

community improvement which has been so successful in aiding local communities to assess their overall progress.

I would recommend several changes in the workable program that could improve regional cooperation. Large cities should be required to show initiation and support of regional organizations while small cities should be required to show proof of participation in regional organizations where they exist in their areas. Cities seeking recertification should also be required to include development of regional housing policies and programs and the workable program should be expanded to apply to all programs under the new Department of Housing and Urban Development.

On the other hand, I do not believe that the workable program was ever intended by Congress to be a straitjacket for local communities, but rather an aid to the development of their improvement programs. In recent years, the workable program has been applied inflexibly to situations of great diversity rather than in response to local conditions and as a set of fixed requirements rather than as a set of goals and guidelines for local efforts. I think the Congress should make its intentions crystal clear in this respect. Finally, to prevent it from being a burden upon either local or Federal officials, I would recommend that recertification be put on a biennial rather than an annual basis.

In regard to the mass transit provisions of title III of the proposed Urban Development Act, I am proud to say that Philadelphia has already achieved a national prominence as a "demonstration city" in its commitment to revitalize urban mass transportation. What leadership we have achieved as a city and a region was possible only through the cooperation of the Federal Government in a similar type program as that before this committee today.

Philadelphia has always recognized the importance of a balanced transportation system to the viability of the core city in a metropolitan area. Substantial investments have been made from city tax dollars in a transit system which affords millions of people per year a mobility and freedom of movement which otherwise would be denied them were they forced to rely solely upon highway and street facilities.

From 1958 to present, Philadelphia's recognition of the importance of commuter railroads to the continued improvement of a balanced transportation system has stemmed the decline of this facility, in terms of (1) the levels of quality and service and (2) the public's patronage. Philadelphia's story, which begins with the Passenger Service Improvement Corp and evolves to present with the creation of the Southeastern Pennsylvania Transportation Authority (SEPTA), has proved conclusively to the more than 5 million people residing within southeastern Pennsylvania that the public investment of local, State, and Federal dollars in mass transportation is not only of tremendous benefits, but is, indeed, a necessity.

In 1962, the Philadelphia region, with the aid of Federal moneys under the Housing Act of 1961, entered into a demonstration project which sought answers as to whether the commuter facilities could compete within and share the burden of the transportation system serving this region. That project terminated October 31, 1965, and although the final report on this project has yet to be concluded, the reported facts of this project demonstrate that we have increased ridership on one segment of our facility by 50 percent to a level of 5.6 million passenger trips per year, and by 150 percent on another segment of that facility to a level of 1.6 million passenger trips per year.

The demonstration concept which proved such an unqualified success established a regional policy for the retention and improvement of those facilities, which, but a few years previously, were of dubious value within the region's progress. That policy, once established, committed us to a second demonstration program, again with the aid of the Federal grants to determine what must be done for finding ways of preserving and improving this regional asset of the rail commuter system. That demonstration, referred to as Operation Reading will continue until October 31, 1966. The demands and commitments of this project graphically portray the demands and commitments of the "demonstration concept" wherein all parties concerned must actively participate in full cooperation to a predetermined goal. In Operation Reading, we have asked for and received such a commitment from railroad management, labor brotherhoods, the commuting public, and the public at large.

A demonstration concept has thus refined and clarified for the Philadelphia region the real issues and problems of a complete and balanced transportation system, one which melds the highway and mass transportation facility into one