



DEPARTMENT OF TRANSPORTATION

URBAN MASS TRANSPORTATION ADMINISTRATION

NEWS

WASHINGTON, D.C. 20590

FOR RELEASE AT WILL
March 1972

UMTA 72-11
Phone: (202) 426-4043

MASS TRANSIT MOVES AHEAD IN 1971

The Department of Transportation's Urban Mass Transportation Administration (UMTA) made 269 new grants and added to 86 others during 1971, helping cities and towns across the Nation to save and improve their public transit services, Secretary of Transportation John A. Volpe recently announced.

The Federal grants and contracts, which totaled \$558,554,289 between January 1 and December 31, 1971, were augmented by local government and agency matching funds totaling \$298,136,413. These funds are part of long-term continuous Federal financing aimed at reversing the downward trend of public transportation ridership, according to UMTA Administrator Carlos C. Villarreal and Secretary Volpe.

"The enactment of President Richard Nixon's Urban Mass Transportation Assistance Act is providing \$3.1 billion over a five-year period to upgrade, extend, improve and develop new bus, rapid transit and commuter rail systems in America," Secretary Volpe said. In passing the UMTA legislation in October 1970, Congress stated by an overwhelming majority its intention to make a total of \$10 billion available by 1982 for urban transit improvements.

To help implement the Nation's first major mass transit improvement effort, UMTA nearly doubled its staff during Calendar 1971, going from 136 to 212 employees, with a heavy emphasis on program management and demonstration projects. UMTA expects to reach its authorized strength of 250 sometime this summer.

- more -



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

Secretary Volpe said UMTA's accomplishments during the year "significantly helped thousands of commuters by upgrading urban mass transit and making it more attractive and responsive to the growing needs of our citizens."

Administrator Villarreal said UMTA's main goals "were, and still are, to save and improve existing transit systems, expand existing systems and develop new and better means of mass transportation."

New transportation systems are being designed to meet the needs of all residents of today's modern cities --especially the transportation needs of the aged, the handicapped, the young, the poor and the non-driver.

The Government through UMTA also is underwriting the development of non-polluting bus engines, new rail commuter and subway cars, tracked air cushion vehicles capable of traveling 150-miles-an-hour, and automated Personal Rapid Transit (PRT) systems. One such PRT system currently is under construction as an UMTA demonstration project in Morgantown, West Virginia. Four other PRT systems are being built for test and demonstration during the U. S. International Transportation Exposition --TRANSPO 72-- to be held at Dulles International Airport near Washington, May 27-June 4, 1972.

The UMTA program covers six separate categories of mass transit improvement: capital assistance, technical studies, demonstrations, research and development, managerial training, and university research and training.

Eighty-seven percent of UMTA's 1971 commitments were in the form of 99 Capital Assistance Grants, which totaled \$485,683,830 for 67 new grants and 32 additions to previous grants. Capital grants provide up to two-thirds funding for new transit equipment, such as buses and commuter rail cars, and also help cities to modernize their transit facilities. The other one-third of those costs must come from State and local financing.

During 1971, new capital grants helped communities purchase 4,121 new buses and 493 commuter rail and rapid transit cars and upgraded transit facilities in 55 cities.

Fifteen of the new grants helped cities acquire private transit companies, transferring their ownership and operation to local government control and preventing a collapse of each city's transit service. Those cities were Lincoln, Nebraska; Tucson, Arizona; Syracuse, New York; suburban Portland, Oregon; Toledo and Canton, Ohio; Madison and Wausau, Wisconsin; Salisbury, Maryland; Denver, Colorado; Atlanta, Georgia; Eugene, Oregon; suburban Detroit, Michigan; Honolulu, Hawaii; and Iowa City, Iowa.

UMTA's largest new project grant during 1971, for \$53 million, went to the Chicago Transit Authority, which operates the second largest public transit system in North America. This grant gave CTA funds to begin a twenty-year

modernization program of their entire transit system. This year's program will include the purchase of 500 buses, 100 rapid transit cars, service vehicles, tools, machinery, and other equipment; the construction of garages, terminals, shops, and stations; and the rehabilitation of stations, tracks, power substations, and park-n-ride facilities.

The largest single grant for additional funds was given to the Port Authority of Allegheny County, Pittsburgh, Pennsylvania. This grant gave the Port Authority \$60 million for Phase "B" of their Early Action Program, which includes the design and construction of a Transit Expressway Revenue Line, the East and South PATway, and the rehabilitation of fifteen miles of surface rail routes. In June of 1970, UMTA granted the Port Authority \$8.7 million for Phase "A" of this long-range program.

The largest single grant for bus transit, \$30 million, was given to the Metropolitan Atlanta Rapid Transit Authority of Atlanta, Georgia. The Authority is using the funds to buy out the former privately-owned bus company, purchase 490 new buses and bus support equipment and to buy land for park-n-ride lots.

The smallest capital grant during 1971, \$25,200, went to Englewood, Colorado, for the purchase of two small air-conditioned buses for local service in that suburban Denver community.

There were 62 technical study grants and 9 additions to previous grants which totaled \$15,006,505 during 1971. These grants are for engineering and feasibility work to help assess and determine a community's mass transit needs.

Demonstration grants and contracts totaled \$15,275,761, which included 13 new grants and 18 amendments to previous grants. Demonstration grants provide funds for testing and determining the feasibility of new and improved transit ideas by 'demonstrating' the new concept in a day-to-day urban operation.

There were 18 new research and development grants and contracts and 24 additions to previous projects for a total of \$38,218,403 during 1971. These contracts, usually involving private concerns, help conceive, study and test new urban transit concepts and hardware.

Sixty-nine managerial training grants totaling \$334,356 in 1971 went to transit authorities or government agencies involved in mass transit operations for advanced training of selected employees.

And 33 university research and training grants totaling \$2,989,243 were made during 1971, which was the third year for this program. These grants

help universities carry out research and training in the field of urban transportation and assist in providing transportation career training for selected students.

In addition, seven new service development grants and three additions to previous projects totaling \$1,046,191 were made during the past year to demonstrate improved transportation services for elderly, handicapped, unemployed and poor people.

- O -

For further information, contact Walter Gold at the UMTA Office of Public Affairs at (202) 426-4043.

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION
ADMINISTRATION

Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
URBAN MASS TRANSPORTATION
ADMINISTRATION



FIRST CLASS