

C. TREND OF CAPITAL OUTLAYS

No figures are available for capital outlays for mass transit facilities during the 1946-65 period with the exception of the expenditures made by State and local governments (listed in table XV).

Under the 1964 Urban Mass Transportation Act which first made Federal funds available for mass transit facilities and equipment, 44 projects have been approved from the passage of the act to the end of July 1966. These permit Federal capital grants of almost \$157 million for transit facilities to be matched by local and State funds of \$106 million.

TABLE XV.—*Capital outlays for transit facilities by State and local governments*

[In millions]			
Year:	Amount	Year—Continued	Amount
1952-----	\$67	1959-----	\$102
1953-----	52	1960-----	94
1954-----	62	1961-----	120
1955-----	81	1962-----	90
1956-----	109	1963-----	168
1957-----	120	1963-64-----	155
1958-----	134	1964-65-----	242

Source: Bureau of the Census, "Governmental Finances," various issues.

D. NEEDS AND CAPITAL REQUIREMENTS

Rapid population growth and increasing urbanization in the United States will require greatly augmented expenditures for mass transportation facilities. It is estimated that U.S. population will reach 250 million by 1980 and 350 million by 2000. In 1980, 75 percent of the U.S. population will be living in urban areas comprising only 2 percent of the land area. By that year, 40 urban complexes of over 1 million each will contain 140 million people.

The Institute of Public Affairs in a study completed in 1962 for the Housing and Home Finance Agency Administrator and the Secretary of Commerce estimated that mass transit needs (including commuter railroad as well as rapid transit and bus systems) would amount to \$9.8 billion for the following decade. About \$7.6 of this would be needed for commuter rail and rapid transit facilities.

The Department of Housing and Urban Development updated these estimates in 1966. It foresaw the capital needs of urban transportation from 1966 to 1975 as \$10.9 billion, including \$8.6 billion for rail facilities authorized or planned, \$1 billion for possible future rail facilities, and \$1.3 billion for bus replacements. The latter does not take into account bus system expansion or the replacement of such facilities as shops and administrative facilities. The American Transit Association estimates the normal number of bus replacements each year as in the neighborhood of from 2,500 to 3,000.

The following estimates were made of the major metropolitan rail transit system capital needs from 1966 to 1975: Atlanta, \$329 million; Baltimore, \$531 million; Boston, \$590 million; Chicago, \$930 million; Cleveland, \$60 million; Los Angeles, \$900 million; New York, \$2,500 million; Philadelphia, \$506 million; San Francisco, \$1,230 million; Seattle, \$111 million, and Washington D.C., \$950 million. Table