

Effective January 1, 1963, the Department of Highways was established to consolidate the facilities and resources for highway planning, design, construction, and maintenance previously fragmented among the offices of the five Borough Presidents. This Department has become an effective vehicle for dealing with problems of planning, designing and constructing highway facilities.

The City Planning Commission has developed and published a comprehensive plan for improved transportation to serve the City. This plan deals with all means of transportation, including arterial highways. In many respects, the Planning Commission proposals would require modification of existing plans and would require development of new plans, for a more effective highway system for the City of New York.

Since 1960 there have been important developments in municipal and regional government which the present Administration should take into account in its reorganization of City government.

This designation created a much needed centralization of authority in an important segment of the field of transportation as it affects the welfare of the City. As a result, hundreds of millions of dollars of highway facilities have been built. In addition, you have initiated some twenty-five arterial highway projects, to cost about \$1.5 billion, for which final plans or alternatives must be developed.

In the spring of 1960, you were designated by Mayor Wagner to represent him in certain respects as to Federal and State assisted highway and related projects in New York City.

Dear Bob:

John Robert Moses, Chairman
Triborough Bridge and Tunnel Authority
Triborough Station, Box 35
New York, New York 10035

July 11, 1966

THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N.Y. 10007



Handwritten initials



Moses, Robert

As you know, it has been and is my conviction that the basic work for transportation planning and coordination should, as far as possible, be carried out by agencies directly responsible to the City Administration. The purpose, of course, is to provide that all elements of transportation construction and operation help to shape, and to make an affirmative contribution to the development of, the City of twenty-five years from now. Our goal is to make the City a more congenial and vital place for people and business

may go forward in a vigorous, coordinated and balanced manner.

- (1) Mass Transit facilities;
- (2) Arterial Highway facilities;
- (3) Parking facilities and Traffic circulation;
- (4) Terminals and other facilities for the interchange of people and goods among all modes of transportation;

There has been established an Office of Transportation, within my office, headed by an Administrator of Transportation, to accomplish unification of policy-making, unification of fiscal control, and coordination of operations for all transportation activities affecting the City of New York. There has also been established a Transportation Council, of which the Administrator is Chairman. The Council is comprised of seventeen City, State or multi-State agencies, including Triborough Bridge and Tunnel Authority. The Council has established four permanent subcommittees to enable Transportation planning and the financing and construction of facilities to go forward in such a manner that the City's requirements as to:

The Tri-State Transportation Committee has made studies and assembled data for use in the development of balanced transportation plans for the Region and has matured into a full fledged Commission representing the interests of New York and two adjoining states. The State and Federal Governments have each strengthened and matured their own planning and guidance facilities, making additional resources available to the City for dealing with these problems.

John V. Lindsay
M A Y O R

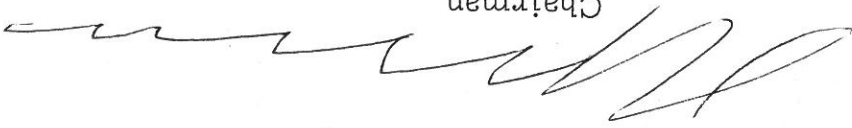
With deep regards,

I am deeply grateful for all you have done and will continue to do for the City as one of its most venerable, respected, dedicated and effective public servants.

In view of the foregoing constructive developments over the past five years, the continued designation of an Arterial Highway Coordinator from outside the Administration is no longer necessary. Consequently, these duties will henceforth be discharged by the Administrator of Transportation with the advice and cooperation of the Transportation Council, including Triborough.

To prosper, to attain this goal we must provide fast and attractive means for people to reach the City's unsurpassed facilities for work, shopping and amusement. We must also provide for the speedy and efficient movement of goods into, within and out of the City. Only in this way can the City provide for business the people having the skills and ability and the materials so important to successful business operations. We can no longer suffer the intolerable traffic conditions that now exist.

Chairman



Your venerable friend,

I have called your letter to the attention of my associates.

The superiority of the machinery you are establishing to insure coordination, which of course we all favor, must be demonstrated by the results. It would be futile to argue again the errors of your logic as we see them, and especially as they affect the complex Federal and State highway relationships and relations with the Port of New York Authority, since you have reached a decision without conference with the Federal, State, Triborough and other agencies involved.

In spite of the recent defeat of ripper legislation, you have apparently decided to try to accomplish the same results in a different way. Following the celebration of the Thirtieth Anniversary of Triborough and the publication of its unbroken record of achievements. I have your letter of yesterday which was delivered immediately

Dear John:

Hon. John V. Lindsay
Mayor of the City of New York
City Hall
New York, N. Y. 10007

July 12, 1966

PETER J. REIDY
EXECUTIVE DIRECTOR

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MEMBERS:
ROBERT MOSES, CHAIRMAN
WILLIAM J. TRACY, VICE CHAIRMAN
NORMAN K. WINSTON, VICE CHAIRMAN

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

file
Moses, Robt.