

The center city connection project in Philadelphia connecting two downtown rail terminals and comprising a vital link in the redevelopment of the center city is a project which will cost about \$45 million. The two railroads serving this area also need new equipment costing over \$40 million, plus improvements to stations, parking facilities and facilities to improve the service and make it more efficient in a total program costing upwards of \$200 million for this one metropolitan area alone.

Turning to north Jersey, to meet the needs of the public in just the area served by the Pennsylvania Railroad, the equipment program will cost about \$30 million, plus another \$20 million for electrification and improvement of facilities on one of the main routes, plus another \$20 million for station improvements. This gives you some small idea of the great need that exists in portions of one or two of our major metropolitan areas.

It is evident that the need is great, not only in the area we serve, but throughout the Nation. Local communities and the States have seen the value of preserving and improving these suburban rail services and other public transportation operations to meet their transportation needs. Until the Urban Mass Transportation Act of 1964, there was no alternative but to avail themselves of the 90-10 Federal matching grants for the Interstate Highway System in the desperate, but somewhat futile, attempt to solve this problem solely by highways. Now, there is an opportunity for a rational, balanced solution to the problems of our major metropolitan areas.

I respectfully urge passage of this legislation. In view of the urgent need for these funds and the fact that the \$95 million program level proposed for fiscal 1968 seems hardly adequate. I would even have the temerity to suggest that (1) in view of the 90-10 matching funds obtainable by local communities for using interstate highways to carry commuting loads that this honorable committee take a good look at the possibility of increasing the proposed 2-to-1 ratio of grants; and that (2) since the Philadelphia area alone should have several hundred million dollars, a much larger figure be substituted for the proposed \$95 million additional appropriation. In these circumstances, these appropriations should be extended above the \$150 million annual rate for the next few years.

Subsequent to this Senator Javits and Mr. Widnall introduced bills to which I certainly and heartily subscribe.

Thank you, Mr. Chairman.

Mr. BARRETT. Thank you, Mr. Morris.

The president of the Japanese National Railway Corp., Mr. Reisuke Ishida, sat in on a briefing with us in the early part of December. Of course, he is quite proud of this new railroad system they have over there. He indicated that he can take a glass of water, fill it to the brim and there is not enough vibration at any rate of speed to cause the water to even show a ripple on it, let alone spill. I asked him the question: Is it possible that in the far-distant future we might better build our short-run transit systems below the surface even if more costly. His answer indicated to me that he felt under the surface might be the proper approach in the far-distant future. What is your concept?