

car. There are also some enlightened people who realize that local mass transportation service is much more economical and use the service because of the economy afforded. In Nashville we transport about 24,000 persons each weekday or about 48,000 daily riders.

Generally speaking, the daily movement of these people is into and out of the downtown area. As the vehicles moving these passengers come into the downtown or central business area, they move along the more congested streets. Considering the national average of 1.6 passengers per vehicle, if these passengers used automobile transportation they would add 1,500 vehicles per day to the traffic load or 3,000 vehicle movements added to the daily load. Practically all of these vehicles would be added to the traffic load in a period of approximately 1 hour in the morning and approximately 1 hour in the afternoon. The result of such a development in our community could be total traffic congestion. The necessity for the maintenance and expansion of adequate public transportation service is now so well recognized as to make it unnecessary to belabor the point.

The objective of the local transit company is to provide for the mobility of persons in urban areas with the most economic utilization of street space, so that people who, for any of the reasons cited, do not use automobiles, will have safe, dependable, economical, and efficient transportation service. With the growth and expansion of the suburbs of the central city, transit also must serve to unify the general metropolitan area, thus making metropolitan transit service an essential factor in community growth and development.

It has been demonstrated beyond peradventure of doubt that fare box revenue alone cannot support the type of program which local transit believes should be maintained to provide the best possible service.

The enactment of the legislation providing for Federal aid to local transit has been the most effective and the most significant development in the preservation of local mass transportation as an essential metropolitan urban service within the past 20 years. Local transit companies and local transit agencies have reoriented themselves and their attitudes. The sense of frustration which characterized the efforts of some in the past has been displaced by a spirit of optimism.

Transit operators, both publicly operated and private capital companies now know that they do not carry the burden of furnishing this essential public service alone. They know that financial assistance is available for the improvement of mass transportation facilities, equipment, techniques, and methods. They know that smaller systems may now be combined into an area transportation system. The State and local governments and their instrumentalities are supplied a method by which in a situation when a local private transit operator does not desire to carry the struggle further, the local governments or governmental agencies can acquire the systems, can improve them and make them more attractive. On the other hand, if the private operator desires to continue and there exists between the private agency and the local government a feeling of mutual understanding and respect, then with local government participation and assistance along with the Federal aid, the private operator can upgrade his service and equipment to make mass transportation more attractive to the riding public. They know that experiments and demonstrations now may be conducted, which the private operator and the local government heretofore could not afford to finance; in the effort to find ways, means, and methods of improving local transit service and making it more attractive to the traveling public, all as a part of the general plan for the preservation, growth, and development of the general urban community.

In the short period of time which has elapsed since Federal funds became available under the Urban Mass Transportation Act of 1964, many communities have taken advantage of the opportunities afforded in the form of loans, grants, and demonstration projects. At the same time the housing and Home Finance Agency has had the benefit of the experience of transit systems throughout the country in these demonstration projects. In our own community of Nashville, we have conducted three demonstration projects. In one of the projects it was demonstrated within a period of a few months that the service was not desirable because of the two and three car families in the area. On the other hand, the other two projects ran their full course of 2 years and after the expiration of the projects, service is being furnished by the local transit operator. It would not have been possible for the local transit operator or the