

tion for it seems as though its left hand does not know what its right hand is doing. On the one hand it proposes to put passengers on the rails between here and New York; on the other, it appears to propose a vast enlargement of Washington National Airport to take these same passengers off the rails and put them in the air.

In connection with the hearings also I am hopeful that it will be developed the reasons for the delay in the Washington-New York demonstration project which we had thought was to be inaugurated last year, and some of the results which we thought would be available to the committee in its consideration of any further authorization to be made under this act.

Now, we have the pleasure of having as our first witness, the Secretary, Mr. Alan S. Boyd, and I understand he has to leave here within an hour because he has to attend a Cabinet meeting so we could like to hear your statement, Mr. Boyd.

STATEMENT OF HON. ALAN S. BOYD, SECRETARY, DEPARTMENT OF TRANSPORTATION; ACCOMPANIED BY A. SCHEFFER LANG, ADMINISTRATOR, FEDERAL RAILROAD ADMINISTRATION; AND ROBERT A. NELSON, DIRECTOR, OFFICE OF HIGH-SPEED GROUND TRANSPORTATION

Secretary Boyd. Thank you, Mr. Chairman, and members of the committee.

I am accompanied this morning by Mr. A. Scheffer Lang, Federal Railroad Administrator, and Dr. Robert Nelson, Director of the Office of High-Speed Ground Transportation.

I appreciate the opportunity to appear before you on the extension of the High-Speed Ground Transportation Act proposed by H.R. 16024.

The bill would extend the act for 1 year and establish June 30, 1970, as the expiration date of the act. Other procedural amendments would take account of the establishment of the Department of Transportation and the transfer to it of elements previously in the Department of Commerce.

A more substantive change is the amendment to section 7 which would clarify the authority to acquire necessary real property by purchase, lease, or grant and to construct, make repairs, or furnish necessary support facilities. This clarification is necessary in order for the Department to acquire a test site for the development of advanced ground transportation systems. The amendment would not change in any way the prohibition now in the act against the Secretary's acquisition of any interest in any line of railroad.

The bill which the administration proposed provided for a 2-year extension of the High-Speed Ground Transportation Act. We believe the 2-year extension is essential to orderly planning and execution of the program. We are aware of this committee's policy that no authorization legislation be introduced without an accompanying dollar authorization level. We have not yet fully analyzed what that request would be as submitted by the President. But we would estimate that the maximum figure would be \$36.5 million and that would be an appropriate figure if one was required to fulfill the committee's policy.