

STATE OF NEW JERSEY,
DEPARTMENT OF TRANSPORTATION,
Trenton, N.J., June 12, 1968.

Hon. HARLEY O. STAGGERS,
Chairman, House Committee on Interstate and Foreign Commerce, Rayburn
House Office Building, Washington, D.C.

DEAR CONGRESSMAN STAGGERS: I understand that hearings have been scheduled by the House Subcommittee on Transportation and Aeronautics of the House Committee on Interstate and Foreign Commerce with regard to H.R. 16024 which will extend the High Speed Ground Transportation Act of 1965 and authorize further appropriations for this important program.

The New Jersey Department of Transportation has worked closely with the U.S. Department of Transportation and the Office of High Speed Ground Transportation since the inception of this program. We believe that the experimental and research programs being conducted by this agency are of great benefit to the entire spectrum of transportation. The demonstration projects, particularly for the Boston to Washington corridor, are also of inestimable value to this nation at a time when transportation modes complementary to our highway system are desperately being sought.

This Department has been gratified by the fact that the Governor and the legislative leaders of this State have publicly indicated their support for this Department's public transportation program. Last March, the New Jersey Department of Transportation recommended that the sum of \$200 million be provided for public transportation purposes in this State by way of a bond referendum. Legislation to authorize a bond issue of this size for public transportation has been agreed upon and is now pending before the New Jersey Legislature.

The New Jersey program is predicated upon a continuing and reasonable level of effort by the Federal government. We, therefore, strongly support the request of the U.S. Department of Transportation as it is set forth in H.R. 16024.

Sincerely,

DAVID J. GOLDBERG,
Commissioner of Transportation.

ILLINOIS CENTRAL RAILROAD,
Chicago, Ill., 14, 1968.

Hon. HARLEY O. STAGGERS,
Rayburn House Office Building,
Washington, D.C.

DEAR MR. CHAIRMAN: My purpose in writing you is to recommend extension of the High Speed Ground Transportation Legislation as proposed in H.R. 16024.

As I am sure you are aware, the Illinois Central Railroad has one of the larger commuter operations in this country, and operates several intermediate and long-distance intercity passenger trains including the Panama Limited-Magnolia Star, the City of New Orleans, and the City of Miami.

I am a member of the High Speed Ground Transportation Advisory Committee whose Chairman is Professor Raymond R. Tucker of St. Louis, Missouri. Other members include Mr. Robert M. Jenney, President, Jenney Manufacturing Company; Mr. Donald W. Douglas, Jr., President, Douglas Aircraft Company, Inc.; Mr. George E. Leighty, Chairman, Railway Labor Executives Association; Mr. Charles A. Webb, President, National Association of Motor Bus Operators; and Mr. Milton A. Gilbert, Chairman of the Board, Gilbert Systems, Inc. In addition to functioning as required by Executive Order, the Committee has carried on correspondence and participated in field trips.

The principal demonstrations, on the Penn Central between Washington and New York, and on the New Haven between New York and Boston, have not progressed as anticipated because of various technical difficulties. As a result there is not sufficient time to gather information and get meaningful results before the expiration of existing legislation, which would be in June of 1969. Hopefully, however, the demonstrations will be in operation soon and the operational results would begin to become available for evaluation. It would be wasteful of the effort, time and money spent so far if this project were not followed through with a thorough analysis of these demonstrations, while they are in operation.

The research and development funding under the High Speed Ground Transportation Legislation has been cut back and, therefore, has not been emphasized