

would be people risking the construction of lines for profit. But it has been a long time since an urban transit system has made a profit at the fare box. We recognize now that the profit to the community can be many times greater than the cost of the transit system. Toronto is reveling in the amount of increased tax income they are getting from their system. They are claiming the thing was paid for before it was finished. Statements like this are being made. They are delighted with it. We haven't seen that in this country for quite some time except for a few systems here and there—the local bus company that makes money.

Mrs. SULLIVAN. This is the thing that worries me. We know that it exists. We talk about it. Other countries have it and have done something about it. I realize you just cannot build a system of transportation that will give you the good, fast, rapid transportation down and back in a certain area, without also taking into consideration the feeder lines in order to expand it out to where it must reach the people.

Dr. ROMUALDI. This then represents another aspect of the problem. With what we have now, without really adding any new technology, in fact without doing any major building of systems we are able to organize this terribly complex system we have now, just by scheduling through the most complicated computer solution that you could imagine—it can be done—if we were to attack the problem this way, we would already increase its usefulness and therefore the attractiveness of our mass transit systems.

If everything were so carefully scheduled to meet the local demands which can be statistically predicted, we would have a better system now.

If the buses arrive at the airport just in time for the optimum use of getting from the bus to the plane—if the transit system, the trains and buses were effectively interrelated, many of our problems would disappear. That is a task that alone constitutes an enormous expenditure of research. We use the words "systems engineering," which is the developing of the computer procedures and getting enough people knowing how to use them to apply them to their own particular cities. This, in itself, is a formidable task.

Mrs. SULLIVAN. Usually the risk involved is one factor that really has held it back.

Dr. ROMUALDI. I, as an individual, would hesitate very much in investing my own money in experimental transit systems for any city that is supposed to make a profit over and above capital expenditure. This is too much.

Mrs. SULLIVAN. If it is the risk, then in your estimation, it could not be done unless the Government takes over a large part of the financing.

Dr. ROMUALDI. Yes; I have also another fairly strong viewpoint on this subject. I used the word "logjam" in here. We are sort of in a situation where this whole process of mass transit has become a descending, continually deteriorating situation for a long time. When this happens on an economic scale of such a magnitude, it poisons people's minds. Lines are abandoned when, really, with a bit more imagination and effort, it could be profitmaking. We have seen this happen. This has been a problem since the Transportation Act of 1958.