

Resolved, That the National Legislative Highway Committee express its support for federal grant programs enabling statewide and regional transportation planning and coordination of all transportation modes with other aspects of urban development. The Committee maintains that the most logical point for such coordination is at the State Government level; and be it further

Resolved, That the Committee support United States Senate Bill 3237, and similar legislation in the House of Representatives, to extend for two years the program of research and development undertaken by the Secretary of Transportation in high-speed ground transportation systems; and be it further

Resolved, That the Committee express its support for further study of alternative means of financing the development of public transit systems, by both United States Congressmen, and State Legislators.

April 16, 1968, Washington, D.C.

GILBERT SYSTEMS, INC.,
Secaucus, N.J., June 14, 1968.

Prof. RAYMOND R. TUCKER,
St. Louis, Mo.

DEAR PROFESSOR: The question of continuing the work of the Advisory Committee Office of High Speed Ground Transportation is of lesser importance than that of increasing the scope of its activities, and of providing the increased funds needed for it to effectively achieve its objectives.

In response to the first question, the almost paralyzing nature of the transportation congestion problem plaguing so many areas of the country is mounting in its severity.

Unless solutions are found to alleviate these conditions, stagnation conditions will evolve that will have repercussions affecting all facets of our society, economic and sociological. As one example that can directly be related to both these factors and current civil unrest is a need for opening up job opportunities emerging in the industrializing suburbia to the populations of our inner cities.

In another context, the overall economic growth of the country is directly affected by the ability to move both peoples and merchandise from their available locations to their points of need.

The High Speed Ground Transportation committee does not presume to claim it will solve the nation's transportation ills. Its research, experimentation and demonstration projects, however, are forming the foundation from which will emerge new directions in transportation concepts that will contain the solution.

A specific purpose of the committee is to explore all of the varied concepts available, along with theoretical alternatives and their practicalities, and ultimately executing such demonstrations projects that might offer the answers to these problems. Already, research and study conducted by the office has produced the embryonic stages out of which will emerge new directions in transportation concepts.

One of the most important demonstration projects now nearing fruition is the high speed rail experiment between Washington, D.C. and New York—part of the overall Northeast Corridor program. A similar demonstration between New York and Boston soon will follow.

The February 1968 "Report on Continuing and Planned Program Activity in High Speed Ground Transportation" by the Secretary of Transportation to the Committee on Appropriations of the House of Representatives, comprehensively details these programs and effectively evaluates the results anticipated.

The report not only comprehensively details work accomplished to date, but provides compelling reasons why this work must be continued. However, it would also seem essential that this work—the objectives and goals—must be broadened beyond the specific program of moving peoples between the terminal points of the Northeast Corridor. The total problem is far more complex. In this respect, and to cite a specific, it is equally important to solve the congestion problem of intra-city transportation as it is to solve the inter-city situation.

There is a need for establishing a coordinated study of intra-city rapid transit concepts as they can be integrated into an overall regional program. This should involve research into new subway theories, moveable sidewalks concepts, road