Staff Report to NVTC Commissioners

# STATE AID

# TO

# URBAN TRANSIT

* * * * *

Northern Virginia Transportation Commission

Arlington, Virginia

15 December 1967

NORTHERN VIRGINIA TRANSPORTATION COMMISSION




Room 211, Citizen Resources Building
1430 North Uhle Street
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CONTENTS

## INTRODUCTION

### Purpose of This Report:

This report transmits to the members of the Northern Virginia Transportation Commission (NVTC) a digest of actions by other states to provide financial aid to urban transit and to create state-level Departments of Transportation. The report also attempts to show that transit is of concern to the Commonwealth of Virginia because it is a state-wide problem.

It is hoped that this information will provide useful background for the Northern Virginia delegation to the 1968 General Assembly.

The information contained in this report is limited to actions and proposals reported in transit industry trade journals during the brief period since the Virginia General Assembly created NVTC. It is by no means a complete tabulation of State programs for aid to transit.

The Transportation District Act of 1964 (Chapter 631, Acts of Assembly, 1964, amended by Chapter 419, Acts of Assembly, 1966) is itself far-reaching and exemplary legislation and has obviously been emulated by some other states. The Act was immediately used to advantage by the passage of companion Chapter 630, Acts of Assembly, 1964, which specifically established the Northern Virginia Transportation District and simultaneously created the Northern Virginia Transportation Commission to manage the functions of the transportation district.

### Increasing Cost:

During the three and one half years since Northern Virginia first took advantage of the enabling legislation, experience has been gained by NVTC in carrying out the provisions of the Act. Perhaps of greatest significance is the fact that proposed rail rapid transit facilities have been estimated by the new interstate Washington Metropolitan Area Transit Authority -- in which NVTC participates on behalf of Virginia -- to cost far in excess of any previous estimates available at the time the General Assembly composed the Transportation District Act.

The metropolitan rapid transit and commuter railway system proposed in 1962 by the National Capital Transportation Agency would have cost $793-million to which Northern Virginia would have been expected to contribute $19,590,000. The most recent proposal of the Washington Metropolitan Area Transit Authority for a metropolitan rapid transit and commuter railway system would cost $2,366,600,000 to build, to which Northern Virginia would be expected to contribute $147-million. And, the larger investment

will not buy any more. The 1962 plan proposed about 29 miles of rapid transit in Virginia; the newest proposal calls for 23 miles of rapid transit and 10 miles of commuter railway in Virginia.

A principal reason for the remarkable increase in cost is the disappearance of usable rights-of-way in the wake of rapid urbanization and the resultant necessity of resorting to costly tunnels and subways where no right-of-way is available. The general inflation of construction costs has made its mark, too.

NVTC Policy:

The State now participates, dominantly, in the design and construction of needed highways in this urban area. The State contributes to the annual costs of operating the Washington Metropolitan Area Transit Commission which regulates metropolitan Washington bus service and has participated in several demonstration projects to improve bus service. Repeatedly, NVTC has indicated a desire for the State to also participate in the costs of both planning and building the necessary rail transit facilities to alleviate travel problems in the Virginia suburbs of Washington.

In its most recent Annual Report, NVTC recommended to the Governor of Virginia:--

"a. That the Commonwealth of Virginia appropriate annually to the Northern Virginia Transportation Commission funds amounting to half the expenses of the Commission and of the local jurisdiction's share of the expenses of the Washington Metropolitan Area Transit Authority; i.e., the Commonwealth match every dollar contributed by the participating cities and counties.

"b. Redesignate the State Highway Commission as the State Transportation Commission and establish a new Department of Rail Transportation to be on a level with the Department of Highways. The new department would coordinate state assistance to rapid transit agencies throughout the state and have concern for development of high-speed railroad service between Virginia's several metropolitan areas."[1]

STATE FINANCIAL AID TO URBAN TRANSIT BY FINANCIAL GRANTS, SUBSIDY, OR SUBVENTION

California:

The California Legislature has created transit districts for San Francisco, Los Angeles, and San Diego. In San Francisco, the Bay Area Rapid Transit District has a 75-mile regional railway type rapid transit system under construction. The State is already participating by paying the cost of the trans-Bay tubes that will enable the trains to run from downtown San Francisco to Oakland -- amounting to about more than $180-million.

