

programs is exceedingly difficult and left to the more flexible administrative agreements mentioned earlier in this report. We agree that more effective arrangements are needed and can be developed.

(c) Project planning.

Project planning, as the term is used in this report, means the preparation of detailed plans, designs, drawings, specifications, cost estimates, and solutions of field problems involving engineering and construction techniques for specific construction projects. With respect to highways, for example, project plans include geometric design, route alignment within approved corridors, specifications and cost estimates; with respect to airports, project plans include the number and direction of runways, tower and hangar locations, and gates and other operating appurtenances as well as engineering specifications and cost estimates.

Locally, project plans should be prepared by the agency which is to develop and operate the facilities or services in question. Before transmittal to the Federal program agency, they should be submitted to appropriate local planning agencies for determination of conformity with community development plans. Plans involving projects that extend beyond the local jurisdiction would also be submitted to regional or State planning agencies for review. These project plans are the how of problem solving in the various broad areas of publicly sponsored activities—transportation, education, urban renewal, recreation, etc.

Eligibility for Federal aid for all transportation projects should be determined on the basis of a consistent technical review. This review should consider local preferences concerning design specifications as they are developed in the comprehensive and transportation system planning process. It should also reflect research developments as they occur, for example, in highway safety, air pollution abatement, and reductions in noise and vibration levels.

The two departments will work together closely on criteria and planning for relocation in the interest of consistent treatment of persons and enterprises displaced by federally aided transportation projects.

2. Research and demonstrations

As already noted, research and demonstration activities tend to be adjuncts of the other major functions. Existing statutes provide a basis for federally assisted or directly coordinated research and demonstration projects bearing on the various aspects of planning, investment, and operations of urban transportation programs. This means the social and economic aspects of transportation as well as transportation technology and other "internal effects."

The Department of Housing and Urban Development and the Department of Transportation will develop, jointly, a program of projects and priorities for urban-related transportation research, development, and demonstrations. The Department of Housing and Urban Development will be concerned especially with (a) those portions of the program designed to reveal or evaluate the impact of transportation on urban areas and to delineate those general characteristics of transportation systems expected to have an important impact on the urban environment; and the Department of Transportation with (b) those portions which deal with component, subsystem and system development, engineering, and testing. This will normally mean that the Department of Transportation will have primary responsibility in the area of "internal systems and program effects and requirements," the Department of Housing and Urban Development having primary responsibility in the area of "external personal and community effects and requirements."

The precise division of responsibility, details of financing, the development of program criteria, and the coordination of joint or related activities should be worked out in agreements between us or by other administrative devices.

3. Capital investment

All Federal financial assistance for urban transportation capital investment programs would be located in the Department of Transportation. Insofar as the problems of capital investment in urban transportation facilities and equipment at the Federal level can be solved by organizational changes, we are convinced that transfer of the mass transportation grant and loan programs to the Department of Transportation will achieve the desired result.

Some of the basic problems are not primarily in the realm of Federal organization. They arise from the nature of and differences among current statutory policies and programs. More study will be needed to evaluate the effects of differences in allocation formulae, cost-sharing ratios, authorizations and appropri-