

vania Turnpike, and our present highway program in Pennsylvania is the astronomical sum for us of a billion dollars, and this is not just for Pennsylvania, but to open up arteries to the east and west and north and south, and we have been conscious, too, that this can't be done with just Federal dollars.

In the Appalachia program where we have been allowed 70 percent for north-south highways per mile, the State has used less than 50 percent, we have purchased our own right-of-way, we paid for our own engineering and design, and because we believe in the tomorrow as well as today we have built these highways four lanes instead of two lanes so we can open up Appalachia north and south for tomorrow as well as today.

I mention that because our past secretary of highways, Henry Harrel, and our present secretary of highways, Robert Bartlett, believe firmly that it is not possible for new highways alone to solve the problems of passenger and freight transportation.

One of our metropolitan areas alone is costing now to acquire, just acquire, not build, a new highway, \$40 million a mile.

We do not believe that you can continue with just highway development with its displacement of people and businesses, it is bisecting of important and vital recreation and wilderness areas, and we believe there must be new methods of technology and ground transportation particularly when existing rights-of-way can be used with costs for welded steel rails at \$60,000 a mile or \$120,000 for two tracks, and we came here to tell you that we are going to continue to do our part in advancing the goal and developing this new technology in ground transportation now and you have our commitment that our State, both at a governmental level and at a private industry level, will do everything it can within our capabilities and resources of funds to help pioneer this new effort.

Therefore, we would like to urge that you continue in your efforts here which have been so pioneering and we think will be so worth while in the future. Thank you for letting me testify.

Mr. FRIEDEL. I want to thank you, Mr. Jones, for your very fine statement, and for the work that you have done to help speed up this ground transportation system.

Could we have a copy of those three reports of your studies there for our record or files?

Mr. JONES. Yes, sir, I will be happy to supply these to you. May I mail them or would you—shall I leave these three that are here?

We further have committed ourselves to joining the northeastern corridor on a ground transportation rail project for passenger service between central Pennsylvania, specifically Harrisburg as its terminal point, and Philadelphia with connecting links through your Northeast Corridor project.

To date we have committed ourselves for \$2,035,000 for this project which involves the purchase and engineering of these costs.

As of yesterday, awards were made from our Science and Engineering Foundation to Carnegie-Mellon in Pittsburgh for a grant for resident professorships and visiting professorships in the field of high-speed ground transportation and a scholarship grant to the Urban Transit Council of Pittsburgh for the University of Pittsburgh, again in this same field.