

Under this proposal no additional assistance would be provided for projects and activities included as part of a demonstration program and financed under existing grant-in-aid programs. This formula would, therefore, tend to penalize cities which did utilize existing grant-in-aid programs and offer far less total Federal assistance for a demonstration program than does the administration's proposal.

The incentive would be very strong for cities to stress in their demonstration programs activities which are not assisted under existing Federal grant-in-aid programs; and the demonstration programs proposed would tend to lose the desirable balance between innovation and the benefits that can be derived from long experience with these existing programs.

In addition, of course, to the extent that this alternative results in increased use of supplemental grant funds to finance the total Federal contribution to projects and activities which are part of a demonstration program and could be assisted under existing grant-in-aid programs, it will tend to (1) limit the number of cities which can participate by draining off supplemental funds, and (2) lose the benefits that can be derived from a more concentrated, and coordinated, use of existing grant-in-aid programs.

For these reasons, we believe that the administration's formula for financing the demonstration program activities and computing the amount of supplemental grants a city may receive is better suited to carrying out the demonstration program than the alternatives suggested by Mayor Lindsay.

Sincerely yours,

ROBERT C. WEAVER, *Secretary.*

MR. REUSS. I have just one other question, Mr. Mayor. While your statement this morning did not have to do with urban transport, I know you are intensely interested in that. And I would like to call your attention to an amendment proposed by Mr. Ashley, Mr. Moorhead, and myself and some others, which I will read, because it is very short, and I think self-explanatory. This would set up an expedited program for research and development of new systems of urban transport. Under it, the Secretary would be directed to:

* * * prepare and submit to the President and the Congress no later than January 1, 1967, a draft program for research, development, and demonstration of new systems of coordinated urban transportation that will carry people and goods within metropolitan areas speedily, safely, without polluting the air, and in a matter that will contribute to sound city planning. The program shall aim at breakthrough results within 5 years of its approval by the Congress; it shall concern itself with all aspects of new systems of urban transport, for metropolitan areas of various sizes, including technological, financial, economic, governmental, and social aspects; it shall provide national leadership to efforts of States, localities, private industry, universities, and foundations.

I think you are familiar with the general sense of it. And we welcome your views on that.

MR. LINDSAY. Congressman Reuss, I know about your proposed amendment. I have had a chance to examine it in its general terms, and now to hear its specific language. And I would endorse it and support it wholeheartedly. I think it is a constructive step forward, and it would undoubtedly be of assistance to us in New York City and I am sure in every other city of the country.

MR. REUSS. Thank you very much.

MR. BARRETT. Mr. Reuss' time has expired.

The gentleman from New Jersey has a short question.

MR. WIDNALL. Mr. Chairman, I would like to make a little statement first to you as the chairman of the committee.

In view of the magnitude of the problems in New York City, and the fact that they are probably greater than any city in the United States, I think this committee ought to go up—not have hearings in