

to proceed at this point on a substantially lesser amount? Is there one particular phase of the matter included in your total submission that might be funded and on which you might proceed at this time?

Mr. BENNETT. Yes, sir. It would be possible, and it would be beneficial to do certain of the jobs proposed in the bigger segment separately. So it would be possible for us to work effectively with a smaller sum. But it means that the preconstruction period would be lengthened and prolonged somewhat. We had envisioned spending something like \$1.6 million or about 2½ or 3 years in this particular period when we are precisising the costs, the alinements, and the characteristics in getting a segment ready to present to the people for final approval in case it costs additional local taxes. And in order to do this you have got to have a lot of engineering. Our last plan was made in 1962. A great deal of growth has taken place since then. And we believe the basic premises that existed then still exist, but we think that we have got to update our plans. We have got to investigate all kinds of alternatives that different people in the community may be interested in.

So this is a big job. We have got to take borings, we have got to make surveys, and we have got to get down to real engineering.

Mr. WELTNER. We also know, do we not, that somewhere along the line, before the cars start moving people swiftly and economically to and from work that \$100 million of local money must be acquired and invested?

Mr. BENNETT. Some large sum. We are not certain what that is. And of course, the amount depends on what assistance we get from the Federal and State. And it now seems that we will get it from the State.

Mr. WELTNER. I think that is the Matterhorn of this entire matter that will have been glimpsed.

Mr. BENNETT. Certainly.

Could I elaborate a little on what I said earlier? We are going slow at this stage because of the fact that we do not see the big money, and we do not want to waste little money at this particular time, although we must be tooled up ready to go in spite of whatever happens eventually. And we do not want to waste anything. So far the authority which came into being in January of this year has not really spent much money, almost none. And I think this has been wise up to now. The overall picture, though, becomes more clear in favor of rapid transit eventually as we do more related planning work. Just recently our economists have told us for other planning purposes, in other planning projects, that between now and 1983 we are going to have about 15 million additional square feet of office building constructed in downtown Atlanta. This is in keeping with what has happened in the last 7 years. This is tremendous. Where are they going? So we need now to do a lot of additional planning that is closely related to the downtown rapid transit system. This is awfully important, and I have not been able to get this point over to some of my friends in Atlanta yet.

Mr. WELTNER. I hope your appearance might assist in that, Mr. Bennett.

I have the distinct impression that there are great unused resources, not only in our area, but throughout the country, simply because we in Congress passed these wonderful bills up here and nobody back home