

If funds and program authorization are granted, the Department will take the next step—namely, an estimate of future traffic patterns and levels. This information will be obtained in coordination with other agencies involved in airport access in the Baltimore-Washington area. If the surveys show market viability, the Department would initiate preliminary engineering feasibility analyses of a high-speed ground access system. *Particular attention will be given to the possibility of a rail shuttle service between Washington, and the Capital Beltway station, Friendship Airport, and Baltimore.*

DATA COLLECTION

Since the collection and evaluation of information on traveler response is the prime purpose of the demonstrations projects, the Office of High Speed Ground Transportation has well in advance of the start of the demonstrations given priority of the formulation and implementation of statistical systems.

Three principal means of obtaining information have been in operation and will be expanded and amended as the demonstrations move through successive phases:

1. *Datacheck Passenger Count.*—The Department devised, and has had in effect since 1966, a new means of obtaining prompt counts of passenger travel, identified by stations, of origin and destination and individual train, by means of a machine-readable, hand-punched seat check. This technique meets the need for a "cash register" measurement of public reaction and, also important, a firm basis for identifying the changes in patronage which determine the sharing of expenses and revenues in the Penn-Central and New Haven service contracts.

A computed linked with a tag reader has been installed in the OHSGT and provides details of travel on all through trains on demonstration routes of both railroads within a few days after its performance. Data of this quality had been unobtainable prior to installation of the system.

2. *On-Train Survey.*—To obtain more comprehensive information about travelers' behavior and needs, the Office of High Speed Ground Transportation inaugurated in November 1966 a continuing questionnaire survey of a sample of rail passengers presently on the demonstration routes. Continuing controls will maintain sampling reliability. Questionnaires will be modified periodically to get a wide range of information as the demonstration develops, specifically as to reasons for choice of mode and reactions to various changes.

3. *Total Population Survey.*—Changing travel habits of the total population in the Northeast Corridor are to be measured prior to and during the demonstration periods. In March 1966 arrangements were made with the U.S. Bureau of the Census to increase the coverage in the Northeast Corridor region of the Bureau's 1967 National Travel Survey. The survey has been in operation this past year and should be continued in the Northeast Corridor for the Office of High Speed Ground Transportation during calendar years 1969 and 1970.

GRADE CROSSING SAFETY ACTION

The Office of High Speed Ground Transportation is actively involved in a national program for elimination of, or improved safety features for, railroad-highway crossings at grade. This participation is related directly to the prospect of more frequent and somewhat faster service on the Washington-New York and Boston-New York demonstration routes.

By direction of the Secretary, the Department of Transportation formed a joint Federal Railroad and Federal Highway Administration Action Committee to launch a program to upgrade protection measures. Special emphasis is to be placed on the heavily-traveled Northeast Corridor. An OHSGT representative participated in a safety inventory of each public crossing on the Penn Central between Washington and New York and will shortly participate in a similar inventory on the New Haven Railroad between New York and Boston. It is expected that these inventories will produce recommendations for better grade crossing protection across the Nation.

In addition, OHSGT is participating financially in a joint program for immediate crossing protection improvements on the Penn Central. This effort involves the Federal Government, the State of Maryland and, thus far, its constituent counties of Prince George's and Baltimore. A similar program is being negotiated with the State of Delaware. The OHSGT will provide partial funding to implement such recommendations for crossing improvements on the New Haven route as may be advanced by an inventory team.