



DEPARTMENT OF TRANSPORTATION

NEWS

URBAN MASS TRANSPORTATION ADMINISTRATION

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Los Angeles, 9/13/73 --- Urban Mass Transportation Administrator Frank C. Herringer today spelled out responsibilities that local governments must be prepared to shoulder if they expect to compete successfully for Federal funding for mass transportation projects.

In addressing the Fall Assembly of the Southern California Association of Governments (SCAG) at the Regency Hyatt House, Herringer said: "As part of President Nixon's New Federalism, the Federal Government is making a concerted effort to return decision-making to the level of government closest to the people. But it is up to the local government to develop the institutions capable of assuming the leadership in decision-making."

Herringer drew attention to several important requirements necessary for a regional planning agency to do its job effectively. He said that the agency must have strong backing and broad powers legislated by the State and supported by local units of government if it is to come up with a well-conceived and operable transportation plan. He said that locally, an organization must become an effective decision-making structure since its plans involve highways, transit, aviation and ports along with environment and land-use objectives. The Administrator also emphasized the importance of examining all alternative forms of transportation in arriving at a final plan.

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In referring to the Southern California Transit District's \$6.6 billion rapid rail transit plan, Herringer noted that it was too early to comment, but added: "We look to you to determine your long and short-range needs through an open, cooperative, and comprehensive planning process. If the Los Angeles area is to compete effectively for Federal funds with other major metropolitan areas, it must define its best possible and practicable set of institutions to do this planning and operating."

Herringer also included in his speech a summary of what the 1973 Federal Aid Highway Act would mean to Los Angeles and other cities faced with the keen competition for Federal transit funds.

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