective tool to prevent this sort of situation. I say that because I know that Secretary Boyd is as concerned about that as you or I. We have talked about it at great length, and I believe we are going to be able to work out machinery which will get the two departments in a structure which will minimize, if not completely avoid, that type of thing.

Mr. TAYLOR. We have identified highway plans in 22 of the 75

Senator MUSKIE. Yes.

Mr. TAYLOR. We have identified highway plans and 22 of the 75 model neighborhoods. Mr. Bridwell, the Commissioner of the Bureau of Public Roads, and I and our staffs are working together, not only to avoid the kind of problem covered by the Secretary, but also in other specific kinds of things.

For example, in North Nashville, we expressed to Mr. Bridwell the concern of the model neighborhood structure, the citizens participation structure, as to the impact of a highway on North Nashville. This was a highway where the property was acquired before the model neighborhood was designated. But the final planning for the construction was still a little open, and he more than doubled the number of access points between the halves of the neighborhood so that the road did not have the impact of being as cruel a barrier as it was originally proposed.

I think by working together, we can soften the point of view of the engineers and bring to bear HUD's concern with the social, the economic, and the people factors.

Senator HANSEN. I have one further question that I think is perhaps associated with the other two.

What is done when an urban renewal project is undertaken and a substantial amount of substandard housing is to be torn down and razed? What does your Department do to see that those persons whose dwellings are to be removed find adequate or at least temporary housing until the new housing that will be brought into being becomes available?