A bill to exempt urban buses from the State's 7¢-per-gallon fuel tax passed the Assembly, and at the time it was reported still had to pass the Senate. Relief to local transit companies from this action would amount to $2,300,000 annually.[2]

Two bills were proposed to a State Assembly Ways and Means sub-committee which has been named to recommend ways of financing state allocations to local rapid transit districts. One bill would raise the motor vehicle license fee from 2% to 2.5% to provide $48.2-million for the rapid transit districts. The other bill would extend the sales tax to gasoline and would raise $100-million.[3] The latter bill passed the Assembly, but died in the Senate Transportation Commission. Governor Ronald Reagan announced that he will propose legislation next year which might be similar to the sales tax bill, but would add a provision that the voters of the district decide whether or not to use the tax as the means of raising funds for local mass transit.[4]

Georgia:

The Governor signed into law an appropriation bill on 17 March 1967 to grant $500,000 over the next two years to Metropolitan Atlanta Rapid Transit Authority (MARTA) for acquiring rights-of-way that are in jeopardy of being lost in the wake of urbanization. The State grant will be used as matching funds for a federal grant of $2-million.[5]

Illinois:

The Illinois General Assembly voted reimbursement of $7,300,000 to the Chicago Transit Authority (CTA) for transporting school pupils at a reduced rate during the next two years (1966 and 1967).[6]

Maryland:

The State granted $225,000 to each of the Washington Suburban Transit Commission (WSTC) and the Baltimore Regional Planning Council for Fiscal Year 1968 "to provide State funds to match local government funds for planning, engineering, and other studies contingent upon Federal aid to be secured by the transit agency."[7] WSTC is Maryland's equivalent of NVTC, and participates in the interstate Washington Metropolitan Transit Authority. The state contribution will be used both for WSTC's budget and for WSTC's contribution to WMATA's budget.

Massachusetts:

The Massachusetts General Court (Legislature) passed and the Governor signed into law a mass transit bill that includes State contributions and tax relief for transit. The State will issue

$145-million in 40-year bonds to be financed by a 2¢-per-pack cigarette tax to aid in building rapid transit extensions in metropolitan Boston. The State grant amounts to 90% of the cost; the local communities are to provide the remaining 10%. The new law also provides reimbursement to cities and towns now paying school transportation costs to the extent of not more than 20¢ per day per pupil, or not more than 10% of the total school population in any community -- this will amount to an estimated $1,800,000. Private bus companies are to be reimbursed the State motor-fuel taxes they pay and are relieved from motor vehicle excise taxes; this relief is expected to save bus companies $800,000 a year in fuel tax and $600,000 in excise taxes. The law earmarks $15-million for subsidies to private bus companies in metropolitan Boston, and $10-million over a three-year period for operation of commuter railroad service to Boston.[8]

Other provisions of the transit improvement bill are described in the section of this report on "Aid to Urban Transit by Enabling Legislation, Creation of Agencies, Etc."

Michigan:

The State Legislature passed a bus tax reduction relief extension bill and sent it to the Governor.[9]

The Governor signed a bill exempting the local Detroit Department of Street Railways from Wayne County property taxes; this will save the transit system $150,000 a year.[10]

Minnesota:

The House tax committee of the State Legislature approved a bill that would allow transit companies to pay all State gasoline taxes (estimated at $350,000 annually) into a fund which could be allocated back to the companies for experimentation.[11]

Missouri:

A federal grant to the Bi-State Development Agency (Missouri and Illinois) will be combined with $150,000 appropriated in the 1966 special session of the Missouri General Assembly to make up the amount for a rapid transit feasibility study.[12]

New Jersey:

New Jersey's proposed billion-dollar state budget for fiscal year 1967-68 includes $13.4-million for rail transit (1-million contribution toward the "Northeast Corridor" (Washington-New York) high-speed train service, 1-million to acquire a former railroad right-of-way for transit use, 0.7-million toward a railroad-bus

terminal in Trenton, 1.8-million for new commuter railroad cars, and 8.9-million to electrify and improve a commuter railroad).

