

travelers begin their journeys by automobile, taxi, or bus from urban residences or offices and end at downtown hotels or offices via connecting surface transport—often the most time-consuming portions of their journey.

On the other hand, the key role played by urban transportation systems in shaping the structure of cities and in influencing the rate and nature of their growth—and their great impact on the quality of city life as measured by noise, air pollution, vibration, congestion, inconvenience, and impairment of esthetic values and cultural amenities—has long been recognized and is being given increasing attention. Transportation will support the realization of urban goals and objectives only to the extent that transportation systems and investments are consistent with sound urban development.

Thus, any set of recommendations must foster two goals: that of an efficient transportation system, and that of sound urban development. These considerations and their implications have led us to certain conclusions as to the nature and scope of the reorganization and adjustments in interdepartmental relationships required in the area of urban mass transportation. We are in agreement on two major actions: (a) the transfer of the Federal mass transit operating programs to the Department of Transportation, and (b) the strengthening and extension of the urban planning assistance and coordination role of the Department of Housing and Urban Development.

We therefore recommend that there be transferred to the Secretary of Transportation such functions and authorities as he may need to provide effective leadership in urban transportation matters. Interdepartmental agreements will also be used to treat specifically and in detail the ways in which the Departments will work together in the relating of transportation to urban development, including the formulation, as needed, of standards, criteria, rules, and regulations. We call attention to the fact that there is already set forth in the Department of Transportation Act (sec. 4(g)) a strong statement of congressional policy to guide the Departments in evolving arrangements for program coordination.

The two Departments have already begun the task of developing agreements essential to the success of the reorganization at both Federal and local levels.

It is our intention that these recommendations have the following effects:

1. The recommended changes will strengthen the Department of Housing and Urban Development's program coordination, including coordination of urban transportation programs, by concentrating in the Department of Housing and Urban Development technical and financial assistance for comprehensive planning.

2. By concentrating the capital grant and loan programs for urban transportation in the Department of Transportation, assure most effective employment of its expertise in systematic analysis of transportation problems. Rail-transit programs, for example, will benefit by integration with intercity rail transportation activities.

The consolidation of staff and funding for these programs at the Federal level should prevent duplication of activities and assure a more appropriate allocation of funds in accordance with the urgency and magnitude of problems in each program area.

3. Integrate all technical and financial aids available for urban transportation with those currently available to meet national transportation needs and will locate the responsibility in a single Federal agency. The improved coordination made possible by these changes should substantially increase the effectiveness of both systems and thus meet one of the two objectives laid down by Congress in section 4(g) of the Department of Transportation Act which is that urban transportation policies and programs be shaped to provide a maximum contribution toward meeting national transportation needs.

4. Assure the consistency of urban transportation systems and project plans with comprehensive development plans, enhance the coordination and approval role assigned to the Department of Housing and Urban Development for comprehensive urban planning, and increase the constructive contribution of urban transportation to the achievement of community goals and objectives in accordance with the other principal objective of section 4(g) of the Department of Transportation Act.

In summary, these changes should materially help to (a) balance program interests through the comprehensive planning process; (b) recognize the Department of Housing and Urban Development as the coordinating agency for Federal programs affecting urban areas; (c) consolidate technical and financial assistance for transportation programs in the Department of Transportation with a resulting