experimentation, and capital expenditures in the development of coordinated urban mass transit.[1] State and local action in the East has included operating subsidies, equipment purchases, property tax relief, and even purchase of commuter operations. There has been a general acceptance by both the public and government that, in many areas, rail commuter service is the most economical public method of moving people between the cities and the suburbs.

In March 1968 the Senate Housing and Urban Affairs Subcommittee requested a background report on rail commuter passenger service from the Commission. Briefly, the report states that multiple-ride and commutation-fare passengers in 1967 comprised 67 percent of all revenue passengers carried by Class I line-haul railroads, 28.1 percent of all revenue passenger miles, and 29.6 percent of passenger revenues.[2] Since 1961, the level of commutation service has remained relatively constant.

The provision of modern, high-speed rail service over medium distances in densely populated areas of the country is under study by the Department of

1 P. L. 87-70, 75 Stat. 149, 40 U.S.C. 461 (1961) and P. L. 88-365, 78 Stat. 302, 49 U.S.C. 1601 (1964) as amended by Presidential Reorganization Plan No. 2 of 1968.

2 Hearings Before the Subcommittee on Housing and Urban Affairs of the Committee on Banking and Currency on the Effect of Railroad Mergers On Commuter Transportation, 90th Cong., 2nd Sess., at 223 (1968).