

**STATEMENT OF HON. ALAN S. BOYD, SECRETARY OF
TRANSPORTATION**

Mr. Boyd. Mr. Chairman, I appreciate the opportunity to appear before this committee in support of Reorganization Plan No. 2 of 1968 which, with certain reservations, would transfer the urban mass transportation program from the Department of Housing and Urban Development to the Department of Transportation.

In the legislation creating the Department of Transportation, Congress directed the Secretaries of the two Departments to study and report to the President and the Congress on the logical and efficient organization and location of urban mass transportation functions in the executive branch. The reorganization plan which President Johnson has transmitted carries out the recommendations of the two Secretaries as set forth in their report to the Congress.

Before discussing in detail the transfer of functions involved in the reorganization, it might be useful to review briefly the substance of the Urban Mass Transportation Act of 1964 and the projects being carried out under it.

The broad purpose of the act is to provide assistance for the development of public and private mass transportation systems in metropolitan and other urban areas. In furtherance of that purpose, the act authorizes Federal grants or loans to State or local public agencies for the acquisition, construction, or improvement of mass transportation facilities and service. The grants or loans are conditioned on a finding by the Secretary that the assistance is needed for carrying out a program, meeting criteria established by him, for a unified or officially coordinated urban transportation system as a part of the comprehensively planned development of the urban area, and are necessary for the sound, economic, and desirable development of such area. Thus, the object of the Federal program is to improve mass transportation services but only where they are to be developed as part of a coordinated transportation system, conceived in the context of a comprehensive plan for the urban area being served.

In addition to the basic facilities and equipment assistance program, the act authorizes the Secretary to undertake research, development, and demonstration projects aimed at reducing urban transportation needs, improving service, or reducing the costs of service. It also authorizes grants to State and local agencies for managerial training programs; for project planning, engineering and design; and for technical studies relating to management, operation, economic feasibility, and other activities involved in the construction and operation of mass transportation systems. Finally, the act authorizes grants to public and private nonprofit institutions of higher learning to assist in the establishment of carrying on of comprehensive research in the problems of urban transportation.

By an amendment to the act in 1966, the Congress directed the Secretary to study and prepare a program of research, development, and demonstration of new systems of urban transportation. While I have not had an opportunity to study the report in detail, I have reviewed it and am impressed with the imaginative and comprehensive approach taken. I have asked my technical and policy offices to give the