

ice in urban areas; (2) research, development, and demonstration projects in all phases of urban mass transportation including tests of new ideas and methods for improving mass transportation systems and service; (3) grants to State and local public agencies for planning, engineering, and designing urban mass transportation projects and for other technical studies; (4) grants to State and local governments for fellowships for training of personnel in the urban mass transportation field; and (5) grants to nonprofit institutions of higher learning to establish or carry on comprehensive research in problems of urban transportation.

In addition to those activities, the reorganization plan refers to a number of other functions which are, in part, applicable to urban mass transportation programs: (1) a portion of the authority to make loans for public works and facilities as authorized by the Housing Amendments of 1955; (2) a portion of the authority to make relocation payments to individuals, business concerns, and nonprofit organizations displaced by a federally assisted development program as specified in the Housing and Urban Development Act of 1965; and (3) the authority to receive appropriations for the purpose of making payments to the Washington Metropolitan Area Transit Authority as authorized by the 1966 act granting consent to the interstate compact which created the authority.

The reorganization plan creates a new and distinct unit in the Department of Transportation to be known as the Urban Mass Transportation Administration. The Administrator of this organization will be appointed by the President, by and with the advice and consent of the Senate, and he will report directly to the Secretary of Transportation. Thus the views of the new administration will be heard at the top levels of the Department along with the views of the Federal Aviation Administration, the Federal Highway Administration, the Federal Railroad Administration and the Coast Guard. The Administrator would be compensated at Level III of the Executive Schedule Pay Rates.

The new organization created by the plan for the development of urban mass transportation will function in the broader context of other national transportation needs. Some of the new systems and technology which will be developed by the Urban Mass Transportation Administration will draw upon the research and development work now being conducted by other components of the Department of Transportation. No single mode of transportation can fulfill all of the needs of our cities for adequate transportation systems. Trains, buses, automobiles, and aircraft will all have a vital role to play in the solution of our urban transportation problems.

The creation of the Urban Mass Transportation Administration will strengthen and support the Secretary of Transportation in his efforts to provide other levels of government and the transportation industry with sound and comprehensive guidance and assistance. While State and local governments must choose the "right" transportation systems for the cities, the Federal Government must support this State and local effort with research, development, and project assistance.

A successful urban mass transportation system should operate efficiently and be compatible with other forms of intracity transportation. But in addition, as the President stated in his message of