

Detroit, the mass transportation features of Minneapolis' Nicollet Avenue Transitway and pedestrian mall, and extension of rail rapid transit and commuter systems in northern New Jersey, Cleveland, and Philadelphia. A number of the projects are multipurpose, involving both equipment and facilities.

Twelve of the twenty-five projects have been approved under the emergency program, providing grants of one-half rather than two-thirds of net project cost, pending completion of local planning and program requirements.

Three of the projects involve small relocation grants for displaced businesses and families.

These grants are helping communities to carry out planned improvements in equipment and facilities which they could not themselves finance out of the fare box. And they are stimulating local initiative and local action in the planning and provision of transportation facilities in coordination with community development.

They are also having a substantial impact on the economy of the transportation industry. We estimate that even the projects approved so far will generate about \$150 million in manufacturing and construction work in the industry within the next 2 to 3 years—with every Federal dollar involved in that expenditure being matched by a local dollar.

Program experience—Research and demonstration grants

The proposed increased authorization would include \$10 million for the continued provision of mass transportation research and demonstration grants during fiscal 1968 at the same level as during recent years. Under the temporary demonstration program authorized in 1961, 26 projects were undertaken, with grants of a little under \$25 million. Under the 1964 legislation, 13 more projects have been approved, with grants totaling about \$10 million. Grants range in size from \$10,000 to the University of Washington for an analysis of the Seattle monorail operating experience and public acceptance, to more than \$6.2 million to the San Francisco Bay Area Rapid Transit District for a program of rapid transit design and engineering studies and tests for its new system.

Projects are now underway or completed in 17 States and the District of Columbia, and involve every section of the country. Of the 39 projects seven have been completed. In eight more, the work has been concluded, and final reports are in preparation or already received.

Several tests of new systems and equipment are being carried on—including tests on a new type of rapid transit system in the Pittsburgh area and an air-cushion vehicle for airport-to-city commuter transportation in the Oakland area. Projects are also being carried on to test techniques for improving service and fare schedules, routing patterns, feeder-bus arrangements, service to new communities, coordinated local-express service, and park-and-ride arrangements.

These grants have proved to be very worthwhile. Much valuable information has already been developed from the projects; and the program has captured the keen interest of public officials, transit operators, planners, and others associated with transit both in this country and around the world. Most important, local transportation legislation and programs are being guided by the results obtained in the projects. Some of the demonstrations have, for example, resulted in new State legislation to help their localities establish and maintain public transportation systems.

Looking forward in the demonstration program, we expect continuing activity in the testing of improvements in transportation systems, technology, and management. New concepts in these fields are being developed at an accelerating pace, and these should be tested and demonstrated for operational dependability and public acceptance. For example, our larger metropolitan areas will increasingly require coordination of regional and local systems, within a single-fare service where feasible, and we would encourage demonstrations in this area.

The following table summarizes the present activity under the mass transportation program and shows applications now on hand for the various types of programs.