The New Jersey Legislature passed a bill exempting the 3% Sales Tax on buses (including parts) regulated by the Interstate Commerce Commission or the N. J. Board of Public Utilities Commissioners. It became effective as a law on 1 May 1967.[13]

In April 1967, the Governor announced a $30-million program for improvement and electrification of a 47-mile commuter railroad. The State will seek federal financial assistance. Improvements include separation of grade crossings, building new stations, expanding parking lots, upgrading track for 90-mph service, and purchase of 40 air-conditioned commuter coaches.

The State let a $9,915,477 contract for manufacture of 35 modern commuter railroad coaches. Half of the cost is borne by a federal grant. The cars will be streamlined, air-conditioned, electric multiple-unit (i.e., capable of operating in trains of several cars without a locomotive), will each seat 119 passengers, and will be capable of 100-mph top speed. The cars will be turned over to the Pennsylvania Railroad in lieu of subsidy payments for commuter service from Manhattan to New Brunswick and Trenton, and to Perth Amboy.[14]

The State signed an agreement with the Erie Lackawanna Railroad wherein New Jersey will provide $80-million over the next five years to both subsidize commuter operation ($4.2-million annually) and to underwrite capital expenditure for new rolling stock ($60-million toward 255 new air-conditioned commuter coaches). This is part of the State's $400-million, 10-year program to upgrade mass transportation.[15]

The State Transportation Commissioner is considering a proposal for a $1.2-billion transportation program similar to New York's (see below) with three bond installments of $400-million each. Repayment through increased gasoline taxes has been discussed.[4]

New York:

The Governor signed into law a bill providing State grants of 75% to commuter railway, rapid transit, and bus service projects. Where the municipality is unwilling or unable to contribute the 25% balance, the bill permits private transit companies to do so.

In the official Memorandum in which he approved the Transportation Capital Facilities Bond Act, Governor Nelson A. Rockefeller says, "The $2.5-billion Transportation Capital Facilities Bond Act stands among the most significant measures ever enacted by the New York State Legislature. The overwhelming support of this Administration's transportation proposal by members of both parties is

an act of high statesmanship that can set the pace of progress and prosperity in New York State for a generation to come.

"We in New York have demonstrated a clear recognition that our position of social and economic leadership is linked inseparably to the quality of our highway, railway, mass transit and aviation facilities.

"Now the Transportation Capital Facilities Bond Act must go before the people at the general election in November. If the bond issue is approved, it will provide

"--$1,250,000,000 for highways;

"--$1,000,000,000 for mass transportation; and

"--$250,000,000 for aviation.

* * *

"In a time of increasing mobility, the future will belong to the society that can provide facility of movement for its people and its commerce. The Transportation Capital Facilities Bond Act can give New York that vital facility."[16, 17]

The bond issue was approved at referendum by a vote of 2,710,739 for and 1,928,955 against.[18]

Ohio:

The Senate taxation committee of the Ohio General Assembly approved legislation that would give three-quarters of a cent gasoline tax exemption to municipal transit companies.[19]

Pennsylvania:

The Governor approved a grant of $115,000 to Philadelphia and several counties for a study by the Southeastern Pennsylvania Transportation Authority (SEPTA) of transit needs in the Philadelphia area.[20]

The Governor signed a $12.9-million transit aid bill. It provides grants over a two-year period and includes $6.2-million for operating subsidies, $6-million for capital improvements, and $700,000 for research, demonstrations, promotions, and administration.[21]

