

But our problems are basically the problems of people—riders by the billions dependent on public mass transportation; over 7 million riders a day; over 200 million a month; over 2 billion a year. This was evident from recent experience in January in New York City, when the public was deprived of the public bus and underground transit facilities necessary for a balanced transportation system.

Our most critical social and economic problems arise in the cities. They are the crucial spots where the problems of the poor and the unemployed and the disadvantaged will have to be solved. The outbreaks of social unrest have been most violent in the cities—not only in giants, such as Los Angeles and New York—but in medium-sized, such as Rochester, N.Y., I believe that an adequate, comprehensive, and balanced transportation program in the cities, including mass transit, is vital to the success of the Federal war on poverty and of the President's demonstration cities program.

I would like warmly to endorse and commend President Johnson and the Congress of the United States for the courageous and progressive stand they took in 1964 to make mass transit legislation possible. Much good has already been accomplished under the 1964 act. While I recognize, and commend, and urge full support for the President's programs to improve housing, and create jobs and training opportunities, I still think insufficient attention is paid to transportation with the cities.

As you know, most of our urban growth has taken place at the edges and in the suburbs of the cities. No one can deny that one of the most important factors in stimulating this growth has been the freedom of movement made possible by the private automobile. At the same time the older city centers have deteriorated physically, have become the residence of depressed and disadvantaged groups, and are the focuses of the infection causing our major city ills.

The private automobile has created other city problems. By displacing the mass transit system—with public assistance—it has preempted urban space for highways that blight the area through which they pass, and its appetite for parking space is voracious. One result has been a deterioration in the city's tax base as more land in the city center is taken by highways, and the less productive use of parking. Another result has been the difficulty that the poorer citizens, who cannot afford private automobiles have had in getting to jobs by public mass transit. The commission investigating the first Watts riot pointed this out.

There are other effects, such as the increase in air pollution and the increasing ugliness of decay of the city, which I will not take your time to describe in detail.

Now, I am not here to advocate the abolition of the private car—or even the restriction of its use. The auto is here to stay—and God bless it—it has a vital place and a vital function to perform. It is a resource which we must use constructively.

And just as we have encouraged its use by providing billions upon billions in public funds to provide the highway facilities we need, we must now provide funds on relatively the same scale for the public mass transit facilities for our cities. And I submit the automobile can provide some of the funds for this purpose. The only way to re-