

MULTICOUNTY PLANNING

We believe that the continuing, cooperative, comprehensive transportation planning process for metropolitan areas should now be extended to nonmetropolitan areas. There is a considerable amount of activity on the part of States in establishing multicounty planning regions. A survey conducted in October 1967, by the Council of State Planning Agencies, American Institute of Planners and the Economic Development Administration found that 29 States had divided their States into multicounty planning regions. We realize that in many instances, this is planning in its infancy but we believe it is a significant start in planning and bringing together counties and cities to plan solutions to common problems.

In the Senate passed Housing and Urban Development Act of 1968 a new category of assistance is to be authorized for comprehensive regional planning outside of metropolitan areas. This would be an extension of the "701" planning program. The planning grants would be made to State planning agencies who could do the planning themselves or assign the funds to designated regional planning agencies.

NACO supported the need for the—3C—transportation planning process for metropolitan areas in 1962 when many people considered it novel and impracticable. Yet, a little over 5 years later, the transportation planning process in metropolitan areas is very meaningful. We believe that it is now time to extend the transportation planning process and that it would compliment other planning activities in non-metropolitan areas. The need for finding solutions for problems which cross jurisdictional lines is just as great in the counties, cities and small towns outside metropolitan areas. I trust I will not appear emotional as I go through this section of our report.

HIGHWAY SAFETY PROGRAMS

NACO strongly supports the proposed authorizations for State and community highway safety programs—\$50 million and \$75 million for fiscal years 1970 and 1971, respectively—and research and development programs—\$30 million and \$40 million for fiscal years 1970 and 1971, respectively. We understand that with the previously authorized funds, much of which has not been appropriated, these amounts will be sufficient to carry on the program.

The National Association of Counties is very concerned about the future of the highway safety program. We believe that a national commitment had been made in 1966 to conduct an all out effort to reduce the killing and maiming on our highways. Unfortunately, the promises and hopes of 1966 are not being utilized and realized. In fact we wonder if the program will ever get off the ground.

Although we see a considerable amount being done by a hard working agency, all of which is new effort, there is so much that is not being done. We recognize that another congressional committee has responsibility for appropriating funds and we recognize the fiscal strains under which that committee has had to operate.

But, gentlemen, this really is your program. The National Highway Safety Act of 1966 was one of the greatest pieces of legislation ever written by this committee. The need for this national effort is just as