

If the nation's transportation system is to continue to benefit society, it must grow to handle the flood of people and products which will need to be served over the next 20 to 30 years. Over this period of time, the population of the United States will increase by an estimated 50 to 75 per cent and the production of goods and services will expand even faster. The demand for transportation will increase most rapidly of all in response to rising incomes and greater use of transportation in the productive and distributive processes.

Much of this anticipated growth will take place in our cities and metropolitan areas. Currently about two thirds of the population resides in urban places. By 1985, this proportion will rise to 80 per cent; with much of this increase being concentrated in a few regions. Transportation growth will be greatest within the metropolitan areas themselves and in the urbanized corridor regions between cities.

The extent to which intercity passenger travel on each mode has changed since 1950 is shown in the following table:

INTERCITY PASSENGER TRAVEL IN THE UNITED STATES

[In billions of passenger-miles]

Year	Airline	Rail	Bus	Auto	Total
1950.....	8.0	26.8	22.3	402.8	458.8
1951.....	10.5	29.7	22.3	457.8	502.3
1961.....	31.1	16.2	19.7	714.0	780.9
1962.....	33.6	15.9	21.3	736.0	806.8
1963.....	38.5	14.4	21.9	766.0	840.8
1964.....	44.1	14.0	22.7	802.0	882.9
1965.....	51.9	13.3	23.3	838.0	926.4
1966.....	60.6	12.9	24.8	880.0	978.3

Over the fifteen year period covered by these data, total intercity travel more than doubled. Air travel increased eight-fold, or at a rate approximately four times that of the average for all modes combined.

These airline passenger data also show a generally increasing growth rate changes for the years since 1961. For example, the percentage increase in air travel between 1961 and 1962 was 8 percent, for 1962 through 1964 it was 15 percent annually, and 17 percent for each year between 1964 through 1966.

On the basis of these trends, it is evident that intercity travel will again more than double over the next twenty years and that air travel will increase more rapidly still. This growth, were it to be distributed uniformly over the nation, would pose a serious challenge to government and the transportation industry; focused, as it will be, on a relatively few urban complexes, this projected demand assumes crisis proportions.

Taking each of the modes separately and projecting the requirements using the Northeast Corridor as a base, the following statements indicate the magnitude of the problems which will have to be faced over the next 20 to 30 years.

A fourfold projected increase in air traffic will be superimposed on the air space which is already virtually saturated. In 1965, for example, delay times using the operators' own measures for 23 large United States hub air terminals totalled 115,000 hours. This figure represents 34.2 per cent of total delays for the 292 airports in the United States receiving scheduled flights. Total air carrier delay costs for these same 23 airports due to extra crew and fuel requirements amounted to \$31.7 million, or 68.4 percent of the total operator delay costs for the same 292 airports. The situation is even more critical in the six major Northeast Corridor airports: J. F. Kennedy, Newark, La Guardia, Washington National, Boston and Philadelphia. According to Federal Aviation Administration estimates, delay time and increased costs for air carriers in 1965 for those six airports were 49,000 hours and \$13.1 million. The estimates indicate that three airports, Kennedy, La Guardia and Newark, will have a rise in delay times from 33,000 hours annually in 1966 to 133,333 hours in 1970 and the delays will become very much larger by 1975, if nothing is done to increase capacity. These cost and time figures do not, of course, take into account the personal losses in inconvenience and delay to millions of air passengers on taxiways waiting for runway clearance or circling airports awaiting landing instructions.

Solutions which have been proposed include the construction of larger jet aircraft and the separation of common carrier airports from general aviation airports. Both of these solutions will create severe problems of land use in