

improvement, etc. Particularly important is the need for moving persons from commuter lines into local transit systems.

In terms, too, of the commuter, we cannot assume that new concepts in rail transportation will represent the panacea that solves all current problems. It must be viewed as one of the modes that is and will be available for such travel. This is a nation of the private automobile, and it would be thoroughly impractical to envision any reduced importance in this phenomenon. Studies, therefore, must be initiated to seek new concepts in our basic highway approach.

In this area, we include studies into both vehicle design for all types of free-wheel automotive products—cars, trucks, and buses—as well as the highways themselves. Are there possibilities, for example, of developing automated highways to control traffic flow and movement? How practical, too, are the concepts of exclusive bus lanes or truck lanes?

We believe deeper research must be made into the potentials for the recently introduced rail-and-road bus, and how this can be coordinated into existing transit systems.

Moving from rail and road, shorter or intermediate air distance travel has a proportionate importance in the overall objectives of bringing order out of chaos. The vertical take off and landing plane apparently holds great promise for a number of purposes.

Currently, there are discussions being held on the possibilities of setting up a VTOL airport on the Hudson River alongside Manhattan's West Side. The primary purpose, apparently, is to provide an air service link between New York and intermediate distance cities, thus freeing New York major international airports for exclusive long distance service. Here, again, there must be some coordinated plan of utilizing local transit systems and suburban links to bring passengers in and out of the VTOL port, particularly as we develop new techniques in all these areas.

The importance of moving products has an importance equal to that of moving people and, within the framework of all these studies, this factor should be given proportionate consideration.

In this respect, product movement utilizes the same basic transportation modes available for passenger or commuter travel. And here, too, we already are witnessing almost revolutionary changes taking place in the techniques of materials handling and shipping, particularly in the emerging of container concepts.

Without studies on methods of coordinating such merchandise traffic possibilities with evolving commuter travel changes taking place, now and in the future, the probabilities for massive confusion are enormous.

In essence, it is suggested that the role of the committee should be broadened. Regional transportation congestion is the basic problem, and any ultimate solutions in solving the regional problem must take into consideration all transportation modes available within the area. To take the Northeast Corridor as a case in point, since this has been the focal point of our programs to date, it should be obvious that the results of our research in improving rail travel will have a profound effect on all the other transportation modes in this corridor.

It is not a question of "High Speed Ground Transportation," but rather "High Speed Regional Transportation."

To achieve all of these objectives, adequate funding is essential. It is equally important that this be considered of immediate importance. Delays will have serious ramifications effecting all facets of society, economic and sociological. Delays, too, will make the final costs of achieving success that much more expensive.

Very truly yours,

MILTON A. GILBERT,
Chairman of the Board.

(Whereupon, at 11:30 a.m., the hearing was adjourned.)