

dollars, whether on extending the Interstate Highway System or whether on improving our mass transportation facilities.

My district is a typical one of many city districts. It is composed very largely of people who have to use mass transportation facilities every day, whether they go to work or whether they go to school or for whatever purpose.

Most of these people are not in a position to use cars. Most of these people are not in position to get out on the interstate highway network very often.

The transportation system in my area is antiquated. We have, for example, stations for the use of people, elderly people that have to climb 50 or 100 steps and this is absurd in this day and age that they should not have escalators. And, the crowding in the subways at the rush hours is something that has to be seen to be believed.

Basically, the New York City transportation system has not really been improved in many decades. I am suggesting that these are priorities that are out of wack and that we should be doing more for the millions who live in the cities and have to rely on mass transportation even if it has to come out of the funds that were allocated originally for highways under the highway trust fund system.

Now, I have previously introduced both in the last Congress and in this Congress legislation that would authorize the States to make use of some of the funds coming under the highway trust fund for purposes of mass transportation.

I realize that this is a legislative proposal that in the practical aspects of things probably is not going to be immediately adopted.

I hope that in time the public pressure will be such that something like this will be done.

There are other alternatives to correcting this imbalance that I seek, Mr. Chairman, and one of these would be to eliminate the special earmarking that is characteristic of the highway trust fund. I don't believe myself that this is sound government.

I think that taxes should be put into the general revenues and that the allocations for expenditures should be made by the Congress and the executive branch in terms of their real need. I don't think it is right that particular taxes should be used for these particular purposes any more than we use liquor taxes to improve the bars.

I realize, too, that this is politically a very difficult and probably in many areas an unpopular suggestion.

I have made here, and this is a new suggestion as far as I am concerned, a different type of proposal which I think would move in the right direction and at the same time might be more practical. That is that the highway trust fund not be eliminated but rather that it be expanded to encompass the principle of a transportation trust fund and that it include the automobile excise taxes which are not now part of it so as to give it more resources rather than fewer resources and also to make clear that it is for purposes of transportation or would be for purposes of transportation generally rather than just for improvement of highways.

I think that this might be a practical approach that would add as I understand it, about \$1.5 billion a year to the resources available and this would make it possible I think both to make the necessary cutbacks