

from that which people have shown through their market choices they want. But, when we judge need on the basis of market preferences, we can only conclude that virtually all intercity railroad passenger service of the kind which we have known to date is not needed.

This is not a new conclusion. The extensive investigation of intercity railroad passenger service conducted by the Interstate Commerce Commission in 1959 (306 ICC 417) reached this conclusion. The exhaustive study of transportation problems conducted by the Senate Committee on Commerce which culminated in the publication in 1961 of the so-called Doyle reports similarly concluded that by any usual tests the need for intercity railroad passenger service had largely disappeared.

Thus, any new study of this problem must develop some concept of public need different from that indicated by market preferences, or its conclusions will simply be a restatement of those already reached by the two studies I just mentioned. It should be understood, moreover, that it will not be enough merely to develop the new means of measuring need; we must also find a way to determine how much public or private money we are justified in spending to meet these extra-market needs. There are no previous studies which provide satisfactory answers for either of these problems.

Nor are these the only problems which we will encounter in any thorough study of intercity passenger transportation. As this committee is well aware, data on intercity passenger travel are at best fragmentary and incomplete. The information which we are collecting in connection with our northeast corridor-transportation planning study and the northeast corridor passenger train demonstration projects will constitute the first reasonably complete profile of intercity passenger travel yet compiled. Compiling data this complete for the country as a whole will require many more years and many millions of dollars beyond those funds now available for such purposes. Without data that describe completely the character of the demand for intercity travel, it is impossible to specify with precision the full spectrum of transportation services which ought ideally to be made available to the public. The study we are discussing here will have to be made without complete data.

I am not suggesting that a meaningful study of the kind proposed by the Interstate Commerce Commission in its report is impossible. I am saying only that it will take time; it will be difficult of accomplishment; and it may well produce conclusions at variance with present public hopes and expectations.

Furthermore, if it is the judgment of the Congress that the Department of Transportation should assume responsibility for such a study, then we must respectfully urge that the expenditure of additional funds must be authorized beyond those presently at our disposal. The Department must also be given the power to compel the appearance of witnesses and the production of relevant data and documents. Finally, we would advise the committee that at least 2 years would be required for us to produce any meaningful and constructive study results.

In the meanwhile, we would respectfully direct the committee's particular attention to one of the important statements made in the