

City. I assume also that you have some knowledge of the transportation system in New York City.

What would you care to comment? Would you say—what can be done to improve that system in New York City? It is a \$64 question.

Dr. ROMUALDI. It is a bit more than that.

Mr. FINO. Based on your answer, you might get a call from Lindsay.

Dr. ROMUALDI. Let me give you one small example, and it is not unique with us. New York encourages automobile traffic. The commuter who is a regular, steady commuter, the one who stores his car in the city every day, who comes in at a fixed time in the morning and goes back at a fixed time in the afternoon, is given an advantage because he buys a season ticket on the bridges and toll tunnels. He is encouraged to use it because by using it frequently, he gets it at a cheaper rate. This little example points out the backward thinking on this.

With all due respect to the driver, it should be made a bit more difficult for the person who always comes in by 8 and 9 and goes back between 4 and 5. In fact, New York would be a much better place if we made the city free for the automobile. The person who comes in every day, the person who is the most likely one to go on a commuter train, is the one who clogs the city. There are untold people who really need their automobiles. Mass transit won't satisfy everybody. The automobile is a very useful mass transit tool. The salesman, the doctor, the person who must come in and out of the city several times a day in the normal course of his business, is bottled up. So there should be a major effort to make rapid mass transit more effective.

New York is doing a lot in that direction. The Port Authority Trans-Hudson System has made a reasonable step in that direction. You have trackless cars that run more frequently. That is one step in this direction.

But I think, frankly, the city must be made less attractive for the morning and afternoon motorist and the mass transit must be made more effective. Certainly, the record in the last 15 years, with the attempts to decimate the urban transit system coming in from New Jersey, have not been a proper step in that direction.

Mr. BARRETT. Thank you, Mr. Fino.

Thank you, Drs. Stelson and Romualdi.

You have been two very fine witnesses here and your testimony, I am quite sure, has been very helpful to all members on our committee. We are certainly going to take advantage of the question put to you by Mr. Reuss when we are working up this legislation. We may call upon you.

Thank you very much.

Dr. ROMUALDI. Thank you.

Dr. STELSON. Thank you.

Mr. BARRETT. Our next witness this morning is one of the great Congressmen from the State of Florida who just left the Rules Committee to come over here to testify on this bill.

He is in a great hurry to return to the Rules Committee.

Congressman Claude Pepper, if you will come to the witness table, we will be glad to hear our distinguished colleague.