

ment which are inherent in past and current highway programs, for example:

The allocation of Federal highway funds through the interstate and the ABC programs has encouraged development of particular classes of roads in urban areas with insufficient provision for the needs of the total urban highway network;

Funds have generally been allocated without sufficient consideration of the priorities necessary to develop an integrated urban major street and highway system;

Construction of the Interstate System and urban expressway elements of the State primary system through cities have created severe traffic problems because insufficient attention has been given to financing development of related local major street systems;

Use of highway funds for highway related public transportation aspects of the total system has been severely restricted in spite of the fact that such use could complement the highway systems. I am speaking of such matters as exclusive bus lanes and turnoffs and so on; and

The coordinated development of highways and public transportation systems has been impeded because the public transportation, or as commonly referred to, mass transportation transit program has been compelled to depend on annual and relatively minor Federal appropriations in contrast to substantially greater Federal funds available to finance the highway system.

The National League of Cities' program emphasizes an approach to urban transportation which will stimulate coordinated development of all transportation systems and which will integrate transportation into the total development process of the community. Through its foresight, the Congress has already provided the basic ingredients of a program to coordinate development of total transportation systems. These include—

A comprehensive, continuing, cooperative transportation planning process;

A Federal aid highway program; and

A Federal aid mass transit program.

These basic ingredients now must be brought into a meaningful relationship in metropolitan area development, and should be applied to multicounty, nonmetropolitan areas.

Because of the requirements of the Federal Aid Highway Act of 1962, all urban areas over 50,000 population are currently engaged in a comprehensive, continuing transportation planning process. This planning process is intended to relate urban development and the development of all modes of transportation in the area it covers. Highway and mass transit funds should be channeled to finance development programs based on plans and priorities resulting from this comprehensive transportation planning process. Coordination of transportation improvements with other metropolitan development programs can be achieved through application of the requirements of section 204 of the Demonstration Cities and Metropolitan Development Act of 1966: a valuable device for relating functional and comprehensive planning.

The growing highway needs of urban areas must be met through a reorientation of the highway program, but at the same time commit-