

1966 amendments provided for technical assistance in the planning of transit improvements and provided funds for the training of personnel in transit operations and research. It also directed HUD to undertake a special study for the development of a program of research, development and demonstrations of new systems in urban transportation.

These programs in urban mass transportation seek to—

(1) encourage local planning of mass transit facilities as part of overall comprehensive planning for the urban region, in order to facilitate orderly community development;

(2) assist in making the city, particularly the central core, viable by providing adequate access to and circulation within heavily congested areas;

(3) provide for mobility for those who, because of age, health or income, have no alternative means of transportation; and

(4) develop new methods and new systems of urban transportation which will prove faster, safer, and more economical and will enable newly developing areas to grow in an orderly manner.

A total of \$675 million has been authorized under the 1964 act as amended, as follows:

AUTHORIZATION AND APPROPRIATIONS

[In millions of dollars]

	Authorization	Appropriation
Fiscal year 1965.....	75	60
Fiscal year 1966.....	150	130
Fiscal year 1967.....	150	130
Fiscal year 1968.....	150	125
Fiscal year 1969.....	150	¹ 175
Total.....	675	620

¹ Advance appropriation.

Of the authorization, \$55 million remains available for appropriation. To fund the program beyond fiscal year 1969 at the level of estimated program need, additional authorization will be needed.

The need for capital improvements in mass transit was documented in a 1961 Institute of Public Administration study, and updated by HUD in a 1966 survey of mass transit capital improvement programs in 11 major metropolitan areas containing 40 percent of the population of all SMSA's. From this analysis, a current 10-year projection indicates approximately \$10.9 billion in capital financing needs—\$8.6 billion for existing and proposed rail transit systems, \$1.3 billion for bus replacement needs, and an estimated \$1 billion for possible future rail systems.

Grant funds committed under the 1964 act through March 31, 1968, total:

GRANT FUND COMMITMENTS UNDER THE 1964 ACT

[In millions of dollars]

	Capital grants	Research, development, and demonstrations	Technical studies	Managerial training
Fiscal year 1965.....	50.7	9.1	-----	-----
Fiscal year 1966.....	106.1	5.9	-----	-----
Fiscal year 1967.....	120.9	9.1	3.1	0.1
Fiscal year 1968 through March.....	105.4	5.1	1.6	.01
Total.....	383.1	29.2	4.7	.11

The demand for Federal funds is increasing at an accelerated rate. An existing backlog of applications under the capital grant program exceeds \$255 million; of this total, \$340 million is requested for improvements for rail rapid transit systems and \$25 million for buses and related facilities. This ratio is consistent with program experience through the end of fiscal year 1967. While bus projects accounted for 64 percent (42 out of 66) of all grants, they constituted only 21.3 percent of the total fund reservation under the capital grant program.