

local government to have financed completely these demonstration projects which resulted in the furnishing of new service in areas of the community where the service needs were developed by these projects. With the cooperation of the local regulatory agency, the local government and the private capital company, Federal aid was obtained and some people who did not have transit service now have and now use transit service. The results of these projects have been embodied in reports which are available for communities similarly situated who would profit by the experience just as the experiences in other communities through these demonstration projects are available to us in Nashville.

A general examination of the use of funds heretofore appropriated for Federal aid to transit discloses grants have been made for the purchase of assets of a bus company; for the purchase of motor buses; for the purchase of garages, garage sites, and to improve shops and equipment; for the installation of mobile radio units; for the improvement of stations, stops, shelters, and lighting; for newly planned transit ways and pedestrian malls, for the improvement and extension of rapid transit systems; for new rapid transit cars; for new ferry boats and for other improvements in plant and service equipment. There have been demonstration grants for bus and rail service and reduced fare experiments; for bus system design for cities of various sizes; for the use of small buses for regular or special services in central business area; for tests of small and more maneuverable buses in small city service; for contractual fare bus services; for express bus services; for study of the monthly transit pass; for studies of appropriate information aids to transit riders in using the bus system; for tests of use of mass transit by a growing satellite community; for rapid transit engineering and rapid transit extensions; for improvement, modification and coordination of commuter railroad services and facilities; for studies of a modern rail system; for studies of automobile-rail commuter and bus-rail commuter services; for rapid transit fare collection study and experimentation; for coordination of projected rail, rapid transit, and existing bus services in urban metropolitan area; and for computer scheduling and run cutting. The results of all of these demonstration projects have been embodied into comprehensive reports, creating a vast source and fund of information for the transit industry, by which the needs and demands in any particular community can be measured against the results obtained through demonstration projects in similar communities.

Through the Federal aid to transit, the public conscience has been awakened to the fact that to meet the demand of future urban growth provision must be made for adequate transportation facilities in both new and older urban communities. The importance of the demand for the control of traffic congestion through greater efficiency in the use of space per person moved is accentuated, and the efficiency of the urban transit vehicle in this facet of urban development has been emphasized.

Further, through Federal aid to transit, the public consciousness has been awakened to the fact that essential transit services in an urban area must be planned, along with the planning for overall community development and integrated into a balanced transportation system along with other local transportation modes. This new legislation has given to urban transit a type of public support that long has been enjoyed by the automobile and highway, and thus has attracted the constructive attention of the public officials, city planners, and the architects of urban growth and development. And even more important, Federal aid to transit and the various programs thereunder have stimulated the establishment of direct and effective programs of State and local transit aid as indicated by recently enacted State transit aid legislation.

Local governments through observing developments in other municipalities have had their attention focused upon the position of transit in their own communities, with the result that urban transit is receiving more attention today from local government than it has received in the past two decades. In communities served by private capital transit companies, such as Nashville and Chattanooga, Tenn., with which I am familiar, a spirit of cooperation exists between local government officials and transit officials, the purpose of which is to encourage continuance of private capital in local transit and at the same time to use the position of local government to the fullest extent possible to encourage the use and growth of local transit as a means of individual transportation in the general community good. Local transit is generally a publicly