

transportation and its relationship to that crisis. Public transportation should provide every citizen with full access to his community.

The determination of the logical and efficient Federal administrative jurisdiction for the urban mass transit program should include consideration of the following:

(1) A public transportation system must have as its primary purpose the enhancement of the quality of the environment.

Adequate provision has to be made to assure that meaningful community values will be maintained or enhanced and that future development, affected by the transportation system, will be of maximum quality as well as being safe, convenient and at a cost which makes it available to the traveling public. The transportation system required to preserve or enhance community values may not at all times meet the traditional standards of financial feasibility for public transportation. Planning and approval processes must also be structured to give appropriate consideration to environmental values. Short-range economics is only one of several essential factors.

(2) Metropolitan areas should evolve their own transportation solutions. Administration of public transportation programs must assure that metropolitan areas will be allowed to solve their own transportation problems. Grants should be made directly to the appropriate authority responsible for implementing the plan.

(3) No one transportation mode should be in a position to exercise undue influence on what the interrelationships of modes should be.

A mechanism must exist to assure that a comprehensive urban transportation network can be planned and developed without domination either through financing patterns or administrative arrangements which favor any particular system.

(4) Research and development must concern itself with broad economic and social values as well as traditional function-oriented considerations.

Research and development must be oriented toward meeting the particular requirements of urban transportation systems and solving urban needs rather than simply improving the economy and efficiency of a transportation system.

A research program must allow a sufficient variety of projects to take into account differing characteristics of various metropolitan areas.

(5) An administrative arrangement must be developed to give urban public transportation a visibility in Federal policymaking and budgetary processes that is at least equal to that of other transportation modes.

The administrative structure of the agency or agencies given the responsibility for the urban mass transit program must provide that the individual responsible will have a position of prestige to guarantee that he will have a positive voice in developing policy, administering the program, and recommending budget.

(6) Urban mass transit must be funded as a system if we are to achieve balanced transportation in metropolitan areas.

Any long-range capital improvement program requires the commitment of substantial amounts of money over an extended period of time. In order that intelligent and orderly implementation can be obtained, there has to be assurance that the money committed will be there on the date promised. This is a concern of utmost importance and requires the concurrence and positive support of the agency or agencies to be charged with administering this program.

(7) Case histories of community efforts in developing urban mass transit systems, as well as technical information, should be made available.

There is a wide variance in the planning capability of different metropolitan areas. All information which is material to establishing a balanced transportation system should be collated and made available. There has been a redundancy of effort which wastes both time and money.

The seven criteria are not submitted as being all inclusive. These are reasonable goals which the Congress and the executive branch of our Government should take into account as being of primary concern to metropolitan America.

Seattle has been selected to be one of the laboratories in urban survival. We are one of the 63 model cities recently designated. A major component of our application, perhaps the most vital element, was the use of rapid transit as an adjunct to a freeway system. We are going to reduce a divisive eight-lane freeway in our ghetto into a unifying boulevard, with the aid of rail rapid transit. The station areas will become community activity centers. Rapid transit will serve as the vertebrae about which we will convert our ghetto into, hopefully, one of the most desirable places in Seattle in which to live.