

has to be used for community facilities of all descriptions—sewers, water systems, parking installations, and everything of that nature simply cannot be funded or is not funded to a level to absorb the impact of the tremendous heavy expense involved in rapid transit.

The Transportation Act, which is set up, as you know, to provide funds for the purchase of equipment or construction, does not provide any advance whatever for engineering, and it just seems to make sense to me that the same organizations, the same officials, who make decisions that a project is a feasible and reasonable one in which money should be invested by the Federal Government with the local community for engineering, should be the same people who would make the decision as to whether or not or to what extent money would be put in to support the construction. So, we do support very strongly Congressman Adams' amendment, and I would like to say that I speak here for not only the city of Seattle, but for the U.S. Conference of Mayors and for the National League of Cities in support of this measure.

If this amendment is enacted and advances could be made from the funds set up in the Mass Transportation Act, we can actually start to make some progress toward the objectives of this act.

As it stands, there are few cities, as I understand it, who are far enough along that they can actually logically ask for, and get, and use money for construction. If some of this money could be advanced for planning, we would then be moving toward the time when the cities would be able to present a proper case to the Federal authorities for support, and would be able to go to their people for necessary financing to carry the local share of the burden.

We have already used considerable Federal money in this feasibility study. We would feel that it would be certainly a tragic waste of money and of our time and effort if we cannot proceed with the next step. It is our estimate that even though having moved as fast as possible from the time, it would be somewhere in the neighborhood of 8 years before the first train could roll, and this is probably going to be about 8 years too late.

I think with this I will conclude. I would certainly welcome questions if the members of the committee have any that they would like to direct to me.

Mr. BARRETT. Does that complete your statement?

Mr. BRAMAN. Yes.

Mr. BARRETT. Thank you, Mr. Mayor.

(The complete statement of Mayor Braman follows:)

STATEMENT OF J. D. BRAMAN, MAYOR OF SEATTLE, WASH.

Mr. Chairman and members of the committee, my name is J. D. Braman, I am mayor of the city of Seattle, and I am most pleased to have this opportunity to share my views on the problems of urban mass transportation, as they pertain to my own city and as they affect many other of the great cities of this country.

The problem of moving people and things through out cities and to specific points in our cities is every bit as important to the physical health of our urbanized nation as the problems of blight, poor use of land, inadequate housing and open space. Indeed, they are so intertwined that to solve one is to partially alleviate the others. They should most intelligently be attacked on all fronts simultaneously.