

give you the fullest measure of time that we can to ask anything that concerns the committee. But I don't want to consume too much of the mayor's time. Now, if you have another question, I think we can extend it a minute or so.

Mr. Reuss?

Mr. REUSS. Thank you, Mr. Chairman.

Mayor Daley, Congressman Moorhead a moment ago was exploring with you the problem of the size of the demonstration cities program. He made the point that even if the present \$2.3 in the program is expanded by the Congress initially, there probably won't be enough money to take care of every city's desire. Just as Mr. Moorhead's time ran out he was discussing with you the proposed Ashley-Moorhead-Reuss amendment which says that the sections or neighborhoods to be helped by the demonstration grant program should be those subject to high-priority economic and social pressures, such as population density, crime rate, public welfare participation, delinquency, poverty, unemployment, educational levels, health and disease characteristics, and substandard housing. The purpose of that amendment is to see that the funds are channeled to the areas where they will do the most good. We are not under the impression that these limited funds will handle every such high-priority project either. But we welcome your reaction to this kind of an effort.

Mr. DALEY. I would say, Congressman, that that is the criterion under which anyone would develop the program. Certainly these are the neighborhoods we should go to first, and any other deviation from that would be not in accordance with the concept of this legislation. This would be our criteria in determining the project area. We are thinking about areas like Lawndale and East Garfield Park and West Garfield Park and many others.

Mr. REUSS. Which will satisfy the kind of criteria I have mentioned?

Mr. DALEY. Yes.

Mr. REUSS. Another amendment we are proposing, Mayor Daley, has to do with research and development in new systems of urban transport. And they are amendments which would be in addition, of course, to the renewal of the Urban Transportation Act of 1964. Our amendment would direct the Secretary of Housing and Urban Development to report back to the Congress by next year with a draft program for research and 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, in a manner that will contribute to sound city planning. The amendment goes on to provide that the programing envisaged should try for a breakthrough within 5 years after it was adopted by the Congress, that it should take into account not just the technological, but also the financial, economic, governmental and social aspects, and that the role of the Federal Government would be to provide leadership for the efforts of States, localities, private industries, universities, and foundations. How would you feel about such a proposal?

Mr. DALEY. I think this is a necessary ingredient of rebuilding a neighborhood and community.

And I would like to point out, Congressman, that we are attempting this ourselves in Chicago to study and research, through Mr. Duba,