

Mr. BARRETT. Mr. Stephens?

Mr. STEPHENS. Thank you for giving us a clear statement. I was interested in your comments, and I would like to know further about the idea of people being willing to leave their automobiles at home if you provide adequate transportation into the city. I thought that was one of the reasons why we did not have adequate transportation, because so many people were not using mass transportation systems that we have. Do you think that is not really one of the problems? The problem is that they cannot get the accommodations?

Mr. GILHOOLEY. I speak only for the area that I know something about, and that is New York City.

Mr. STEPHENS. I understood that.

Mr. GILHOOLEY. I do believe, sir, if we had the kind of mass transit facilities that I can idealize sitting here, in my mind, a fast, comfortable, air-conditioned mass transit carrier, that we could then persuade people who are, morning after morning, sitting on the Long Island Expressway which is called in New York City the longest parking lot in the world—cars for miles sitting there. We would be able to go to those people and say, "Look, what does it profit you to sit here every morning and every night in the summertime with your engine overheating? Why don't you take this modern mass transit system that we have built for you and provided the buses to get you there at a reasonable cost, air conditioned in the summertime?" I think if we could go to them with a modern system we could persuade them to come back to us. They are leaving us now, because the facilities are intolerable. They are not adequate.

Mr. STEPHENS. Thank you. I wanted to develop that a little further. I had the impression that we did not have the system because we could not have those things.

Mr. GILHOOLEY. I think they will come back to us, because I think we cannot build roads fast enough to give even the automobiles, and I mean the private automobile, the full ambience and scope it could have if there were modern transit systems, too.

Mr. STEPHENS. What you have said makes me feel better about voting for the mass transit bill to begin with, because if what you say is right, 20 years from now we will be able to retool and to reequip the capital investment out of the fares.

Mr. GILHOOLEY. Yes, sir. I may say, that as far as I am concerned, as an observer of the Federal scene, I think the passing of the mass transit bill is one of the most exciting things that has happened in terms of the future of the cities of this Nation.

Mr. BARRETT. Mrs. Dwyer?

Mrs. DWYER. Thank you, Mr. Chairman.

Mr. Gilhooley, I want to thank you for your very constructive and unique statement, particularly as it concerns financing.

My first question to you is: Mass transit is somewhat apart from other housing problems, as you know. It may be even more important a part if we get a Department of Transportation. Would you favor passing, as was done in 1964, a separate mass transit bill?

Mr. GILHOOLEY. I must say to you, Mrs. Dwyer, I don't understand the implication of the question.

Mrs. DWYER. A separate bill from that included in our housing bill this year?