movement of people and not simply to protect a special interest.

It is clear that we must continue to emphasize HOV lanes and transit opportunity in urban areas. Certainly the ultimate funding will have to be found. In my estimation, there is nothing wrong in going to private industry, which benefits from transit and transportation facilities, to see whether they are willing to participate fiscally to make some of these transportation systems feasible. It has been done throughout this country and it is a logical cost of development.

The key to trying to find the answers is working together in a cooperative atmosphere of mutual support and I think we must do it, and I pledge to you, as Federal Highway Administrator, the FHWA will be doing its best to be responsive to you, but not to dictate. We are looking for answers, too, and so we have gone all the way by saying to you that we will eliminate the duplicative red tape that has denied your making progress in resolving projects and getting them off the ground.

We have gone through our priority reviews and have reviewed some 150 regulations. But we need your guidance. I would like to have the answer to what is the proper federal role in the planning process, how should the federal role relate to the states and the local communities? Are the MPOs legitimate creatures who should handle the planning process, or should they be subservient to those constitutionally created authorities called state and local governments? Those are some basic questions that I think must be resolved so that we might structure a program at FHWA to better respond to you who have the obligation of performance.

KENNETH TORP
Colorado Department of Highways

The subject at hand, which is urban transportation planning, is one that is topical for us in Colorado because the 1980 Census is bringing onstream new urbanized areas. We used to have four in Colorado, and we are going to have seven. So we have to rethink our approaches to transportation for such areas.

The key to good planning should be establishing a good rapport among the participating agencies rather than setting up a rigid process. There is an interim period between old and new federal regulations and guidelines, and it lends itself to flexibility in establishing a workable structure for MPOs.

I am heartened by the fact that FHWA feels that there is merit in simplicity, and this should not be overlooked. Toward this end, FHWA is currently seeking to minimize burdensome federal regulations.

The federal position on reorganizing regulations has been surfacing, and we are happy to see it from the perspective of the State Department of Highways in Colorado. Unnecessary red tape, detailed and prescriptive regulations, and the imposition of undue emphasis on federal policies not directly related to transportation must be eliminated.

The fundamental question facing us seems to be, What should be the scope of urban transportation planning? To answer this question, we need to focus on three cardinal areas. First, we need transportation plans that mesh with land use—with economic, environmental, and other functional plans. Second, we need various transportation modes to be broadly and cooperatively planned and that include capital investment, operations, and those transit system manage-