The State Department of Commerce granted $91,475 to help the New Castle Transit Authority finance a three-year mass transit development project, and $200,000 for the "Skybus" experimental project in Pittsburgh.[22] The State granted $670,000 to SEPTA for improvement of railway service in the Philadelphia and Reading areas, $3,750 to Altoona for study of improvements needed in Altoona's transit system, and $35,000 for a mass transit demonstration in the Philadelphia area -- involving study of suburban railroad services, $194,200 to SEPTA (as part of a $353,200 contract with Philadelphia Suburban Transportation Company ("Red Arrow"))

for purchase of certain Red Arrow bus lines, $6,800 to the Central Lycoming Planning Commission for preparation of a Transportation Engineering and Feasibility Study for Williamsport, $53,000 as the second payment to SEPTA for its Temporary Emergency Purchase of Service Program with the Red Arrow Lines, $398,100 as quarterly payment to SEPTA for its Temporary Emergency Purchase of Service Programs with the Pennsylvania Railroad, $1,114.36 to the New Castle Area Transit Authority for the first quarterly payment for an advertising and promotion program to encourage transit use (granted on a matching dollar-for-dollar basis) as part of a State-wide program (Act 104) commitment of $200,000 for this particular program, and $20,000 to Allegheny Port Authority's Transit Division ("PAT") for a study of a downtown distribution system by Carnegie Institute.[23]

A contract of $80,000 between the State and WABCO calls for a study of high-speed ground transportation service across Pennsylvania ("Keystone Corridor").[24]

The Governor asked the General Assembly for a $30-million appropriation as an installment in a $300-million, 10-year program of assistance to mass transit, and $6.7-million for high-speed train service between Philadelphia and Harrisburg.

State mass transit grants totaling $4,269.50 have been made to three metropolitan areas for advertising and promotion of transit systems.[25]

The Governor announced that the State is increasing its contribution to PAT's Phase II Capital Improvement Program to $2,822,584 ($1,214,529 had already been committed for Phase II). The State had contributed $1,391,945 to Phase I (PAT purchased all private streetcar, bus, and funicular services in metropolitan Pittsburgh.)[26]

Washington:

In 1965, the Governor signed Senate Bill 84 which continued the temporary fuel-tax exemption for city buses for another two years, and the State Legislature advanced for final adoption a bill to provide subsidies to local transit systems by the levying of a municipal utility tax.[27]

Two years later, a bill was passed by the State Legislature and signed by the Governor granting permanent fuel tax exemptions to all Washington transit systems.[28]

The Governor announced that he will press for use of gasoline tax revenues for rapid transit, providing the result is less highway congestion.[29]

STATE AID TO URBAN TRANSIT BY ENABLING LEGISLATION, CREATION OF AGENCIES, ETC.:

California:

In 1964, the California Legislature enacted and the Governor signed a bill to replace the Los Angeles Metropolitan Transit Authority with the Southern California Rapid Transit District (SCRTD). The new District can issue general obligation bonds (with consent of 60% of Los Angeles County voters), has right of eminent domain, and can issue revenue bonds--powers lacked by the earlier Authority.[30] The new District is similar to the Bay Area Rapid Transit District created several years earlier to develop rapid transit in metropolitan San Francisco. In November 1968, SCRTD will ask voters to approve a $1.6-billion bond issue to finance a 62-mile rail rapid transit system and buy 300 new buses.[18]

In 1965, the Governor signed a bill authorizing a vote on establishment of a San Diego County transit district.[31] The District was subsequently established and proceeded to purchase the area bus companies.

The Governor signed a bill in 1966 allowing Los Angeles County to use revenue-producing measures ($3.9-million) to finance preliminary plans for the proposed Southern California rapid transit system.[32]

Connecticut:

The Connecticut Transportation Authority is assisting and improving the commuter railroad services of the New York, New Haven & Hartford Railroad.

Delaware:

In May 1967, the Governor prepared a bill to create a State Department of Transportation to participate in federal mass transit aid programs and to operate transit facilities. The Governor's bill was introduced on June 12th and reported favorably by a State Senate committee on June 21st.

The bill reestablishes the Delaware Aeronautics Commission as the Department of Transportation (with State cabinet-level Secretary of transportation) on par with the State Highway Department. To the aviation functions will be added mass transportation responsibilities with broad objectives and powers. The Department must cooperate with the State Highway Department and the State Planning Office; it is empowered to acquire or to finance and build "railroad, railway, street railway, traction railway, motor bus, bus, electric trackless trolley coach, trolley or monorail" facilities.[33,34]

The bill was defeated -- reportedly because it was not sufficiently comprehensive. A revised version will be considered in the next session.

