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UMTA ACCOMPLISHMENTS IN FY-70

The Department of Transportation's Urban Mass Transportation Administration (UMTA) made 135 new grants and amended 54 others totaling \$160,368,011 during the fiscal year that ended last June 30 to help cities and towns across the nation improve their public transit services, UMTA Administrator Carlos C. Villarreal announced today.

The grants were made from the Administration's Urban Mass Transportation Fund for which \$175 million was appropriated in Fiscal 1970. The balance of funds appropriated but not effected through grants was carried over into the fund budget for Fiscal 1971. The UMTA grant program covers six separate categories: capital assistance, technical studies, demonstrations, research and development, managerial training, and university research and training.

In addition to its grant program, Fiscal 1970 saw dramatic progress for President Nixon's Public Transportation Assistance Act, which calls for a \$10 billion, 12-year Federal commitment to the nation's urban transit needs. The legislation passed the U. S. Senate by an 84-to-4 vote in February and is awaiting action by the House of Representatives, having cleared the House Banking & Currency Committee in June by a 34-to-0 vote.

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The 12 months ending June 30 also saw an expansion of the UMTA staff from 57 to 118, and a total re-evaluation and restructuring of the Administration's research, development and demonstration program.

The R&D office's title was changed to the Office of Program Demonstrations, with the three separate functions being reorganized along a single-flow line from a research concept to a demonstration application, rather than each department operating independently of the other two. The logistics involved in reorganization, coupled with the re-evaluation, necessitated a slow-down in UMTA's RD&D program for the fiscal year.

Secretary of Transportation John A. Volpe said of UMTA's accomplishments, "One of my primary concerns is seeking to restore balance to our national transportation system --balance of need, and of utilization.

"For years, urban mass transit has been one of the areas where there has been a serious imbalance. That problem still exists, but evidence of restoration of urban mass transit is becoming more evident.

"UMTA's accomplishments during the year significantly helped bring that balance a little closer to reality, principally by helping make systems attractive and responsive."

Administrator Villarreal said of the 12-month period, "During the last year, I visited 25 separate transit operations, addressed numerous organizations and talked to many interested and concerned citizens. My primary conclusion is that the transit rider needs a better ride, and that he needs it now.

"I believe we helped fill this need during the year. Our main thrust was at improving existing bus and rail transit services, by helping cities acquire new and attractive equipment and facilities. We made significant gains in this regard; in certain cases, we helped replace entire transit fleets.

"Just as important were our projects aimed at improving transit in the future. And I'm not talking so much about new equipment as I am about new applications.

"Everywhere I went, there was interest in our programs, interest in improving service. A large part of our program last year was aimed at laying the groundwork for just such improvements."

Following is a breakdown of each of UMTA's six grant programs for Fiscal 1970:

CAPITAL ASSISTANCE GRANTS

Fifty capital grants, including 28 new grants and 22 amendments, totaling \$132,674,912, were made by UMTA during Fiscal 1970. The money involved 82.7 percent of the total Urban Mass Transportation Fund for the fiscal year. Capital grants provide up to two-thirds funding for new transit equipment and modernization of transit facilities.

During Fiscal 1970, new capital grants helped purchase 1,115 new buses plus facilities for 21 cities and 309 new rail commuter cars for three urban rapid transit services.

Eight new grants helped cities acquire the equipment and assets of private transit companies, thus transferring ownership and operation of the area transit service into local government hands. Those cities were Trenton, New Jersey; Wilmington, Delaware; Baltimore, Maryland; Minneapolis-St. Paul, and Duluth, Minnesota; Portland, Oregon; Santa Cruz, California; and Salt Lake City, Utah. In each case, the grant was made to prevent collapse of all public transit service in the face of lack of private operating capital. Of the 1,115 new buses purchased with capital grant assistance, 655 were bought in connection with these acquisitions.

Two new grants to the Chicago Transit Authority and the Metropolitan Dade County Transit Authority (Miami area), helped implement "exact-fare" plans for the respective cities by assisting in purchase of special cash boxes and related collection and storage equipment.

A \$200,000 grant to the Port Authority of Allegheny County (Pittsburgh area) assisted in inaugurating the first phase of that area's new "Transit Expressway" mass transit service, while a \$862,610 grant to the Southeastern Pennsylvania Transportation Authority (SEPTA, Philadelphia area) helped electrify an existing Reading Railroad freight line for extended commuter service.

The largest capital grant was a \$23,783,333 amendment to a grant to the Massachusetts Bay Transportation Authority (Boston area) to continue to help extend MBTA's rail rapid transit service, purchase 44 new rail commuter cars, and modernize 50 others.

The largest new capital grant, for \$21,000,000, was made to the Southeastern Pennsylvania Transportation Authority of Philadelphia, providing one-half the total cost of 144 new multiple-unit electric railway commuter cars. A close second was a \$20,048,800 grant to the Metropolitan Transportation Authority of New York, providing two-thirds the cost of 120 new commuter rail cars for the Long Island Railroad, while third was the other grant for railway commuter cars, for \$10,200,000, to the State of New Jersey for 45 new cars for the Penn-Central's "Jersey Arrow" service.

The smallest new capital grant, for \$174,680, was made to Pueblo, Colorado, providing two-thirds the cost of 12 new buses, two-way radios, bus cleaning equipment and bus top shelters.

The largest single grant involving bus transit, for \$7 million, was made to the Twin Cities Metropolitan Transit Commission, Minneapolis-St. Paul, to assist in buying the assets of the privately-owned Twin Cities Lines, including 93 buses plus shelters and bus stops.

