

In that sense I would see a distinction. Unfortunately, we are in an era when earmarking does exist and my proposal here, my specific proposal, accepts the fact that earmarking exists and tries to build on it.

I am not saying that we are going to abandon earmarking as a practical matter.

Mr. CLEVELAND. I have no other questions.

Mr. KLUCZYNSKI. Mr. McEwen, of New York.

Mr. McEWEN. I say to my colleague from New York that I find some appeal in the suggestion of cost of urban highways and whether they are necessitated; and many of us are concerned about this.

I notice you commented that the average urban highway program is \$10 to \$20 million per mile.

I would say to the gentleman from New York City we have many urban highways that run greatly in excess of that. The Lower Manhattan Expressway is something over \$100 million per mile. I believe there was one change in the metropolitan area, where we came out at \$800 million or more per mile, for a change in a connection.

I was just making this comment to the gentleman, what concerns me on mass transit. I think particularly the city of New York, and I think the problems that have existed there were there when we first met in Albany in our State capitol, and they existed before that; and that is the seeming reluctance on the part of the users of that mass transit to pay for the cost of the mass transit.

That is the first thing that bothers me.

Our highway system, the people, whether they are happy about it or not, you pay the highway user tax that is going into the highway trust fund; but there seems to be a lack of the same acceptance in paying the cost of mass transit.

The second thing that concerns me is the vulnerability of mass transit, and we certainly witness it in the city of New York, where the entire system was tied up through a labor dispute. Then there is no mass transit.

I would certainly hope we never become totally, or even greater, dependent on mass transit then we are, as long as we are subject to these strikes.

I do say to the gentleman from New York that you should consider the aspect of the lack of acceptance or appreciation and willingness to pay for mass transit by the users. I quite agree with you about the Long Island Parkway being the longest parking lot in the world, and all of us who have experienced the traffic there; yet, the people do turn to it, for whatever reasons, they take their automobile on there and return to those highways.

Another thing I would say to the gentleman, on the statement which I think has many very provocative points in it here for all of us to think about, you did say, on the first page, the Interstate Highway System alone has accounted for about three-fourths of all the funds invested in highways in recent years.

There is a recent report just issued last fall from the Department of Transportation, which indicates that 56 percent of the highway moneys expended in the States on highways was Federal money. So, the share is not as great as the gentleman suggests; but 56 percent of the money was Federal and 44 percent was the States' percentage.