

expressways, which will provide faster and more dependable transit service to well over 100,000 Chicagoans, some of whom will save as much as 28 minutes travel time for a one-way trip.

The Boston system is basically an old one, and the rapid transit stations show unmistakable signs of age and deterioration. Under a \$6 million transit grant, many of these stations are getting a complete facelifting, with a late 20th century look replacing what in many cases was a rather depressing, dismal atmosphere. Arlington Street Station, in the heart of the famous Back Bay district, was the first to be completed and has elicited unanimously favorable comment. Two additional stations have recently been completed.

In Cleveland, Federal funds have made possible a 4-mile extension of the rapid transit system to the Cleveland Hopkins Airport. This is the first example in the United States of direct airport to downtown rapid transit service, and only Brussels and Tokyo in other parts of the world have such service. Trains will make the 11-mile trip in 22 minutes when the service begins later this year. Already, a great deal of favorable publicity is appearing, much of it in magazines of general circulation, with both the Cleveland Transit System and HUD the beneficiaries of this coverage.

The technical study program, which was authorized by the 1966 amendments to the 1964 act, serves as an indicator of future demand. Atlanta, Seattle, Los Angeles and Baltimore have all received assistance in the planning of new rapid transit systems. Assuming passage of bond referendums for these projects, capital expenditures totalling nearly \$5 billion may be anticipated in the next decade.

Including grants made under the 1961 pilot program, 58 demonstration grants have been approved; the size of these grants has varied from \$10,000 to more than \$6 million, with an overall average of approximately \$765,000. The 58 demonstration grants cover a broad spectrum of problem areas which may be roughly divided among the following categories:

| Category                                              | Number | Federal grants |
|-------------------------------------------------------|--------|----------------|
| A. Experiments with changes in service and fares..... | 28     | \$24,170,000   |
| B. Testing of new technology.....                     | 18     | 15,056,000     |
| C. Experiments with new management techniques.....    | 12     | 5,200,000      |
| Total.....                                            | 58     | 44,426,000     |

HUD is pursuing a new systems study project preparatory to submission to the President and Congress in March 1968 of a program for research and development of new and improved means of urban transportation. A total of 12 contracts totalling \$2 million were undertaken in fiscal year 1967 under the new systems study project.