

Housing and Urban Development would study the matter and make a recommendation on the subject. This was a matter of keen interest to our colleague, Mrs. Dwyer. Such a study has been made, agreement reached and a recommendation presented to the President. This reorganization plan is a result of the recommendations.

We are holding these hearings in accordance with subcommittee policy to carefully study and prepare a record on all reorganization plans, whether or not they are controversial.  
(Reorganization Plan No. 2 of 1968 follows:)

[H. Doc. No. 262, 90th Cong., first sess.]

MESSAGE FROM THE PRESIDENT OF THE UNITED STATES, TRANSMITTING REORGANIZATION PLAN NO. 2 OF 1968—TRANSFERRING CERTAIN FUNCTIONS OF THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT TO THE DEPARTMENT OF TRANSPORTATION

*To the Congress of the United States:*

As long as he has lived in cities, man has struggled with the problem of urban transportation. But:

- Never before have these problems affected so many of our citizens.
- Never before has transportation been so important to the development of our urban centers.
- Never before have residents of urban areas faced a clearer choice concerning urban transportation—shall it dominate and restrict enjoyment of all the values of urban living, or shall it be shaped to bring convenience and efficiency to our citizens in urban areas.

How America and its cities solve the transportation problem depends largely on our two newest Federal Departments—the Department of Transportation and the Department of Housing and Urban Development:

- The Department of Housing and Urban Development is responsible for the character of all urban development.
- The Department of Transportation is concerned specifically with all the modes of transportation and their efficient interrelationship.

At present, responsibility for program assistance for urban highways and urban airports, and urban mass transportation is divided between the Department of Transportation and the Department of Housing and Urban Development. As a result:

- Federal coordination of transportation systems assistance is more difficult than it need be.
- Communities which have measured their own needs and developed comprehensive transportation proposals must deal with at least two federal agencies to carry out their programs.

To combine efficiently the facilities and services necessary for our urban centers and to improve transportation within our cities, State and local government agencies should be able to look to a single federal agency for program assistance and support. The large future cost of transportation facilities and services to the Federal Government, to State and local governments, and to the transportation industry makes side investments and efficient transportation systems essential. An urban transportation system must:

- combine a basic system of efficient, responsive mass transit with all other forms of systems of urban, regional, and inter-city transportation;
- conform to and support balanced urban development.

In this, my second reorganization plan of 1968, I ask the Congress to transfer urban mass transportation programs to the Secretary of Transportation and to establish an Urban Mass Transportation Administration within the Department of Transportation to strengthen the organizational capacity of the Federal Government to achieve these objectives.

The plan transfers to and unifies in a new Urban Mass Transportation Administration in the Department of Transportation those functions which involve urban mass transportation project assistance and related research and development activities. Because urban research and planning and transportation research and planning are closely related, however, the plan provides that the