

If projects now underway are continued, it is possible that the United States in the next decade could have operational tracked air cushion vehicle and tube vehicle transportation systems. The experiments which have already been planned for such systems will result in the development of prototype hardware and, eventually, in the conduct of demonstration projects.

The Office of High Speed Ground Transportation will continue to coordinate with the research and development programs of other Federal agencies, foreign governments, and private corporations to assure immediate application of technological innovations from these sources to the work of the Department to increase the speed, efficiency and economy of our intercity transportation systems.

The work of the Office of High Speed Ground Transportation has already had and will continue to have the effect of encouraging private industry to increase its attention to research and development related to intercity transportation. This cooperative Government-industry undertaking will, if continued, provide many benefits to the American public.

Another obvious but indirect benefit of a continued Federal effort to improve ground transportation will be the development of new academic programs in this field and the renewal of concern within universities in this significant area of research.

The transfer of certain urban mass transportation programs from the Department of Housing and Urban Development to the Department of Transportation will provide new opportunities to relate intercity and intracity research, development, and demonstrations.

Finally, the Northeast Corridor Transportation Project's investment planning analysis can adequately evaluate alternative systems only if current and accurate data are available on the cost and performance characteristics of both conventional and advanced systems as well as on passenger acceptance of the equipment and services to be tested by the Office of High Speed Ground Transportation demonstration projects.

Not only is each of the three activities of the Office of High Speed Ground Transportation important in its own right, therefore, but also each is dependent on results from the others for success.

APPENDIX (A)—STAFFING ORGANIZATION AND PERMANENT EMPLOYEES

Professional fields	Authorized total	Filled May 1, 1968	Office of Director	Divisions		
				R. & D.	Demon- stration	Transporta- tion systems planning
Engineering.....	12	9	1	9		2
Economics.....	5	5	1	1		3
Operations research.....	4	3		1		3
Transportation.....	4	4			3	1
Intergovernmental.....	3	2	2		1	
Statistics.....	2	1			2	
Data systems.....	4	3			1	3
Legal.....	1	1	1			
Administrative and clerical.....	21	20	6	4	7	4
Total.....	56	48	11	15	14	16
Fiscal year 1969 requests.....	+5			+5		

Note: Education: 7 Master's degrees, 14 doctorates, 5 law, 1.