

Summary

Report of the Task Force on Transportation

Chairman: C. L. Miller

The most urgent problems and our recommended actions are:

1. Public mass transportation must be guaranteed a sustained source of funds and support for planning, research, and implementation. The creation of a Public Transportation Trust Fund is urged; and major strengthening of the Urban Mass Transit Administration is needed to insure effective coordination and management of its national programs.
2. The air transportation system is facing a national crisis of insufficient capacity. Legislation to set up an equitable system of user charges is urgently needed to provide the essential funds (in conjunction with other sources) for airports, airways, and airport access. Federal executive leadership in research, development, and implementation of measures for improved air traffic control, noise, and air pollution control, and V/STOL technology is essential.
3. The Federal-aid Highway Program is now highly controversial. Citizen groups in urban areas are in opposition. State highway officials deeply resent the Federal handling of the program. Executive leadership to generate public confidence and provide constructive

direction to the highway program is urgently needed.

4. The railroad industry is burdened with many outmoded regulations. The nation needs a modern, efficient rail industry and should discard archaic restrictive practices. Early steps should be taken to relax obsolete constraints on the rail industry and to expand research and development. Expenses for social services, such as operation of long-distance or commuter passenger trains, which the public wishes to maintain, should be paid for by public funds.

5. The maritime industry has a unique opportunity to regain U.S. leadership by taking advantage of the technological revolution in shipbuilding, shipping, and oceanography. Emphasis on meaningful incentives and decreasing reliance on Federal funding and control is required for the effective implementation of such a program. Integration of all Federal agencies oriented to the maritime industry is recommended to develop proper overall planning and use of Federal, industry and labor resources.

6. Science and technology programs in transportation are far short of what is required for all modes. Priorities need to be set. Resources should be devoted to sustained research and demonstration programs. The Department of Transportation should design and implement a viable national

program of research and fundamental improvements in all transportation systems.

A strong Department of Transportation is the key to effective Federal action. The Task Force feels it is too early for the new department to undergo a major reorganization, but urges immediate steps to strengthen the Office of the Secretary of Transportation, including the various Assistant Secretaries.

1. The modal administrations should be continued, but this orientation should be complemented by a) equally strong representation of inter-modal and multi-modal functions by appropriately designated Assistant Secretaries; and b) clear authority and the necessary resources for the Secretary to exercise control and leadership of national programs.

2. The activities of the Office of the Secretary should be expanded to include a) responsibility for advising the President on transportation labor-management disputes; b) a systems planning capability and a program of advanced research; and c) new mechanisms for interdepartmental coordination and creation of an advisory body to the Secretary.

3. Explicit recognition should be given in the organizational structure of the department to the special problems of a) urban transportation, to include all modes

and their relation to urban development; and b) the human and environmental impact of transportation.

Finally, we urge the new Administration to take a fresh and objective look at the role of private enterprise in transportation. Specifically, we suggest:

1. Greater reliance on human desires, as reflected by market forces, to encourage carrier ingenuity and innovation, through a reduction of restrictive regulations; carefully controlled rate flexibility; and increased opportunity for intermodal service.
2. Clear incentives for private enterprise to invest in new systems, equipment and technologies, through aggregation of the equipment market into large units; structuring of the market for private sector services; and new opportunities for small businessmen in transportation.