

STATEMENT OF HON. JONATHAN B. BINGHAM, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF NEW YORK

Mr. BINGHAM. I do have a prepared statement. I would be glad to just summarize it for you, Mr. Chairman.

Mr. KLUCZYNSKI. Without objection your entire statement will be placed into the record at this point.

(The prepared statement of Mr. Bingham follows:)

STATEMENT BY CONGRESSMAN JONATHAN B. BINGHAM BEFORE THE SUBCOMMITTEE ON ROADS, PUBLIC WORKS COMMITTEE, HOUSE OF REPRESENTATIVES, JUNE 4, 1968

This nation currently faces serious transportation problems, and a disturbing array of new problems continues to arise out of our current, disordered approach to transportation policy.

One of the major questions facing this Committee and this Congress is whether to expand the Interstate Highway System beyond its currently authorized 41,000-mile limit. I focus initially on this particular question not only because it is an important one in itself, but also because it illustrates rather dramatically the imbalance in our total Federal investment in transportation.

In the three years 1964-67, federal aid for highways was 30 times as great as for mass transit (\$12-billion for the former, \$360-million for the latter). The Interstate Highway System alone has accounted for about three-fourths of all funds invested in highways in recent years. Estimates of the total cost of the currently authorized 41,000 miles are constantly rising—the most recent being \$56-billion—and estimates of the completion date have been pushed up from 1972 to 1976 or even 1980. In most of our major cities, hundreds of millions of dollars are being spent to carve six and eight-lane Interstate Highways across the urban landscape, while relatively little attention is paid to mass transportation.

Any significant extension of the Interstate Highway System at this time would aggravate the already indefensible imbalance in our transportation facilities, and will commit us to untold billions of dollars more of Federal expenditures for highways into the 1980's before we have given adequate attention to other transportation needs—all at a time when our fiscal capabilities are stretched nearly to the limit and we are likely to have to cut back on many more vital programs.

I fully support the conclusion of the Secretary of Transportation in his 1968 report to the Congress on Highway needs that "additional broad transportation as well as highway policy considerations need to be weighed in making a final decision" on the question of expanding the Interstate System.

The current imbalance in our transportation investment is due in part to the financial machinery we established in 1956 for highway funding. The Highway Trust Fund has produced an annual account that gets larger every year and that must be spent for highways without any consideration of the priority of highway construction and improvement in relation to other national needs. The more highways we build, and the better they become, the more gasoline, tires and other items are consumed, and taxed, and the more funds accrued annually to the Trust Fund. No other public works program has received such automatic and unquestioned funding, practically insulated from Congressional review.

I have long advocated greater attention by the Federal government to the pressing need for more and better urban mass transportation facilities. The need is undeniable. Predictions are that there will be 120 million automobiles in this country by 1980—one car for every two people. Transportation engineers now estimate that the cost for new roadway and parking facilities needed to permit each additional automobile to travel to the city during peak traffic hours comes to about \$25,000 in most of our largest cities. Costs of building new highways in urban areas range from \$10-million to as much as \$100-million a mile. One Chicago planner has estimated it takes 5-million square feet of off-street parking space to handle additional auto traffic brought by a single new expressway lane.

Cost estimates usually do not account for the fact that land occupied by highways yields no local taxes, and many cities suffer major tax losses as highways displace tax-paying establishments. As transportation expert Winifred Owen indicated in his book *Cities in the Motor Age*: