

We have been advised by the Bureau of the Budget that there would be no objection to the submission of our report to the Congress from the standpoint of the Administration's program.

Sincerely,

PEDRO R. VAZQUEZ
(For General Counsel).

Mr. FRIEDEL. That act authorized the Secretary of Commerce, now the Secretary of Transportation, to undertake research and development in high-speed ground transportation and authorized total appropriations of \$90 million for the 3 fiscal years ending in 1968. Unless that act is extended, further authorizations cannot be made although the Secretary has authority to obligate the funds which have been appropriated and not obligated through fiscal year 1969.

The authority to engage in research and development in high-speed ground transportation was recommended by this committee and authorized by the Congress 3 years ago as the result of the request of the President and of the Department of Commerce for legislation to explore the feasibility of an improved ground transportation system for heavily traveled corridors such as that here in the northeast between Washington and New York.

I think it appropriate here to quote from this committee's report accompanying the House bill as to what we had in mind in enacting the legislation:

It is unnecessary to set forth here at length the evidence respecting the overburdening of these facilities. Every Member of the House personally has experienced the inadequacies of our crowded air terminals and facilities, has observed the overcapacity loading of our highways, and is well aware of the demand constantly being made for the enlargement of both types of facilities. But what every Member has experienced and what he has observed is as nothing compared with what lies ahead.

The time has come to see whether passenger traffic on the ground can be made attractive to people; to see whether it is possible to provide facilities that are convenient and economical and which people will use; to see whether this kind of transportation might relieve air congestion and save on the cost of additional air facilities.

I think it unnecessary for me further to document the fact that the authorization made by the Congress for the expenditure of \$90 million, much of which was for research in high-speed ground transportation and the operation of certain demonstration projects, was predicated on the desire to relieve aviation and highway facilities from overcrowding, and attempt to meet transportation demands by increased use of rail facilities, especially in the northeast corridor.

Accordingly, this morning in considering an extension of this authority we are desirous of hearing from the Department of Transportation just what it has done under this legislation (1) to relieve aviation and highway facilities from overcrowding; (2) what it intends to do in further research and development if the act is extended; and (3) just how it is that at a time that the Congress authorizes the expenditures of these funds for the relief of aviation and highway facilities, the Department of Transportation continues to enlarge its aviation facilities particularly those for attracting northeast corridor passengers which would seem to be directly in opposition to the purpose of this legislation.

We welcome the witnesses here this morning and hope that we can understand just what is the policy of the Department of Transporta-