

EDWARD M. KENNEDY
MASSACHUSETTS

United States Senate

WASHINGTON, D.C. 20510
May 30, 1973

Mr. Paul E. Healy
City Hall
Cambridge, Massachusetts 02139

Dear Mr. Healy:

Thank you very much for contacting me concerning proposals to reorder our transportation policies and to encourage the development of an integrated, comprehensive transportation system.

Last year, I introduced legislation to establish a single national transportation trust fund to permit states and localities to make their own decisions on whether to build highways or mass transit, with the knowledge that federal funds would be available equally for whichever mode they decided would best serve their constituents. When we were unable to obtain action on this major revision in our transportation policy, I introduced a more limited proposal, recognizing the demands of completing and improving the interstate system, but authorizing the use of a portion of the trust fund for mass transit. Following this, for the first time ever, the Senate adopted an amendment to the 1972 Highway Aid Act (on which final action was not completed prior to adjournment) which would have permitted cities and states to use \$800 million of non-interstate funds for rail mass transit.

The same series of events has taken place this year in the Senate, and the bill providing this flexibility is now being considered in the House. It is important to note that the Senate provision does not require that a single cent be spent for mass transit. It does not take a dime from one state or one area and give it to another. It merely allows cities and states to decide how best to solve their urban transportation problems and then agrees to give them aid to carry out their plans.

It is time to provide modern transportation options to our cities to permit them to cope with modern transportation problems, and I will work to ensure that such provisions are enacted into law.

Sincerely,


Edward M. Kennedy

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Communication from Senator Edward M.
Kennedy relative to the proposed legis-
lation in the Senate which would allow
cities and states to use their discretion
to solve their transportation problems
with Federal Funds.

In City Council

June 11, 1973

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