

facilities. Could you indicate where that would come from under your plan?

Mr. HEALY. The money?

Mr. CRAMER. Yes, sir.

Mr. HEALY. That could come out of the general fund.

Mr. CRAMER. General fund.

Mr. HEALY. Right. There would have to be an appropriation by Congress through the regular process authorizing a contract authority of that amount.

Mr. CRAMER. It is your thought that it should be appropriated to whom—HUD? Transportation?

Mr. HEALY. Department of Transportation. I am assuming that the mass transit program is going to be transferred to the Department of Transportation from HUD.

Mr. CRAMER. I think you have been wise on suggesting on page 7 that whatever planning be done that it be subject to State approval so somebody has the final sayso. That was your intention, was it?

Mr. HEALY. Yes, it was; yes, sir.

Mr. CRAMER. I think you made a valuable contribution on the subject of functional classification, No. 5 on page 7. In my opinion this probably should have been done long ago. This also would provide more certainty in the program.

Mr. HEALY. Right.

Mr. CRAMER. And less executive flexibility which we have too much of today in my opinion.

That is all I have, Mr. Chairman.

Mr. KLUCZYNSKI. Any further questions?

Mr. HEALY. Mr. Chairman, in connection with Mr. Cramer's questioning he referred to the chart that we have. We have attempted to picture here what the effect would be in terms of time of the recommendations. We have made an error in the cutoff date of nonclassified functioning and the cutoff date below that. They should be moved ahead 1 year. If it is your desire to reproduce a chart like this in the record, we would like an opportunity to correct that before it is inserted.

Mr. CRAMER. Mr. Chairman, I suggest that the record be left open for the purpose of inserting a proper chart following the statement.

Mr. KLUCZYNSKI. Hearing no objection, it is so ordered.

Mr. CLAUSEN. Thank you, Mr. Chairman.

I want to thank you for a very good statement, Mr. Healy. Recognizing that most of the communities in the country have other serious problems classified as urban problems, where would you place highway development in the list of priorities as far as urban problems are concerned?

Mr. HEALY. It is hard to make a general statement. After the riots in Watts in Los Angeles, the commission which investigated that cited as possibly the most important reason for the discontent there was the lack of adequate transportation for the people living there to get to jobs. In other areas that might not be the most important problem. So I don't believe that I could generalize.

Mr. CLAUSEN. Would you say that in most cases it will be toward the top of the list or the bottom of the list.