

The High-Speed Ground Transportation Act was passed in 1965 with a sense of urgency that the demand for transportation in the urbanized intercity corridors which have grown up about the Nation will far exceed our present capability to handle it. The purpose of the act was to try, through research, development and demonstrations, to stimulate alternative modes of transportation which could better handle high volumes of movements in densely populated regions.

Today there is an even greater sense of urgency than there was in 1965. Travel volumes have increased at a greater rate than predicted and the period of time before we will completely run out of transportation capacity in the Northeast Corridor has been shortened. The growth in air transportation has been most dramatic. Between 1962 and 1966, intercity air passenger miles in the United States nearly doubled. Intercity passenger miles by all modes increased by more than 17 percent.

In the Northeast Corridor the problem of congestion is now critical at several major airports. According to Federal Aviation Administration estimates, delay time at J. F. Kennedy, Newark, La Guardia, Washington National, Boston, and Philadelphia Airports in 1965 amounted to 49,000 hours. Estimates indicate that at three airports—Kennedy, La Guardia, and Newark—there will be an increase in delay time from 33,000 hours annually in 1966 to 133,000 hours in 1970 and the delays will become very much larger by 1975 if nothing is done to expand capacity.

Estimates by the Bureau of Public Roads indicate that highway travel on intercity routes in the Northeast Corridor will almost double between 1965 and 1985 and that approximately \$2½ billion will be needed just on the intercity portion of the Corridor highway system. The total cost to Federal, State and local authorities of all street and highway construction in the Northeast Corridor for the same 20-year period is estimated at more than \$33 billion. These new facilities will have to be accommodated into what is already the most heavily developed region in the country—14 percent of the Nation's total road mileage is concentrated on less than 2 percent of the land area.

As income levels go up, we can anticipate that transportation demand will continue to expand at a very rapid rate. There is no doubt that most of the cost of meeting this demand can be, and should be, imposed on the users of these services. In today's economically and technologically complex world, however, the direction which the development of new systems and the improvement of the old should take is not clear. Research and development, testing and demonstrations should be carried on in several directions until we begin to see clearly the more useful and productive path.

It is unrealistic to expect completely private sponsorship during this experimentation phase. The costs are too high and the risks are too great. Government must provide the seedbed and must stimulate and encourage involvement by private firms. This is essentially what this program has tried to do and, I believe, has done with a high degree of success. We estimate that over the 3-year period, Federal appropriations of \$52 million have been met by \$75 to \$100 million of expenditures and commitments by private firms.