

Federal Aid Favors All Travel Forms

The following are remarks by F. C. Turner, Director of Public Roads, Federal Highway Administration, U. S. Department of Transportation at the 49th Annual Convention and Exhibit of the Associated General Contractors of America, March 26, 1968, Dallas, Texas

I am in favor of all forms of transportation because all modes are necessary if we are to keep pace with the Nation's growth and the increasing demand for mobility. The Department of Transportation, which observes its first birthday next week, has the task of trying to put together a total transportation facility to meet these needs—a complex conveyor belt that includes air, rail, highway, water and pipeline transport—all integrated and each assigned to doing the job it does best.

Highways are the key links in this transportation system, both today and as far ahead as we can see into the future. They are the most flexible links and the ones most used. The service provided by our streets and highways extends to and from every home, business, factory and institution. In 1965 there was an automobile for every 2.2 persons in the United States. Total annual travel amounted to the equivalent of some 4,600 miles for every man, woman and child in the country.

In that same year—1965—it is estimated that the Nation's transport costs amounted to nearly \$141 billion, or more than 20 per cent of the gross na-

tional product of \$681 billion. Of the total cost, \$78 billion or 55 per cent was for passenger transportation, of which automobiles and buses accounted for 19 per cent; and nearly \$63 billion was spent for freight movement, of which highways and trucks accounted for 73 per cent.

In passenger service, travel has nearly doubled in the past 15 years—from 446 billion to 843 billion vehicle miles. The highway has held its dominant position, while air travel has made inroads on rail travel. In freight transport, although total movement increased 55 per cent, the railroads' share declined from 57 per cent to 44 per cent. In ton-miles moved, pipelines showed an increase of 140 per cent; highways, 120 per cent, and waterways 57 per cent. During this same 15-year period rail tonnage rose only 19 per cent.

Mass transportation in the United States is mainly bus transportation. Both in terms of service provided and transit usage, bus transit exceeds rail transit by three to one on the average. Of the transit customers in 1966, nearly 77 per cent traveled by bus and only a little over 23 per cent used rail systems.

When the data for the New York metropolitan area is removed, the pre-dominance of bus transit becomes even more striking. A total of 94 per cent of all transit passengers in the United States, excluding New York, traveled by bus, while only 6 per cent used rail systems. And 91.6 per cent of all car miles of transit service were provided by buses.

In considering transportation, therefore—particularly in the urban areas

(Continued on page 12)

... is a member of the ... Committee and Board ... was chairman of the ... Division in 1966. He ... president of AGC's Texas ... Branch in 1960, and ... co-chairman of the ... Association of State High- ... AGC Joint Cooperative ... He was chairman of the ... state highway specifica- ... has served on numerous ...

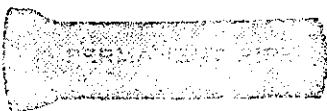
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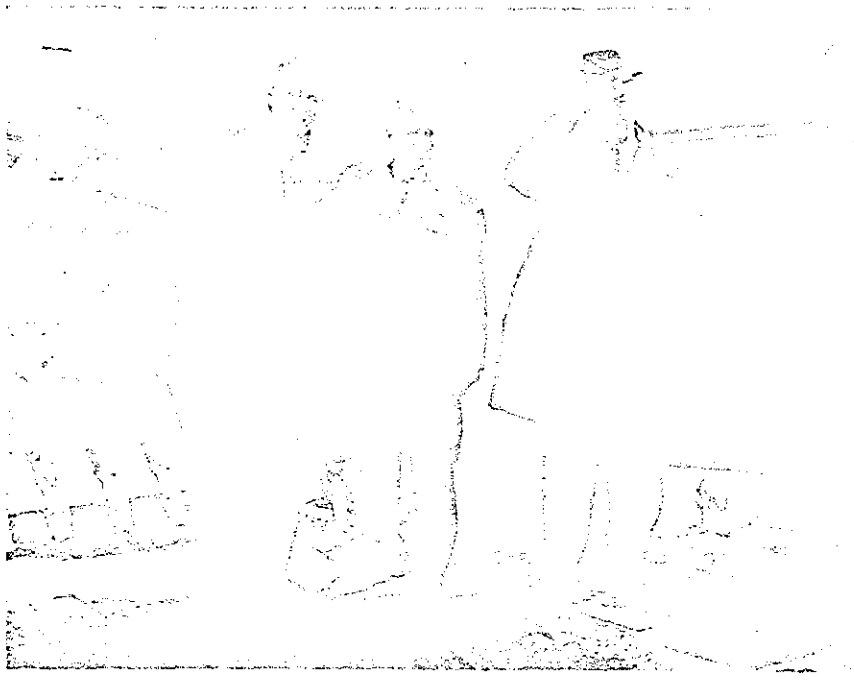
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NATIONAL NOTES

where most of our people live—we are talking mainly about the rubber-tired vehicle and the road it travels. This brief opening statement is not intended to downgrade any other form of transportation but to underline the tremendous and growing dependence of the American people on roads and streets for both essential and pleasure travel. Highways are basic to our whole pattern of living and making a living.



GROUND BREAKING IN CONNECTICUT—Robert W. Cleveland, Sr., foreground, left, resident of H. O. Penn Machinery Company, breaks ground for H. O. Penn's new facility in Newington, Connecticut. Pictured with Mr. Cleveland are, left to right: William Reiss of Wescott and Maper, Inc., Architects; William J. Reynolds, Mayor of Newington; F. Russell Abell, Vice-Chairman of Connecticut Bank and Trust Company.

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