

Secondly, I think you would add some equity to your proposal if you at least provided a nominal excise tax upon the mass transit user which I know you see on your subways in New York a lot of people who are of limited means just as you meet a lot of people on the highways who are of limited means whether they are riding in automobiles or in buses, but you also see some people well able to contribute to the cost of Federal contributions to mass transit on your subway trains I think and certainly on your trains that run north and west of New York City. You see a lot of people who are fairly well able to participate in this operation.

I think you will find more sympathy in some quarters at least for your proposal if you included in your proposition that the mass transit user, a Federal excise tax would also contribute to this transportation fund that you are proposing to tap for mass transit.

Mr. BINGHAM. Those who use the commuter railroads and those who use the railroads are generally in a higher income category and they do pay a tax. But I don't know how you could distinguish.

The gentleman is familiar with New York City's subway system I am sure, and I do not know how you can distinguish between those few who ride the subway system who can afford to pay a tax and the great multitude who cannot.

The economics are not there. The people are hard pressed now.

The point that is well taken about the expressways being built in the cities I have included in my statement here some comments which I am sure the committee is familiar with, the enormous problems created by these expressways in the cities and the fact that they never catch up with the problem. The more expressways you add in the cities the more cars you attract and you develop what we have for instance on our Long Island Expressway which has been described as the longest parking lot in the world.

You are just going to make the problem worse by adding this type of facility whereas you would relieve the problem and make it pleasanter for those who do use the highway and in every way improve the situation if you would put the same emphasis on the improvement of mass transportation facilities so as to make it attractive, to get more people to use it and get more people off the highways instead of adding more people.

Mr. EDMONDSON. I thank the chairman.

Mr. KLUCZYNSKI. The gentleman from Florida, Mr. Cramer.

Mr. CRAMER. Just very briefly because I join the Chairman, and not wanting a further effort to raise trust funds, we have all kinds of suggestions and I think you are the champion as to how much money we take out of the trust fund for other purposes.

We are over \$8 billion short now on income to finish the Interstate System in a reasonable period of time.

Do you not think it is important to the country to finish that System within a reasonable period of time as relates to providing jobs, providing transportation for everyone, meaning Florida produce travels over that highway to New York, Florida orange juice travels over the highways to New York, and without the highways it would cost more; economic well-being to the community, and so forth, providing transportation for industries, and what have you.