Georgia:

In 1965, the Governor signed the Atlanta Rapid Transit Authority bill to establish an 11-member Metropolitan Atlanta Rapid Transit Authority to develop and manage a rapid transit system. The bill had passed the House by a 157-to-11 vote.[35, 36]

Hawaii:

In June 1967, Governor John A. Burns signed a public transportation act giving counties the authority to construct, acquire, extend, own, maintain and operate mass transit systems. Such systems would include (but not be limited to) motor buses, street railroads, fixed rail facilities such as rapid transit, taxis, and "other forms of transportation for hire for passengers and their personal baggage." Each county is given such authority without being under the jurisdiction of the state utilities commission. Financing the acquisition or construction of mass transportation systems may be done through general obligation bonds and/or revenue bonds.[37, 38]

When signing the Act, Governor Burns commented, "The transportation we build must inevitably have a profound effect upon the shape of all future urban growth, including property and human relationships. The population may double in a relatively short time, but the land area will remain the same. Therefore, we must do our utmost in the building of our transportation system to preserve our abundant natural beauty and to enhance the quality of urban living through increased safety, convenience and provision of the amenities of life."[38]

Illinois:

The Governor signed into law a bill authorizing communities to create transit authorities without a referendum. The authorities can levy taxes after a referendum. When the bill was signed, arrangements were already under way for eleven towns along the Illinois Central Railroad in Chicago suburbs to establish an authority and purchase 130 modern double-deck electric commuter cars, each seating 180 passengers, at a cost of $36-million, two-thirds of which will be sought from a federal grant and the balance of which will be provided by issuance of revenue bonds. The towns filed the necessary ordinances in November and the Chicago South Suburban Mass Transit District was established thereby.[18]

The Illinois High-Speed Commission is applying for federal funds to study high-speed train service in the Chicago-Saint Louis corridor.[39]

Indiana:

The Governor signed a bill authorizing city aid to transit companies, if sought by the companies.[40]

The 1967 Indiana General Assembly passed an act, Chapter 31, which creates a mass transportation authority in each county in which a first class city is situated. Each authority will be a municipal corporation with power to levy taxes, adopt budgets, etc.[41]

Kansas:

The Kansas Legislature passed and sent to the Governor a bill which amends "Mo-Kan Compact Law" of 1957, allowing the state to deal with transit along with sewage and thoroughfares.[42]

Massachusetts:

The Massachusetts General Court (Legislature) passed and Governor Endicott Peabody signed into law a bill in June 1964 that replaced Boston's Metropolitan Transit Authority with the 5-member Massachustts Bay Transportation Authority (MBTA) having broader powers and a larger area of jurisdiction (78 communities). The law includes a $225-million program for rapid transit extensions and improvements to bus and commuter railroad services. The State will issue $145-million in bonds to be financed by a 2¢ per pack cigarette tax, and MBTA is empowered to borrow up to $80-million through revenue bonds. When signing the bill, Governor Peabody declared, "One of the great problems of our time is on the way to solution and will benefit every citizen in Massachusetts. The bus companies and the railroads were going out of business. We will save the bus companies and such railroads as we need.

"Massachusetts can proudly say we are marching back up the road to a solution of this problem. Dozens of states in the nation will copy the accomplishments of Massachusetts."[8]

Missouri:

The General Assembly passed a bill providing the method for naming the five Missouri commissioners to the bi-state authority (with Kansas). The other half of the bill has passed the General Assembly; it ratifies creation of a ten-member interstate transit commission. Kansas approved its share of the legislation earlier in the year.[10]

New Jersey:

The New Jersey Senate unanimously approved the interstate compact creating the Tri-State Transportation Commission consisting of 5 members from each State and 3 from federal agencies; costs to be

borne 45% by New Jersey, 45% by New York, and 10% by Connecticut. Subsequently the Assembly passed the bill.[10, 35]

Early in 1967, the New Jersey Legislature, at the request of the Governor, created the New Jersey Department of Transportation which consists of a Highway Division, a Division of Railroad Transportation, a Division of Bus Transportation, and a Commuter-Operating Agency. The Highway Division was formerly the State Highway Department and the Division of Railroad Transportation was formerly the Rail Transportation Division under the State Highway Department.

