

DEMONSTRATION CITIES AND URBAN DEVELOPMENT

THURSDAY, MARCH 17, 1966

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON HOUSING OF THE
COMMITTEE ON BANKING AND CURRENCY,
Washington, D.C.

The subcommittee met, pursuant to recess, at 10 a.m., in room 2128, Rayburn House Office Building, Hon. William A. Barrett (chairman of the subcommittee) presiding.

Present: Representative Barrett, Mrs. Sullivan, Moorhead, St Germain, Reuss, Fino, and Mrs. Dwyer.

Mr. BARRETT. The committee will come to order, please.

Our first witness this morning will be Dr. Thomas E. Stelson, Alcoa, professor of civil engineering and head of department of civil engineering, Carnegie Institute of Technology, and Dr. James P. Romualdi, professor of civil engineering, head of Transportation Research Institute, Carnegie Institute of Technology.

I hope we can make you doctors here feel at home this morning. I have heard so much about you two from our distinguished colleague and my close associate from Pittsburgh, Pa., and I know that he wants to say a kind word in introducing you to this committee this morning. Therefore, I will turn now to the gentleman from Pennsylvania, Mr. Moorhead.

Mr. MOORHEAD. Thank you very much, Mr. Chairman. I would like to say a few words, not only of these two witnesses who appear before us but to say a little bit about the institute which they represent, the Transportation Research Institute of Carnegie Institute of Technology in my congressional district in the city of Pittsburgh.

This institute was very recently established by a grant of \$300,000 over a 3-year period by the Richard K. Mellon Foundation and it is one of the first institutes designed particularly to attack this problem which faces cities across the Nation, which is the problem of moving people into the center city in the morning and moving them out again in the afternoon.

While this is a very new institute, the gentlemen who appear before us are not new in this field. They have been for a number of years studying the feasibility of the so-called Keystone corridor, which, I think, my friend from Wisconsin who is here, will be particularly interested in. It is to link up the Midwest with the so-called Northeast corridor. This institute has also been working with the Port Authority of Allegheny Authority which handles our mass transportation. They pointed out to me, and I hope their testimony will reveal, that when we think of research in the field of mass transit, rapid transit, we