

water system, however, coordinated land use planning is also desirable. The system can supply needed water most economically if new industrial and residential development is encouraged at locations where there is excess capacity in the waterlines; otherwise, additional investment may be needed in some areas while other lines are used below their capacity. New development can be guided by means of highway development, local zoning, subdivision regulations, and the provision of streets and schools. Metropolitan planning agencies have been established to deal with just this type of problem by preparing area-wide plans for land development in order to lay a sound basis for a variety of local planning decisions.

A national survey of metropolitan planning agencies in 1964 indicated that 150 of the 216 standard metropolitan statistical areas recognized at that time had some form of metropolitan planning.⁴² Most of the planning agencies covered an area approximately equal to the SMSA. In the largest metropolitan areas, multijurisdictional planning agencies predominate. These cover two or more counties, plus cities and towns in some cases. In effect, most of these agencies are metropolitan special districts responsible only for planning. In two cases, metropolitan planning is carried on by voluntary metropolitan councils (San Francisco and Seattle-Tacoma), and in two cases by regional transportation agencies (Philadelphia and New York). In smaller metropolitan areas, metropolitan planning is a function of combined city-county agencies or county agencies alone.

Most of these agencies operate with relatively small staffs and budgets—smaller than those of city planning agencies serving comparable populations. In metropolitan areas with more than a million people, the average metropolitan agency had a total staff of 34; in areas with a population between 100,000 and 250,000, the average staff size was about 10. Average yearly expenditures were \$580,000 in areas over a million in population and \$100,000 in areas between 100,000 and 250,000. The money is provided not only by the governments represented in these agencies, but also by the States and the Federal Government. Federal financing accounts for about a third of all metropolitan planning expenditures.

The members of metropolitan planning agencies are generally selected by the governments that are represented; in a few cases there are also State-appointed representatives on multijurisdictional agencies. The members include elected officials of constituent governments in about half the agencies; the remaining members are lay citizens and appointed officials.

The main responsibility of these agencies is to prepare a metropolitan development plan covering transportation, land use, and major public facilities. Virtually all the agencies give high priority to this function and have plans underway. The majority are required by law to adopt an official plan. As background for the plan and as special projects, metropolitan planners also study particular functions

⁴² Housing and Home Finance Agency, *1964 National Survey of Metropolitan Planning*, prepared for the Subcommittee on Intergovernmental Relations of the Committee on Government Operations, U.S. Senate (Washington: Government Printing Office, 1965). For additional information on metropolitan planning, see Joint Center for Urban Studies of the Massachusetts Institute of Technology and Harvard University, *The Effectiveness of Metropolitan Planning*, prepared in cooperation with the Subcommittee on Intergovernmental Relations of the Committee on Government Operations, U.S. Senate (Washington: Government Printing Office, 1964).