

Administration

The Office of High Speed Ground Transportation was established in October 1965 in the Department of Commerce to administer the High Speed Ground Transportation Act. The Northeast Corridor Transportation Project, a task force organization formerly in the Office of the Under Secretary of Commerce for Transportation, was made an element of the Office of High Speed Ground Transportation along with research and development and demonstrations. On April 1, 1967 the office became a component of the Federal Railroad Administration in the new Department of Transportation. It has responsibility for the Northeast Corridor Transportation Project under the general authority of the Secretary of Transportation to carry out research and planning in intercity transportation, and has responsibility for the research, development, and demonstrations in high speed ground transportation under the Act of 1965. In carrying out its responsibilities, the Office of High Speed Ground Transportation has retained essentially a task-force orientation to the problems of transportation in urbanized regions. Close integration and coordination has, therefore, been maintained between the Northeast Corridor Transportation Project and the research, development, and demonstration activities pertaining to high speed ground transportation systems.

The activities of the office are carried out through three divisions: Transport Systems Planning, which conducts the Northeast Corridor Transportation project; Engineering Research and Development, which is responsible for the engineering work of the office and for research and development under the Act; and Demonstrations, which administers the demonstrations. All three divisions report to the Director of the Office of High Speed Ground Transportation, whose own staff includes administrative and clerical personnel, as well as an Intergovernmental Relations unit to handle liaison and specialized research projects associated with the Northeast Corridor project.

The 30-man professional staff of the Office, which includes engineers, economists, operations research specialists, data specialists, planners, political scientists, and a lawyer, is exceptionally well trained in many academic disciplines relating to transportation. Six hold doctorates and fourteen more hold master's degrees. (See Appendix A.)

Funding

The High Speed Ground Transportation Act of 1965 authorized appropriations of \$20,000,000 for FY 66, \$35,000,000 for FY 67, and \$35,000,000 for FY 68 for research, development, and demonstrations in high speed ground transportation, and for the national transportation statistics program. Of the authorized \$90,000,000, \$52,000,000 has been appropriated, of which \$2,028,000 was allocated to the statistics program in the Office of the Secretary.

The amounts appropriated have been expended or allocated as follows:

Systems engineering.....	\$6,200,000
High-speed railroad R. & D.....	6,755,000
Unconventional systems R. & D.....	3,075,000
Advanced technology and test facility.....	6,745,000
Washington-New York demonstration.....	11,749,000
Boston-New York demonstration.....	8,426,000
Auto-train demonstration.....	3,887,000
Data collection.....	1,521,000
Administration.....	1,614,000
Total.....	49,972,000
Data program.....	2,028,000
Total appropriations.....	52,000,000

The Office has obligated or committed most of these funds. The chart of program activity in Appendix B provides a detailed accounting for funds appropriated.