

responsibility at the Cabinet level is divided on the basis of geography. As pointed out in the message of the President transmitting Reorganization Plan No. 2 of 1968, an urban transportation system must: "Combine a basic system of efficient, responsive mass transit with all other forms and systems of urban, regional, and intercity transportation."

For example, one of the most promising ways to alleviate traffic congestion and to shorten travel time is to provide unimpeded access by buses to and from the centers of cities. This could be accomplished by making highway and freeway lanes available for the exclusive or preferential use of buses. An exclusive or preferential bus lane program obviously must be developed by the Department in which the Federal Highway Administration is located and in relation to the needs of suburban and intercity bus transportation.

In particular communities and regions, it will be necessary to compare the inherent economic and service advantages of rail, bus, passenger car, and new forms of transportation prior to making any large Federal investment. The Department of Transportation's basic mission is to secure for taxpayers the greatest possible return on Federal expenditures for the promotion of transportation. The proposed transfer of urban mass transportation programs is essential if the Department of Transportation is to accomplish its prime mission in the field of passenger transportation.

For the reasons set forth above, NAMBO favors Reorganization Plan No. 2 of 1968. We respectfully urge the committee not to recommend favorable action on and resolution of disapproval that may be introduced.

Sincerely yours,

CHARLES A. WEBB, *President.*

NATIONAL ASSOCIATION OF COUNTIES,  
Washington, D.C., April 17, 1968.

Hon. JOHN A. BLATNIK,  
*Chairman, Subcommittee on Executive and Legislative Reorganization, Committee on Government Operations.*

DEAR CHAIRMAN BLATNIK: A balanced national transportation policy is absolutely essential if our Nation is to continue to maintain the economic growth at anywhere near the rate we have experienced in the past. County government's contribution to the mobility of this Nation, as is evidenced by over 2.5 million miles of county built and maintained roads, hundreds of county airports, and a variety of county-supported mass transit facilities, makes counties particularly cognizant of the need for a balanced transportation program.

It is with this background that our board of directors and our Committee on Transportation meeting in Washington, D.C., January 22, 1968, unanimously endorsed the concepts embodied in Reorganization Plan No. 2 of 1968. The adopted resolution reads as follows:

"Resolved, bearing in mind the rationale of Congress in creating the single Department of Transportation, the National Association of Counties endorses the proposed transfer of Federal mass transit assistance and demonstration programs from the Department of Housing and Urban Development to the Department of Transportation. The National Association of Counties further urges that increased efforts be made so that transportation planning will be more closely related to overall comprehensive planning in the metropolitan area."

I should like to request that this letter be made a part of the official hearings on this proposal, and I should like to thank you in advance for your consideration of this request.

Sincerely yours,

BERNARD F. HILLENBRAND,  
*Executive Director.*

NATIONAL LEAGUE OF CITIES,  
Washington, D.C., April 17, 1968.

Hon. JOHN A. BLATNIK,  
*Chairman, Subcommittee on Executive and Legislative Reorganization, Rayburn House Office Building, Washington, D.C.*

DEAR CONGRESSMAN BLATNIK: The National League of Cities firmly endorses Reorganization Plan No. 2 of 1968 transferring primary responsibility for the urban mass transit program from the Department of Housing and Urban Development to the Department of Transportation.