

a logjam—a logjam of ignorance, disorganization and lethargy that has permitted our cities to become distorted and convulsed by lack of adequate and attractive rapid mass transit.

The City Demonstrations, Metropolitan and Urban Development Act of 1966 provides the natural opportunity to integrate the vital transportation subsystem into the total urban system. Amendment No. 4 will facilitate the logical inclusion of transportation in these activities.

That concludes the statement that we have prepared.

Mr. BARRETT. Gentlemen, we certainly appreciate your coming and giving the committee the benefit of your expert knowledge.

Our committee is happy to have put through the urban mass transit legislation in 1964. That was a great breakthrough and our ability to get it passed surprised many people.

Title III of H.R. 12946 would provide enough funds to continue the mass transit program through the fiscal year 1968 and we intend to see that this program which shows such great promise continue to have the funds it needs.

I certainly want to thank you, and I am quite sure there will be many questions put to you by Mr. Moorhead and Mr. Reuss. I want to say Mr. Moorhead has given a great deal of hard work in this field as has Mr. Reuss.

Mrs. Sullivan?

Mrs. SULLIVAN. Very briefly, Mr. Chairman.

I think you have done an excellent job of spelling out the needs of transportation and you have given some good imaginative suggestions. There is only one question that I would like to ask. Maybe you can't answer it but I think many of us have sat here for a number of years on hearings on mass transit and the need for mass transit is so evident.

What, in your opinion, is the reason there has been so much delay and, really, so very, very little done, to give us good mass transportation systems. Is it money alone?

Dr. ROMUALDI. I think it is, to some extent, the problem of risk. We mentioned earlier that the automobile is really a very formidable competitor. It has been going through a very rapid expansion. There has been virtually no limit on the amount spent locally for highways. I think the timing of this thing is quite sensitive. Ten years ago all of us felt that we wanted to see more highways. We didn't have the whole scope of recognition of what this would do to our city centers. There was probably the hope that this would do a lot to solve our problems. I think the rapidity with which we observed the destruction of our downtown areas, and the fact that the problems have just compounded themselves, has really been quite recent. Coupled with this, I think, certainly, is the traditional difficulty: a rapid transit system cuts across political lines and local political subdivisions. We have always had a moderate amount of lack of cooperation between the city center groups and suburban groups. Their interests are different. The purposes for which they want to spend their moneys are somewhat different.

In this position, normally, a technological thing like a transit system, one would assume, would be provided by private venture. There