

that we continue to support the program of high-speed ground transportation now and in the coming years.

Thank you.

Mr. FRIEDEL. I want to thank you, Dr. Fox.

Mr. Pickle, any questions?

Mr. PICKLE. Thank you, Mr. Chairman.

Dr. Fox, I enjoyed your testimony. As I understood what you were saying is that we have actually got an urban crisis now.

Mr. Fox. That is right.

Mr. PICKLE. In moving not only people but of freight, is that correct?

Mr. Fox. In the sense that the highways get clogged by the trucking and complicate the movement of people and goods particularly in the urban areas, I think we have a problem right now, yes.

Mr. PICKLE. This questionnaire that you said your institute sent out—

Mr. Fox. Yes, sir.

Mr. PICKLE (continuing). To some 400 scientists.

Mr. Fox. And industrialists.

Mr. PICKLE. This was sent out in 1963?

Mr. Fox. 1963, yes, sir.

Mr. PICKLE. Has anything been sent out in the last 5 years?

Mr. Fox. We have a continuing program, as a result of this there was a Governor's Science Advisory Committee formed and on that are 20 Pennsylvanians representative of industry and of universities and of various technologies throughout the State. This is a voluntary, unpaid committee which nevertheless works very hard both in its committee meetings and in its panels which add other Pennsylvanians to its committees, so we have had a continuing. Also we have had a Governor's Transportation Committee which is a larger segment of Pennsylvania, I think there are 50 Pennsylvanians on it and there is a technical committee, representatives of the main committee, with also about 50 representatives so we have worked very hard on these matters in a continuing fashion.

Mr. PICKLE. The study of your urban crisis just one of the projects that the Mellon Institute is pursuing.

Mr. Fox. Sir, I happen to be a scientist at the Mellon Institute which is now part of Carnegie-Mellon University. My role as Governor's science adviser is an unpaid part-time role although over 50 percent of my time and the studies we are making are not Mellon Institute studies, they are Pennsylvania studies made by these committees and subcommittees and by paid consultants and grants and so on.

We have, for example, established the Pennsylvania Science and Engineering Foundation in Pennsylvania attached to the department of commerce. Now, the purpose of this is to invest moneys in looking into problems of the future and to seed activities in the universities, like the Transportation Research Institute at Carnegie-Mellon, for example, it happens to be local but it is just an accident, and we have invested \$1.4 million of Pennsylvania's taxpayers money