

intermodal bus station, to be built over the railroad tracks.

By the year 2000, transportation planners believe almost twice as many travelers will pass daily through South Station. At that time, it should prove to be a true transportation hub. It will serve as a second airport terminal where passengers may purchase airline tickets, check their baggage, and board a bus to Logan Airport. The bus will travel through the Third Harbor tunnel that is presently under construction. Commuter rail service will expand to include the 3 Old Colony lines leading to the South Shore. Two new train platforms will be built to allow for better service on the Old Colony lines as well as the electrified Amtrak line. The electrification of the Amtrak rail lines will enable high-speed trains to travel from Boston to New York in under 3 hours.

Please see further discussion of the Old Colony Rail Restoration project in Commuter Rail (Massachusetts) and further discussion of the Amtrak electrification project in Freight and Passenger Rail (Massachusetts).

Privatization

There is a major effort underway by Governor Weld and Transportation Secretary Kerasiotes to privatize certain government services which are transportation-related. Some highway maintenance programs have already been privatized, i.e. taken over by private firms. Currently, there is a bill in the Massachusetts legislature to halt any privatization unless the state proves beforehand that a private contractor can perform the service at least 10% more cheaply.

New Hampshire

As in the other New England states, transportation officials in New Hampshire realize that they must invest in their future by improving their infrastructure and transit facilities. The study "Transportation in the 21st Century" advocates a transportation system that provides efficient movement of people- on foot, on a bus or train, or in a car- goods and services. This study, completed in January, 1993, was prepared by the 21st Century Transportation Task Force. The Task Force was headed by New Hampshire Department of Transportation Commissioner Charles P. O'Leary and included 13 individuals from different transportation industries.

Financial constraints in New Hampshire are considerable and are illustrated by the fact that there are no funds allocated by ISTEA for transit (i.e. all funds are apportioned to highways and bridges). Federal grants are available, but require a 20% local match and most New Hampshire transit systems cannot afford to take advantage of them.