

I should like to request that a detailed "Statement in Explanation of Request for High-Speed Ground Transportation Legislation Extension" prepared by the Office of High-Speed Ground Transportation be entered into the record. This statement is intended to provide detailed information in review of the program and in explanation of work which remains to be done. It outlines the major areas in which the new authorizations which we have requested will be obligated.

I strongly urge upon this committee the passage of H.R. 16024, with the amendments proposed.

Thank you, Mr. Chairman.

(The document referred to follows:)

STATEMENT IN EXPLANATION OF REQUEST FOR HIGH-SPEED GROUND TRANSPORTATION LEGISLATIVE EXTENSION, PRESENTED BY THE DEPARTMENT OF TRANSPORTATION, OFFICE OF HIGH-SPEED GROUND TRANSPORTATION

INTRODUCTION

The High-Speed Ground Transportation Act of 1965 authorized research, development, and demonstrations in high speed ground transportation and authorized appropriations for these purposes for the fiscal years 1966, 1967 and 1968. Although, at the time the Act was being considered, the House Committee on Interstate and Foreign Commerce and the Senate Commerce Committee recognized the desirability of a continuing program, they recommended that it be reviewed in three years.

If the high-speed ground transportation program is to be continued and funded with 1969 appropriations, the High-Speed Ground Transportation Act of 1965 must be extended, and authorization for appropriations must be granted for fiscal year 1969 and such succeeding years as the Congress deems appropriate. The Secretary of Transportation has requested that Congress extend the expiration date of the Act (PL 89-220) to June 30, 1971, and authorize appropriations for fiscal years 1969 and 1970. The only significant change in the proposed legislation from the existing Act is in clarification of the authority for site acquisition for development testing of proposed new high-speed ground transportation systems and components.

The national transportation information program provided for in Section 4 of PL 89-220 will not terminate on June 30, 1969, along with the rest of the Act. The intent of the 1965 legislation was to consolidate the existing powers of the Secretary of Commerce to collect data for transportation planning, but not in any way to limit his existing authority. The Secretary of Transportation has separated administratively the transportation information and high speed ground transportation programs and has included appropriations requests for the information program with those of his office. This request for extension, therefore, is concerned only with the provisions of the High Speed Ground Transportation Act referring to research and development, and demonstrations.

This statement will—

1. Discuss the need for continued focus on the intercity transportation problems of urbanized regions;
2. Review the background and administration of the high speed ground transportation program and summarize its major accomplishments;
3. Discuss the status of the program; and
4. Outline the proposed continuing program activity.

THE TRANSPORTATION CRISIS IN URBANIZED REGIONS

The work of the Office of High Speed Ground Transportation is being carried on with a sense of urgency which arises from the realization that the demand for transportation in urbanized regions of the United States will more than double in the next twenty years. The economic cost of adding to existing capacity to meet these increased demands will be great; however, the economic and social costs of failing to meet them would be greater still.

Transportation is a moving force in a technologically oriented society. It enhances personal mobility, brings people closer to work and recreation, and provides business and industry with broader markets, fostering specialization of effort, decreasing average cost, and other economies of scale.