

Urban mass transportation is vital not only to insure the efficient movement of people but, more important, it is essential to the vitality of our urban areas. The decisions that are being made today will determine the quality of the environment in which metropolitan America will live for generations to come.

TRANSPORTATION ASSOCIATION OF AMERICA,
Washington, D.C., April 22, 1968.

HON. JOHN A. BLATNIK,
*Chairman, Subcommittee on Executive and Legislative Reorganization of the
House Committee on Government Operations U.S. House of Representatives,
Washington, D.C.*

DEAR CHAIRMAN BLATNIK: On behalf of the board of directors of the Transportation Association of America, I should like to express TAA's support of Reorganization Plan No. 2 of 1968 which would transfer the jurisdiction of most Federal programs in the area of urban mass transportation from the Department of Housing and Urban Development to the Department of Transportation.

For the record, TAA is a national transportation policy organization made up of transport users of all types, investors, and carriers of all modes. All of these interests are represented on the 115-man TAA board, which has adopted the following policy position on the overall questions of centralizing of non-regulatory transport functions within the newly created Department of Transportation:

"The Transportation Association of America favors the establishment of a Cabinet-level Department of Transportation within which would be centralized the major nonregulatory transport functions of the Federal Government which the executive branch of the Government is empowered to administer. The association strongly opposes any transfer to such a Department of economic regulatory functions, such as control over rates, entry, and routes, from the Civil Aeronautics Board, Federal Maritime Commission, and the Interstate Commerce Commission, which should be independent agencies directly responsible to the Congress."

Our basic reason for being in favor of centralizing all of the Government's functions within the Department of Transportation is to provide for a more rational and balanced policy approach to the Nation's overall transportation problems. We believe that the transfer of the urban mass transportation programs to the Department of Transportation as stated in Reorganization Plan No. 2 of 1968 is in line with this basic reasoning. Such a transfer will permit the functions of urban mass transportation to be treated in a systems context along with other modes of transportation, will provide more effective management of these transportation programs, and will permit communities to look to a single agency for programs assistance and support in this area.

Furthermore, it is anticipated that the new Urban Mass Transportation Administration in the Department of Transportation, as called for in the reorganization plan, working with other elements of the Department, will consolidate and focus efforts to develop and employ the most modern transportation technology in the solution of the transportation problems of our cities—which are greater today than ever before.

We request that this letter be made a part of the official record of the hearings on the President's Reorganization Plan No. 2 of 1968.

Sincerely,

HAROLD F. HAMMOND, *President.*

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

URBAN TRANSPORTATION ADMINISTRATION—BRIEF SUMMARY OF PROGRAM

The Urban Mass Transportation Act of 1964 as amended authorizes grants and loans to public agencies under four primary programs which are directed toward the improvement of existing mass transportation facilities and the development of new means of transportation for our urban masses. A pilot program of demonstrations was authorized in 1961; the passage of the 1964 act signaled a commitment to substantial Federal assistance in financing capital improvements and in extending Federal participation in transit research and development. The