

We have, as you know, a board of advisers from the county engineer group, and they meet regularly with us as our employees. They are consultants to us in the Bureau of Public Roads. And we meet with them about twice or three times a year to exchange views with them and get their recommendations to us as representatives of the county group on county problems. And we use that in connection with our administrative selection of research projects, design standards, and the general control of the Federal-aid secondary program.

I believe that is a good working arrangement and a better relationship possibly than trying to get some sort of an ad hoc input to it from a committee on the outside representing the county people.

Mr. BRIDWELL. I would like to supplement that, if I may, Mr. Chairman.

I think it is appropriate to the comment that Congressman Schwengel has made, or the question that he has raised, and it also goes to questions raised by the chairman.

For over a year, we have attempted for the first time to send out for comment and suggestion to the State highway departments, council of State governments, and in some instances county officials and mayors, proposed regulations or proposed policies, proposed procedures, for their comments, so that they could have an input into the actual policy and procedures of the views in carrying out the highway program. So that, as a matter of fact, is why you received the comments you did from the States regarding the 4(f) and two-hearing process, because we asked them for their comments and suggestions on this kind of material.

Mr. KLUCZYNSKI. Mr. Schwengel—

Mr. SCHWENGEL. Yes.

Mr. KLUCZYNSKI (continuing). There is a very important rollcall and I know that the Secretary and his associates will appear before we wind up the hearing and you will be the No. 1 man.

Mr. SCHWENGEL. Thank you very much.

Mr. KLUCZYNSKI. Thank you.

The meeting is adjourned until May 28 at 10 o'clock.

(Whereupon, at 4:08 p.m., the subcommittee was recessed, to reconvene at 10 a.m., Tuesday, May 28, 1968.)

AMERICAN TRANSIT ASSOCIATION,
Washington, D.C., June 12, 1968.

HON. GEORGE H. FALLON,
Chairman, Committee on Public Works,
Rayburn House Building,
Washington, D.C.

DEAR CONGRESSMAN FALLON: Enclosed please find a prepared statement by our association regarding Section 14 of H.R. 17134. As we mentioned in our statement, it is our belief that this legislation constitutes an important step towards relieving traffic congestion in our major cities.

We request that this statement be made a part of the printed record.

Yours very truly,

ROBERT SLOAN.

STATEMENT OF THE AMERICAN TRANSIT ASSOCIATION

This statement is submitted on behalf of the American Transit Association, a voluntary trade association of privately owned companies and publicly owned systems engaged in transporting passengers by rapid transit cars, streetcars, and motor buses, in urban, suburban, and interurban service. The members of A.T.A. transport more than 80% of all local transit riders throughout the United States.