

administered the first Federal mass transit assistance program. It has been a pleasure to work with both him and his efficient staff. The success this limited but important program has enjoyed is due in large measure to John Kohl's ability, dedication, and thorough understanding of the social, political, economic, and technological factors affecting mass transit. A lesser man in the job would not have succeeded. All of us in the transit industry owe John Kohl a debt of gratitude.

Much has been said recently about the need for a "crash program" of federally funded mass transit research. In some areas of research, particularly statistical and economic studies, the need is immediate. However, I have serious reservations about the wisdom of appropriating large sums of Federal money for hardware research and development until there is a better definition of urban needs.

Wabco's transit research and development program, which we do not publicize for competitive reasons, is extensive. Our international complex of companies supplying the transit industry keeps us in close touch with technological developments throughout the world.

I can say to you without reservation that the technological progress applicable to mass transit, now going forward in this country, is second to none. As the market for mass transit products and services expands, private industry will quickly supply new and significantly improved products. One of the major problems facing all of us in the transit supply industry is the limited information available from most cities regarding their specific mass transit system and hardware needs or desires.

In conclusion, the complex problem of moving people efficiently and economically in our urban areas is acute. It will become worse. The limited Federal program now underway to help urban areas relieve this creeping congestion is a vital first step. The program must continue. Congressman Widnall's bill represents a logical, practical proposal to give our urban regions continuing assistance in upgrading and expanding inadequate mass transportation facilities.

American industry, particularly the established suppliers to the transit industry, are pouring ever increasing resources into transit research and development programs. Much more needs to be done and will be done by the private sector to improve and expand transit products and services.

This country must and will have the finest urban mass transportation systems that known technology can provide. The Federal Government can and should financially aid our cities in planning, designing, building, and equipping these needed systems. I urge your favorable consideration of extending and expanding the Urban Mass Transportation Act of 1964.

Thank you.

Mr. BARRETT. Thank you very much. We appreciate your very fine statement. I have no questions to ask you.

Mr. Widnall?

Mr. WIDNALL. Thank you, Mr. Chairman.

Mr. Schaefer, I certainly appreciate the support shown by you in your testimony for the bill that I have submitted.

I do feel that there is a definite need to put this on a permanent basis whereas you have a system of annual authorization that will permit adequate planning in the future. I think that your own company, having been in the field so long, the transportation field by way of supplies, research, is in a good position to testify on this out of its own experience as to the development of systems and also from the sidelines of watching the deterioration of systems because they have not had the means to carry on in the field here for the future of equipment or operations. Your comment is sound and I appreciate your coming before the committee.

Mr. BARRETT. Mr. Moorhead?

Mr. MOORHEAD. Mr. Schaefer, what relationship do you have or do you contemplate between Wabco and the Transportation Research Institute at Carnegie Tech?