

3. Chicago: On my own property, the Chicago Transit Authority, we have been greatly encouraged by the success of the new Skokie Swift suburban rapid transit service which was made possible by a Federal demonstration grant. In this instance, the Federal demonstration grant has served as the risk money for a transit service which was especially difficult to assess in advance from the standpoint of patronage.

The actual average patronage of more than 7,000 rides per day, as compared with our prior estimate of 1,500 rides per day has more than justified the Federal grant. As an indirect result of the success of Skokie Swift and the initial Federal acts themselves we have now begun a preliminary planning program for a new downtown Chicago subway and an extension of rapid transit to the northwest and southwest areas of Chicago. These are needed.

4. San Francisco: The entire rapid transit industry stands to gain from the technical and research development program now being conducted by the San Francisco Bay Area Rapid Transit District under a Federal demonstration grant. This project covers automatic train operations, noise control, better riding qualities, improved track construction, and similar experiments. All of these subjects have been important areas of interest in which industry did as much as it could. Until Federal assistance became available, the industry simply did not have the money in sufficient amounts to carry out this important research.

As a result of the research in San Francisco there has been generated some \$75 to \$100 million of research by private industry.

5. Eastern cities: You have heard about the eastern cities so I will not discuss that.

6. Other cities: Rapid transit has been discussed in many other cities over the years. Because of the financial problems involved, these plans have remained dormant. However, now the Federal Government is providing assistance for both public and private transportation, there has been a resurgence of interest in the possibilities of rapid transit in many of these cities. This is exemplified in such cities as Los Angeles, Pittsburgh, St. Louis, Baltimore, Atlanta, and most recently Seattle, as the mayor has indicated. As you are well aware, rapid transit will be provided in Washington, D.C., under a separate act of Congress.

All of these cities and many others throughout the Nation are recognizing the advantages of rapid transit—that is, offstreet, grade-separated facilities. Only high-capacity, grade-separated rapid transit can successfully perform these most necessary functions:

1. Reduce street traffic congestion in the cores of metropolitan areas.
2. Cope with the mass transportation needs of the growing concentration of population in metropolitan areas.
3. Provide the speed and attractiveness of service that will induce a great many motorists to leave their cars at home, or at least use rapid transit for part of their daily trips into high population density areas.

There exists today, a serious lack of adequate high-speed, high-capacity rapid transit in most of our metropolitan areas. Existing rapid transit systems should be extensively expanding and improving