

submitted by Congressman Widnall, of New Jersey, which I feel is a very logical and practical extension of that act.

Mr. Chairman, and members of the committee, that concludes my oral statement.

(The complete statement of Mr. Schaefer follows:)

STATEMENT OF GENE R. SCHAEFER, DIRECTOR, MASS TRANSIT OPERATIONS, WESTINGHOUSE AIR BRAKE COMPANY (WABCO), PITTSBURGH, PA.

Mr. Chairman and gentlemen of the committee, my name is Gene R. Schaefer. I am director of mass transit operations for the Westinghouse Air Brake Co. (Wabco) headquartered in Pittsburgh, Pa. My company's interest in and knowledge of urban and interurban transportation developments and deficiencies is based on years of experience in supplying this industry. Today our work in the urban transit field ranges from taking preliminary soil samples, to air pollution studies; from tunneling and excavating roadbeds, to designing and manufacturing computerized control systems for new transit properties. In fact, nearly 75 percent of the world's present rapid transit systems are, in one way or another, constructed, controlled, braked, routed or protected by Wabco products. Our investment in the future of urban transit is great.

Understandably, we have a strong desire to see the urban mass transportation industry in this country prosper. This desire is based not only on our long-range commitment and necessity of making a profit to stay in business—it is also based on our firm belief that improved and adequate mass transportation will make our cities better places in which to live.

With few exceptions in recent years, this country's urban mass transit facilities have been little improved and are generally inadequate to meet fast growing urban area transportation needs. As is often the case, this inadequacy was not publicly recognized until it became a serious problem in many cities. Today the lack of adequate means to efficiently move great numbers of people into, out of, and within urban centers is recognized as more than a local problem. It has become a dilemma of national importance.

Let me put the problem in perspective as I see it.

Seriously inadequate facilities to serve essential needs of the people living in urban areas is at the root of the mass transportation problem. Urbanization has proceeded until nearly 70 percent of our population is concentrated in urban areas; but mass transit facilities have not only deteriorated, they have decreased. Future population growth will mean further urban growth. By 1980 it is expected that our population will reach 250 million and that 3 out of every 4 persons will be living within urban areas. Urban transportation needs will grow accordingly.

Urban growth has brought changing living habits and patterns. Growing masses of people living farther from their places of work and the city's core need and want fast transportation. The automobile, with its flexibility and convenience, has been increasingly used to meet most of the expanded transportation demand.

But it has become evident that the automobile alone cannot provide the total answer for the transportation needs of a modern urban area. Traffic flow has outpaced the capacity of our streets and highways; on- and off-street parking facilities are filled as fast as provided; bumper-to-bumper travel and the competition for parking space are levying heavy tolls on the finances, the time, and the nerves of urban and suburban dwellers.

Although the great majority of total urban transportation needs is and will continue to be met by private auto travel, improved public transportation in our cities will reduce the overall cost of providing adequate transportation facilities and will give their residents greatly increased convenience and flexibility of choice.

In our larger cities, as much as 90 percent of the peak-hour travel into the city is dependent on public transportation—a daily mass transfer of population that can only be met by large-scale transit, such as buses, subways, and commuter trains. Also, many persons in both large and small urban areas are completely dependent on public transportation at all times. They include those too young or too old to drive, and those who find owning a car too inconvenient or too expensive.