

ALLOCATION OF CAPITAL GRANTS BY SYSTEMS (AS OF JUNE 30, 1967)

	Amount	Percent
Rail.....	\$203,169,689	73.1.
Rolling stock.....	50,177,917	Approximately 18 percent of total.
Bus.....	59,077,089	21.3.
New buses.....	30,489,389	Approximately 11 percent of total.
Boat.....	15,488,332	5.6.
Total grant reservation.....	277,735,108	100.
Deferred pending planning (Jan. 6).....	35,026,305	
Currently payable (50 percent).....	242,708,803	
Actually disbursed.....	51,282,048	

Through the end of fiscal year 1967, the average grant under the capital grant program was \$4.2 million; grants were distributed among 50 cities and metropolitan areas in 25 States and Puerto Rico. The distribution by size of population is as follows:

Population group	Number	Aggregate grants (thousands)
Under 50,000.....	7	\$1,203
50,000 to 99,999.....	10	2,088
100,000 to 249,999.....	11	9,125
250,000 to 499,999.....	6	2,765
500,000 to 999,999.....	9	57,780
1,000,000 to 1,999,999.....	9	50,823
2,000,000 to 5,000,000.....	12	100,269
Over 5,000,000.....	2	53,683
Totals.....	66	277,735

The vast majority of transit funds committed so far in the capital grant program involve the rail commuter and rapid transit systems of some of the Nation's major metropolitan areas. Virtually all of these improvements are under construction, with their beneficial results yet to come. The New York area alone has received over \$98 million to date in Federal transit grants—for such projects as 400 new subway cars in New York City, 144 new cars and other improvements on the New Haven Railroad, extension and rehabilitation of electrification on the Long Island Railroad, 35 new cars for the North Jersey commuter service of the Pennsylvania Railroad, and completion of the Aldene plan of railroad service improvement in northern New Jersey, including 44 new cars on the Port Authority Trans-Hudson's rapid transit lines.

The first phase of the Aldene plan became effective May 1, 1967. This involved major changes in the routing of Central Railroad of New Jersey commuter trains, which now have their inner terminal in Newark, where cross-platform connections are made with PRR and PATH trains into Manhattan, rather than in Jersey City where only an obsolete ferryboat connection was formerly possible. Without this change, there is great doubt that the Jersey Central could have survived. Additional new air-conditioned rapid transit cars were added to the already existing PATH fleet to handle the Jersey Central commuters into the downtown financial district.

The recently approved \$28.4 million grant for the New Haven Railroad is one step in the program of reviving this bankrupt, but vitally needed line. Some 35,000 daily commuters, almost all of whom are Manhattan oriented, depend on the line for service, and its continuance and improvement are imperative to the economic and physical well-being of the entire New York metropolitan area.

The San Francisco Bay area rapid transit district is building the nation's newest rail rapid transit system—the first really extensive such undertaking in many years. Federal funds amounting to more than \$51 million have already been committed to this project, on which BART is now well along the road to completion.

In Chicago, Federal funds are assisting in the construction of two important new lines in the city's highly successful subway-elevated system. Fifteen miles of new route are underway in the median strips of the Dan Ryan and Kennedy