

their facilities and their service to the public. A number of cities of major size do not have any rail rapid transit at all.

Great as is the need now for rail rapid transit, it will be much greater by 1980, when, according to population experts, 85 percent of the Nation's rapidly expanding population will be concentrated in metropolitan areas. The year 1980 may sound far off, but 14 years is a short period to accomplish improvements of this magnitude.

The reasons why there is a serious lack of rail rapid transit today and why existing rapid transit systems cannot expand to meet even today's needs are obvious. Rapid transit systems are costly to construct, to maintain and to operate. Major improvements and extensions cannot possibly be financed out of the fare box alone at reasonable rates of fare.

The Mass Transportation Acts of 1962 and 1964 have established a pattern of Federal assistance that was needed by our urban communities. Actually, however, the amount of Federal assistance made available thus far is only a fraction of what will be needed. In the years to come, the capital requirements of rapid transit alone will be evaluated in terms of billions rather than millions of dollars.

Consequently, the Institute for Rapid Transit believes that a continuous and expanding program will be required in the years ahead. We would like to point out that many of our cities have been handicapped by the two-thirds, one-third matching fund requirements under the existing Mass Transportation Act. If 90-10 matching funds could be made available, as is provided in the interstate highway program, it would enable much greater participation in this program by cities throughout the country.

It is extremely important that our cities be assured that the Federal aid to transit will be a continuing program. As I am sure we all realize, the planning of improvements of this scope require considerable time, and cities must be assured that the programs can be carried out if they are to undertake ventures of this magnitude.

Therefore, gentlemen, on behalf of the Institute for Rapid Transit, I respectfully urge that this committee recommend to the Congress the enactment of the legislation covered by H.R. 12946.

Mr. BARKER: Mr. DeMent, I certainly want to compliment you on a very fine statement. I have no questions, but this indicates that you have done an impressive amount of research and study. You are certainly to be commended for your fine statement.

Mr. Widnall?

Mr. WIDNALL: Mr. DeMent, I think we are all very grateful for your bringing your long and sound experience in rapid transit to the committee and giving us your views as president of the Institute for Rapid Transit.

I think we appreciate being brought up to date and we particularly were interested in the applications that have been taken on the existing programs and the good use to which demonstration funds and other funds have been put.

I note that your recommendation to the Congress is that you recommend enactment of H.R. 12946. I do not believe you have had an opportunity to examine my bill, H.R. 13732, which was not submitted until March 16 and which authorizes additional annual appro-