

specific problem as follows: "The Secretary [of the Department of Transportation] and the Secretary of Housing and Urban Development shall study and report within 1 year after the effective date of this act to the President and the Congress on a *logical and efficient organization and location of the urban mass transportation functions* in the executive branch." [Emphasis added.]

This report is due by April 1968.

In the past, the focus of Federal programs has been entirely too narrow. Not only have they been uncoordinated but at times they have actually worked against each other and in the process have damaged or, in some cases, destroyed the existing social fabric.

The National League of Cities recognizes the need to coordinate transportation and other community programs. Its transportation policy states:

"In the development of all modes of transportation systems for service to the Nation's urban areas it is imperative that due consideration be given in planning and project implementation to all urban problems interrelated with transportation development such as housing, education, welfare, and local financing. To this end, all Federal urban transportation programs must provide for consultation and agreements with local officials on objectives, plans, and specific projects."

All programs which have as their purpose the movement of people and goods into and through urban areas must be concerned at a minimum with the following three objectives:

- (1) A public transportation system must have as its primary purpose the enhancement of the quality of urban environment.
- (2) The particular characteristics of each urban region should determine the transportation modes most appropriate for that area.
- (3) Priority consideration should be given to the funding of a balanced transportation system for urban areas.

Public transportation should be a land use planning tool to be used in improving the quality of the environment.

The NLC transportation policy also provides:

"The Federal Government has developed programs of financial assistance for highways, urban mass transportation, airlines, railroads, and waterways but no overall national policy has been developed for dealing with transportation as an integral and related system to be dealt with in coordinated and rational manner. Many of our national transportation policies are contradictory and do not allow for the impact of one form of transportation on another."

The Federal Government has not been completely remiss in recognizing this problem. The 1962 Federal Aid Highway Act requires that each metropolitan area of over 50,000 population develop a comprehensive transportation plan. This is a hopeful sign but falls far short of developing local capability for a balanced transportation system.

Should you wonder why we are floundering in our transportation morass, consider the following:

Development of a total urban system is limited because the public transportation component depends on what has been, up until this point, a relatively minor annual Federal appropriation in contrast to assured substantial Federal funds for financing the highway program.

Use of highway funds for highway-related public transportation needs is severely restricted by law, notwithstanding the fact that they are actually an adjunct of the highway system.

The Interstate System has done a magnificent job of bringing automobiles into urban areas. But only minimal attention has been paid to the congestion problem which plagues every metropolitan area.

The allocation of Federal highway funds according to the classification of the Interstate and the ABC programs has encouraged development of particular classes of roads in urban areas without proper regard to needs or priorities.

The Transportation Committee of the National League of Cities presently is developing a financing and administrative structure for coordinating urban transportation programs. Hopefully, our plan will eliminate biases inherent in the varied financing approaches and administrative structures that typify present Federal support for urban transportation.

The time will shortly be upon us when HUD and DOT will be required to make their joint report on the jurisdiction for the future administration of urban mass transit. In making this judgment, an opportunity is offered to help urban areas solve one of their most provoking problems. I submit that we will not solve the crisis of our Nation's cities until we have understood the significance of