

wherewithal of that community to do it but points up at the same time, the magnitude of the problem and where this is the ideal situation of where the municipalities or the local government can work in harmony with and in partnership with the Federal Government, toward the attainment of those goals that would be impossible financially for the community itself.

The city of Dallas and its environs does not want to get into the position that others are in today; wherein there is a hopeless situation and they come to you and say, "You have to bail us out," but we do think that with the terrific amount of talents and research and study that has gone into this, that we are in a position—I say "we"—I still consider myself a part of Dallas even though not officially so; but that we are in a position to seek that type of partnership that I think can be the most productive and the most economical in the long run, to where we do not get into the position that some of our other cities have gotten into.

We want to preclude these situations and stay viable and stay up with the horses at all times.

Thank you very much for your time and for your splendid cooperation.

Mr. CRAMER. Mayor Jonsson, your colleagues and those making the presentation, I just want to say I have been on this committee for 14 years, and we now have extreme and aggravated big city problems relating, of course, in your jurisdictions, to transhighways. It looks like it is going to be mass transit under the Reorganization Act—Reorganization proposal, No. 2. This is one of the most exhaustive and enlightening, and I think, forward-looking presentations on behalf of the major city, that has been presented to the committee since I have been on it.

I will say to you, Mayor, that I congratulate you on your extreme farsightedness. This suggestion that has been made relating to the long-range planning, underground handling of trucks and people, is certainly the direction—that or something else—is the direction that cities are going to have to go in; and you mentioned the TOPICS program.

I gather from your presentation that you are interested in whatever systems in that type program that the Federal Government might make available; but I would just point out that the State of Texas received, under the present allocation for urban extension, which is a quarter of a billion nationally, \$13.9 million, and the allocation for the TOPICS is the same, so I presume you will get approximately the same under the TOPICS program for the entire State.

I understand further, that your program calls for street system improvements of \$44.3 million; so I think it would be logical to come to the conclusion then, that this would have to be largely the local responsibility with perhaps pumpgrinding Federal system.

Mayor JONSSON. I think perhaps, sir, there is another implication. We are hoping to have enough ideas develop out of this, so that we may serve as a prototype in the solution of problems for others. This is where our value would lie, not only to this program, but in several of the other directions, I think.

Mr. CRAMER. Well, it certainly is one of the most outstanding proposals and long-range planning programs that I have seen.