

Implementing regional plans throughout the many jurisdictions is difficult, to say the least. It would appear to me that H.R. 12946 would assist in this respect; it encourages that which some of us have been trying to do all along, and it rewards local governments for comprehensive planning and coordination.

I have long been in favor of some form of regional referral to a metropolitan agency for those capital improvements which have regional significance. This bill provides an incentive and could very well upgrade significantly the decisionmaking processes in a metropolitan area. This is indeed the objective toward which we are all striving.

I am glad to say the Atlanta region has the organizational facilities to make good use of the provisions of this bill. Good foundations have been laid for areawide coordination, and we are experienced in metropolitan planning. Our local governments have supported and used metropolitan planning for a long time without any particular incentives from Washington. This bill could increase its effectiveness.

Mr. Chairman, if I may I should like to make some remarks about title III, "Urban Mass Transportation." Not so long ago, as Congressman Weltner mentioned, I had the honor to appear before several of you and discuss this subject prior to the passage of the Mass Transportation Act of 1964. We now have, as I mentioned earlier, an agency with the legal authority to construct and operate a regional rapid transit system. Plans developed in 1962 with 701 assistance were used as a basis for a recent 702 public facilities loan request in the amount of \$1,100,000 for preliminary engineering and further refinement of plans. We are now told that the money is not available to meet this request, although the application is in order and all the earlier planning provides a sound basis for this stage of our transit development. We have been told we have "done our homework well," but that funds under this program are short. I mention this disappointing situation in the hope that you gentlemen may be able to remedy it sometime soon.

Atlanta is starting from scratch to build a new rapid transit system. We are about to start on engineering a 36-mile line that will cost probably \$300 million to construct in 1969 or 1970. The mass transit bill as it stands now doesn't help us much, since nowhere near the amount of the funds we need are yet in sight. In spite of this our local governments and the State government are going bravely and confidently ahead with preliminary steps. If some assurance could be given to cities like Atlanta that substantial assistance can be forthcoming over a period of years, our present dilemma would be eased considerably.

The present authorizations and appropriations under the mass transit bill help only the small cities that need buses and the large cities that are extending existing transit systems. For those of us trying to create new systems the funds are totally inadequate; and with traffic congestion rapidly growing worse our plight is dramatized daily. The case for enormous public expenditures for transit grows stronger and our planning forecasts repeatedly turn out to be too low. The same could be said, for that matter, about our air traffic in Atlanta as well, but that is a matter for another day.