New York:

In a comprehensive measure amending existing highway, public authorities, rapid transit, and state finance laws, the New York Legislature enacted the Transportation Capital Facilities Development Act which was promptly signed by the Governor. The new law is multifold; it:--

(a) Establishes a New York Department of Transportation headed by a Commissioner of Transportation appointed by the Governor. It abolishes and absorbs the functions of the Department of Public Works (highways and waterways), the Office of Transportation (in the executive department), the State Traffic Commission (in the Department of Motor Vehicles), and the Bureau of Aviation (of the Department of Commerce). The Department will make mass transportation and airport grants to municipalities, authorities, and other public agencies. Additions to the highway system and funds for highway construction must be authorized by the State legislature. The law requires the State Commissioner of Transportation to promulgate a statewide comprehensive master plan for transportation "...including, but not limited to highways, rapid transit, railroad, omnibus, marine, and other mass transportation facilities and services, and aviation and airport facilities, whether publicly or privately owned, developed, operated, or maintained..."; and authorizes the Commissioner to make grants for 75% of project costs to municipalities or transportation authorities.

(b) Revises the Metropolitan Commuter Transportation Authority, which owns and operates the Long Island Rail Road, as the Metropolitan Transportation Authority (MTA) into which the New York City Transit Authority, the Triborough Bridge and Tunnel Authority, and the Manhattan & Bronx Surface Transit Operating Authority are absorbed. The new authority will own, operate, and expand the existing transit and toll facilities and will establish fares, tolls, rentals, etc. The law also establishes (subject to approval by Connecticut and ratification by Congress) a New York-Connecticut Bi-

State Bridge Study Commission to investigate the feasibility and desirability of bridge(s) over Long Island Sound; the bridge would be designed, financed, built, and operated by the MTA. The law allows the MTA to use surplus toll facility revenues for rapid transit development. The MTA assumes the powers, functions, responsibilities, and financing procedures of the three existing authorities that it absorbs.

(c) Creates a Niagara Frontier Transportation Authority (NFTA) within a transportation district embracing Erie and Niagara Counties (metropolitan Buffalo) to develop and improve rail, bus, marine, and aviation facilities. The Frontier Port Authority is absorbed into the NFTA. It was necessary to specify all-new provisions for the NFTA. The law creates a 9-member board appointed by the Governor; grants NFTA the right of trespass, the power to acquire property and facilities by condemnation, the power to set fares and tolls, and the ability to issue bonds secured by any revenues or receipts in any manner NFTA sees fit; causes the served cities and counties to furnish police, fire and health protection; commits the State to bear the NFTA's share of railroad grade-crossing elimination costs; exempts NFTA, its revenues, its property, property it leases, and trackage rights from State and local taxation; places the burden of cost of rail passenger station operation and maintenance upon the county in which each station occurs; and allows the NFTA to use surplus port toll revenues for construction of transportation facilities.

(d) And authorizes (subject to approval by New Jersey) the New York Port Authority to construct a new jet airport in New York and one in New Jersey -- the site of each to be subject to approval of the respective Governors.

(e) The law also authorizes municipalities to acquire, construct, and improve mass transportation facilities. and to make unconditional grants to transportation authorities; excepts transportation authorities and municipal corporations from jurisdiction of the N. Y. Public Service Commission; and subjects applications for federal aid to approval by the State Commissioner of Transportation.

