

the statutory planning requirements associated with various grant programs administered by the Department of Housing and Urban Development.

Urban transportation planning must begin, therefore, with the formulation and adoption of broad community goals and objectives to which all development in the area concerned and all project plans should conform. It means decisions by local people, through their local organs of government, as to what kind of place they want their community to become. It means decisions on the kinds, amounts, and quality of public facilities and services that are to be provided and the standards, scheduling, and constraints to be imposed thereon. It means deciding whether, when, where, and how much is to be done. It means moving away from the imposition of decisions from above and means moving toward a new Federal-State-local cooperative relationship.

Comprehensive planning includes land-use planning and the formulation and adoption of policies to implement such plans, including decisions on the location of airports, transportation corridors, public parks, schools and hospitals, sewage systems, and so forth. The comprehensive planning process entails surveys of existing land use and forecasts of future use, reflecting the employment of zoning, taxing, and other land-use policy instruments. This planning also requires consideration of transportation problems and needs, since transportation decisions influence (often decisively) other location decisions, the overall design of the community, and the realization of community goals and objectives.

Comprehensive plans involve evaluation of alternatives—including alternative transportation networks and service levels. Similarly, comprehensive plans must consider available resources and priorities in their application.

Comprehensive planning of this order is not always achieved at the present time. Often important determinants of land use are not taken into account explicitly in the planning process at the local level. Despite the creation of metropolitan planning agencies through the 701 program, comprehensive plans do not always make explicit the application of general goals and objectives in terms of positive performance standards or constraints to be honored in subsequent system and project planning, nor do they always provide a realistic framework for decision-makers.

Since the Department of Housing and Urban Development exercises the primary Federal responsibility for technical and financial assistance for comprehensive planning, the transportation elements of the comprehensive plan should be vested in the Department of Housing and Urban Development. An augmented 701 planning program will be essential to meet this objective. As part of its responsibility, the Department of Housing and Urban Development should perform or contract for research on planning methodology; conduct or make grants for the conduct of demonstrations relating to comprehensive planning objectives; grant scholarships for the training of planners; sponsor conferences and other activities to improve the skills of planners and the quality of planning functions; seek to develop mechanisms by which communication between citizens, elected officials, and planning technicians can be facilitated, including devices to carry approved plans into action; and, finally, should review locally approved comprehensive plans for conformity with its technical standards and requirements as a basis for consideration of further Federal aid in whatever functional area the comprehensive plan may call for action.

We wish to emphasize that in the comprehensive planning process, local people, acting through their officials, should make the basic choices on location of urban highways and public mass transit corridors, airports, terminals, parking, and other ancillary transportation facilities in urban areas, consistent with regional and national transportation plans and goals. We recognize further that the comprehensive planning responsibilities in urban areas having populations of 50,000 or more should generally be lodged in an officially designated comprehensive planning agency for the area concerned.

In order to strengthen the comprehensive planning process in urban areas, the Department of Housing and Urban Development should exercise its leadership in providing technical and financial assistance to areawide planning agencies.

(b) System planning

Transportation system planning as conceived in this report is a phase of planning that effects a connection or transition between the comprehensive plan and transportation project plans. Both Departments have interests and responsibilities in this activity and must play active and constructive roles. The division of responsibilities can be stated simply, but the working out of detailed planning criteria, funding arrangements, controls of research, training, and other related