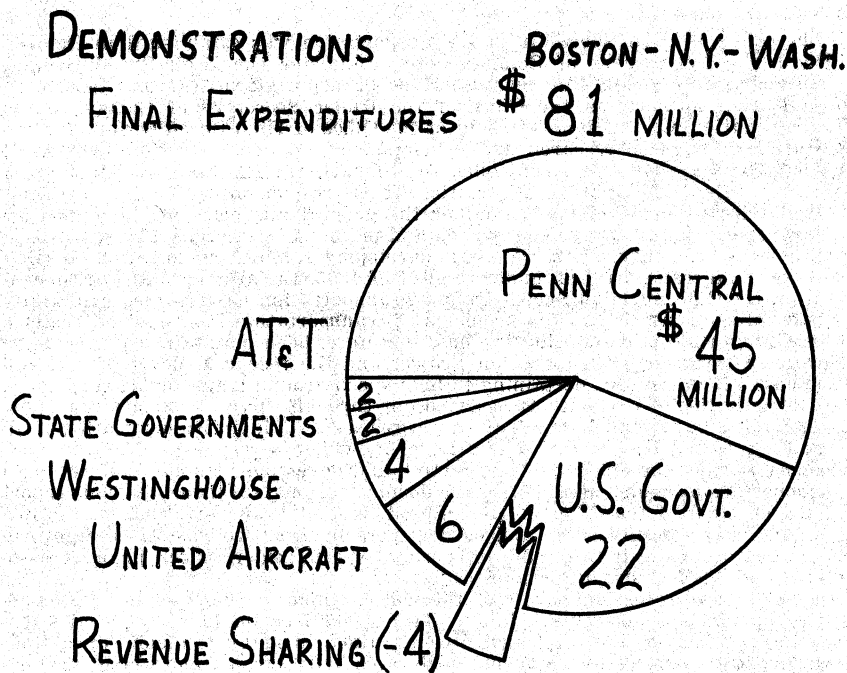




*Compliance with statutory requirements*

The record of committee hearings in 1965 made it clear that the Congress did not intend the High Speed Ground Transportation Act to provide for continued support for rail passenger service, and that maximum private participation should be obtained. The following chart breaks out estimated total private and public funding.

The High Speed Ground Transportation legislation specified that activities under the Act not be confined to any particular mode of transportation.

The Congress required in the Act that contractual expenditures of HSGT funds should be given wide geographical distribution. Contracts under the program to date have been awarded to firms domiciled in the District of Columbia and 17 States—California, Colorado, Connecticut, Florida, Illinois, Kentucky, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New Mexico, New York, Ohio, Pennsylvania, Rhode Island, and Virginia. The auto-train demonstration project was proposed for Washington, D.C.-Jacksonville, Florida. A complete breakdown of contract information is contained in Appendix B.

To assure protection of the Government's interest in any patents that might be developed under any OHSGT financed research, contracts are written in accordance with the Presidential "Statement of Government Patent Policy", issued on October 10, 1963.

The Act required the appointment by the Secretary of an advisory committee to advise him with respect to policy matters arising in the administration of the Act. The full membership of the Advisory Committee appointed by the Secretary is: