

APPENDIX

U.S. CONFERENCE OF MAYORS,
Washington, D.C. March 27, 1968.

HON. WILLIAM L. DAWSON,
Chairman, Government Operations Committee,
House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: This is in reference to the President's reorganization plan transferring certain mass transportation functions from the Department of Housing and Urban Development to the Department of Transportation.

As president of the U.S. Conference of Mayors, an organization of Mayors of the Nation's cities having populations greater than 30,000, I feel it's of primary importance of the Congress to understand the local governments' viewpoint on this important Federal program.

We do not feel it appropriate to comment on the President's departmental assignment of Federal programs, we do feel that it is imperative to discuss program direction and content. Transit systems are at the heart of community development. The planning and development of housing areas, industrial areas, business districts and public facilities depends upon accessibility one to the other as well as to all other areas of the city. Key to access is mass transit.

The consequence of this role is that mass transit facilities cannot be developed in isolation. More specifically these facilities must be integrally developed with the remainder of the community.

It is our hope, and we request your help as you approve the proposed reorganization to make certain that it is not intended to promote fragmentation of community development but be designed to serve the people of our communities and complement other city functions.

If hearings are held on this matter, I respectfully request that this letter be made part of the official record.

Thank you for your consideration.

Sincerely,

JOSEPH M. BARR,
Mayor of Pittsburgh,
President, U.S. Conference of Mayors.

NATIONAL ASSOCIATION OF MOTOR BUS OWNERS,
Washington, D.C., April 11, 1968.

HON. WILLIAM L. DAWSON,
Chairman, House Committee on Government Operations,
House of Representatives,
Washington, D.C.

DEAR MR. CHAIRMAN: The National Association of Motor Bus Owners (NAMBO) favors the transfer of urban mass transportation programs to the Secretary of Transportation, as proposed in Reorganization Plan No. 2 of 1968.

NAMBO is the national trade association for the intercity motorbus industry. Its members include Greyhound Lines, companies affiliated with the National Trailways Bus System, and numerous carriers not affiliated with either system. Collectively, these carriers provide three-fourths of the intercity motorbus transportation in the United States. In addition to passengers and their baggage, they transport a substantial volume of package express.

The problems of urban mass transportation are becoming progressively more difficult to solve. These problems, in our opinion, are inseparably connected with the problems of regional and intercity transportation. Consequently, it is not realistic to assume that comprehensive plans for the improvements of local, sub-urban, intercity, and regional transportation can be developed when Federal