

handle over 80 percent of all the local transit riders in all parts of the United States.

Our company was the first company of its type to have a demonstration project under the Urban Mass Transportation Act of 1964. We, therefore, are familiar with the manner in which the act has worked. We are familiar with the procedures by which they are able to benefit.

The demonstration project in Nashville has a three-pronged operation. The ultimate was that two of those operations continued through their full course and as the aftermath the local company has been able to continue a part of the service which was developed in those demonstration projects.

It would have been altogether impossible to have financed those demonstration projects out of fare-box revenue. It would have been unfair to the other riders to saddle them with the burden of developing the territory in which these demonstration projects occur. Yet, the demonstration projects have resulted in service being furnished in certain areas and in certain types where there was no service before and the studies made indicated that actually new ridership was developed.

We at Nashville Transit Co., of course, in the light of experience are very much encouraged by this legislation. We look forward to what is truly a long-range program under the legislation. And we think that this legislation has offered an opportunity for local mass transit to develop and grow, to carry out its obligation to the American city where transit was faltering in that program before this legislation was enacted.

We American Transit Association members have endorsed this legislation. They would like to see it continue and the amendment which has been offered by Widnall or the separate bill which has been offered by Widnall to us is most encouraging. The bill of Mr. Widnall as I understand it would amend the so-called long-range program under the Urban Mass Transit Act of 1964 and his amendment recognizes long range. In transit planning for 2 years, this is hardly long-range planning and if the aid is left on the basis of 2 years, in my personal opinion, that might encourage hasty action and could develop maybe in some ways where companies would be—where local operators and private companies and public agencies would move a little more rapidly than they otherwise would if they had before them the idea this was a long-range program. Therefore, it is the position of the association that Congressman Widnall's approach could well be given very serious consideration and we would like to see that approach adopted.

At the same time we would hope that the demonstration program would not be abandoned but that it would continue, at least for another period of 2 years, and as the mayor from Seattle suggested this morning, that that could embody an engineering and planning feature which in and of itself could affect economies in the use of urban mass transportation aid from the Federal source—a program of planning and engineering could result in a better program being submitted for consideration by the agency which is to handle the administration of these funds. So that without further elaboration, the position of the American Transit Association is that the Urban Mass Transportation Act of 1964 has been the most encouraging development in the field of local mass transportation which has occurred in the last two decades.