

collecting, evaluating and summarizing operating and equipment maintenance cost data covering the two rail demonstrations.

An important objective of the demonstrations is to determine whether new equipment and advanced prevent maintenance techniques which will reduce operating costs substantially. Added to increased revenues these savings may move certain essential intercity rail services out of the direct-cost deficit status, in which many now fall, to a more economic basis.

To make a valid determination, the Office of High Speed Ground Transportation must administer a continuous and sophisticated cost study of the major expense elements of the demonstrations obtained from the railroads and, in the Boston-New York operation, from United Aircraft.

At the conclusion of the demonstrations, the Government's staff must undertake a task without which the demonstrations project would be essentially fruitless. This is the evaluation of the large amounts of demand and cost data collected. There also will be a complete review of the effectiveness of equipment performance, operating methods, pricing, and other elements of the merchandising process utilized in the tests. The final report on the demonstrations project should furnish the Government and the public, including carriers, the suppliers of transportation equipment and local authorities the detailed information they require for future planning.

#### AIRPORT GROUND ACCESS DEMONSTRATION

On the basis of present demand data relating to the Baltimore-Washington area airports now in hand, an estimate of future traffic patterns and demand levels should be compiled to determine the range of ground transportation loads and schedule patterns required to meet these demands. If these studies show that sufficient potential demand exists, market studies, including service and price characteristics of alternative means of transport, will be conducted followed by engineering feasibility studies of a high-speed service between the city centers of Baltimore and Washington and Friendship Airport. This project would utilize existing transport technology and the present main line of the Penn Central Railroad and would require the construction of only a new short loop rail line to the airport terminal.

The Office of High Speed Ground Transportation will also give attention on a broader basis, and with a view to more advanced technology, to airport access problems of application generally to other areas of the country. There is a need for analysis of patterns and volumes of ground travel to and from those airports where it appears high-speed ground transportation could be used. These findings would be used to determine at what points it would be profitable to make more detailed engineering studies of alternative systems of high-speed, exclusive-route ground transport systems. The purpose of these investigations would be to determine the best approach to a solution at each of the selected airports. The feasibility studies would draw upon the technical information on potential forms of high-speed ground transport compiled under the research and development program.

If one or more new systems show promise of successful application in the solution of a local problem, the Office would then seek to undertake an actual demonstration, including the construction of fixed facilities and procurement of the equipment required.

#### CONTINUING PROGRAM ACTIVITIES

The program of the Office of High Speed Ground Transportation for the next three years will emphasize development of components of transportation systems which research has proven feasible for the improvement of transportation in densely populated areas.