Another significant new grant, for \$256,483, also went to the Twin Cities commission to help make Minneapolis' Nicolett Mall bus circulation service a permanent program. The grant helped purchase 16 minibuses, 71 bus stop signs, a fuel tank and pump and three 1967-model conventional buses for the innovative service designed to improve access to and through the congested mall area while reducing dependence on the private automobile. The project started as an UMTA demonstration grant.

And one grant amendment for \$245,284 went to the Puerto Rico Port Authority to continue in helping construct a ferry boat terminal in San Juan for the water-borne commuter service between San Juan and Catano.

Also during the fiscal year, two major capital projects funded previously opened to the public: the 10-mile rail rapid transit extension

of the Chicago Transit Authority in the Dan Ryan Expressway median, and the 5-mile CTA rail rapid extension in the median of the John F. Kennedy Expressway.

TECHNICAL STUDIES GRANTS

There were 51 new technical studies grants and two grant amendments during Fiscal 1970 totaling \$8,030,342. Technical studies grants are for engineering and feasibility studies to help assess and determine communities' transit needs.

The largest technical study grant during the fiscal year, for \$970,000, was made to the City and County of Honolulu, Hawaii, to assist in preparing a comprehensive rapid transit plan for the island capital.

Second largest was a \$743,000 grant to the Delaware River Port Authority (Philadelphia and its New Jersey suburbs) to help refine existing plans for a comprehensive transit plan for the New Jersey suburban area. The grant was particularly significant to UMTA, for it represented the first involvement of UMTA with the highly-acclaimed Lindenwold rapid transit line, a 15-mile rail commuter service from Philadelphia to suburban Lindenwold, New Jersey. The Lindenwold Line is meant as the "backbone" of a comprehensive "1975 Plan" for the area.

Among other significant technical studies grants, any of which could result in innovative transit services, were a \$524,000 grant to the Niagara Frontier Transportation Authority for a feasibility study of an exclusive right-of-way high-speed rapid transit link between Buffalo and Amherst, New York; two grants totaling \$600,000 to Atlanta and the Metropolitan Atlanta Rapid Transit Authority to help prepare and assess overall transit needs for the Georgia capital city area; a \$334,666 grant to Dallas to help plan for a central core transit shuttle system in connection with a regional rapid transit system; a \$412,666 grant to the Twin Cities Area Metropolitan Transit Commission to assist in route and system planning for an area-wide transit service; a \$267,333 grant to the Southern California Rapid Transit District and the Southern California Association of Governments to help assess and plan a transit system for the Los Angeles area, and a \$371,333 grant to San Francisco to study

the feasibility of extending the present Bay Area Rapid Transit system terminus from Daly City to San Francisco International Airport.

DEMONSTRATION GRANTS

Eleven new demonstration grants and 14 amendments to existing grants totaled \$10,505,569 during the fiscal year. Demonstration grants provide funds for testing and determining feasibility of transit equipment and concepts in regular, day-to-day operation in urban situations.

Perhaps the most significant demonstration grant during the year, and also the largest new grant, was for \$1,385,777 to the Institute for Rapid Transit in Washington, D.C., for development of an environmental control handbook for use by designers to contain information on environmental criteria, analysis and control for rapid transit systems.

Also on the environmental front, four demonstration grants, three new and one amendment totaling \$1,105,005, were made to assist in equipping and testing bus exhaust emission control devices for use in San Francisco, Los Angeles, and Washington, D.C.

The largest demonstration grant was a \$2 million grant amendment to the Bay Area Rapid Transit District of San Francisco for the continuing production and testing of 10 full-scale prototype rapid transit cars for use on the upcoming service.

Also of particular significance was a \$1,021,315 new grant to the Dallas-Fort Worth Regional Airport Board to help test and assess "people-movers" (small, flexible passenger and cargo transit vehicles) at the area's abuilding international airport.

RESEARCH AND DEVELOPMENT GRANTS

There were 16 new research and development grants and 16 grant amendments totaling \$6,150,557 during the fiscal year that ended June 30. Research and development grants, usually made to private concerns, are meant to help conceive, study and test new urban transit concepts and equipment.

Of particular significance during the fiscal year were grants made to help make greater use of existing urban road and highway capabilities,

particularly with respect to bus service. A \$1,607,000 grant, made in conjunction with the Federal Highway Administration (FHWA), will help produce and control downtown traffic control apparatuses, particularly for use by buses, to help speed downtown movement.

Another grant in conjunction with FHWA for \$1 million was the first phase of the urban corridor demonstration program, to seek out available tools (including especially existing highways and transit vehicles) to provide freer access to and from congested urban (employment) areas. A direct result of this grant was the exclusive busway concept during rush hours, already at work in the Northern Virginia suburbs of Washington, D.C., under a separate \$45,000 research and development grant.

Also significant was a \$935,000 amendment to an existing grant to Arthur D. Little, Inc., of Cambridge, Massachusetts, to continue the Central City Transportation Study, designed to assess and recommend combinations of facilities and innovations to improve circulation through crowded urban areas.

MANAGERIAL TRAINING GRANTS

There were eight managerial training grants totaling \$18,655 during the fiscal year. These grants are made to transit authorities or other governmental agencies concerned with mass transit operations for advanced training of their employees.

UNIVERSITY RESEARCH AND TRAINING GRANTS

Twenty-one grants totaling \$2,987,976 were made during fiscal 1970, the first year for this program. Designed to help universities carry out research and training in transit concepts, and to assist in providing special training for select students, all but one of the fiscal year's grants were made in a single announcement last May.

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