(f) The portions of the law pertaining to New York City become effective March 1, 1968, and those pertaining to the Department of transportation and Buffalo became effective September 1, 1967.[17, 18, 43]

Ohio:

In 1965, the Ohio House of Representatives passed, by a 115-to-10 vote, a law allowing two or more contiguous counties to create regional transit authorities.[44]

This year the Governor set up a state-wide transportation committee to study mass transportation problems in Ohio. The Committee will coordinate with the various metropolitan transportation agencies throughout the State. The State Urban Affairs Director and the State Highway Director are co-chairmen.[29]

Pennsylvania:

The Metropolitan Transportation Authorities Act became law on 15 January 1964; it authorizes formation of a Southeastern Pennsylvania Transportation Authority (SEPTA) to operate an integrated public transportation system in Philadelphia and several adjoining counties.[45]

In 1965, the Governor asked the General Assembly to allocate $4.8-million for mass transportation aid for cities, to enable establishment of local transit authorities, to appropriate $3,350,000 for grants to authorities for rail transit facilities and $1-million for demonstration grants, and to establish a Division of Mass Transportation in the state government. Aid would be distributed to communities of 50,000 and larger on the basis of up to $1.50 per person each year. The funds are to be used to match federal grants.[35] The program was adopted, essentially as proposed, by the General Assembly and examples of grants are described in the Pennsylvania entry under the section of this report on "State Financial Aid to Urban Transit by Financial Grants, Subsidy, or Subvention." The State announced a proposal early this year for a $1.3-billion high-speed railroad corridor connecting the "Northeast Corridor" (New York to Washington) high-speed trains at Philadelphia with Harrisburg, Pittsburgh, and Ohio. The initial phase calls for $6.7-million to begin high-speed trains on improved Pennsylvania Railroad tracks between Philadelphia and Harrisburg; $1-billion would be spent through 1975; the remainder after 1985. Another railroad "corridor" under consideration by the State is New York City-Easton-Bethlehem-Allentown-Harrisburg-Baltimore.

The Governor submitted bills to the General Assembly (to be introduced the week of 17 July 1967) which provide measures to be phased into the Master Plan for Transportation now being prepared by the Governor's Committee for Transportation. The bills would:

(a) Create the Pennsylvania Transportation Assistance Authority under which capital improvements (for regional and inter-city systems) would be assisted.

(b) Revise the Urban Mass Transportation Act of 1965 to provide permanent legislative authority for State assistance.

(c) Appropriate $9.6-million of State funds for continuing such programs for the next fiscal year.[46]

Rhode Island:

The Rhode Island Public Transit Authority completed its first year showing a profit. The state Authority acquired local transit lines and retains a private enterprise firm to operate them. The Authority is seeking a federal mass transit demonstration grant.[47]

Washington:

The Governor signed a bill (Senate 167) in 1965 which authorizes first-class cities to levy excise taxes to subsidize financially distressed city transit lines.[48]

In March 1967, the State House approved a bill authorizing study of mass transportation problems in the Puget Sound area and sent the measure to the Senate.[49]

Early this year, Senate Bill 168 was signed by the Governor providing for metropolitan municipal districts to prepare plans for mass transit and provide services.[50]

The House, in mid-April 1967, approved a "two-year study of a fourth Lake Washington floating bridge and a comprehensive study of mass transportation". The study would include the extent to which the state may participate in financing rapid transit systems.[51]

Wisconsin:

The state has created the Wisconsin Department of Transportation.

MASS TRANSIT IS A STATE-WIDE PROBLEM IN VIRGINIA:

Mass Transportation Studies are underway in several Virginia cities, including:--

RICHMOND, where the Richmond City Planning Commission is considering the possibility of rapid transit and the Regional Planning Commission has retained consultants to study mass transit needs, including the possible introduction of commuter-train service.

NORFOLK, where the Southeastern Virginia Regional Planning Commission is embarking on a comprehensive mass transit study which will consider rail transit for the Norfolk-Portsmouth-Suffolk-Chesapeake City-Virginia Beach area.

NORTHERN VIRGINIA where the National Capital Region Transportation Planning Board, the Washington Metropolitan Area Transit Authority, the Washington Metropolitan Area Transit Commission, and the Northern Virginia Transportation Commission are involved in various phases of mass transit improvement and rapid transit development.

Federal Financial Assistance has been granted by the U. S. Department of Housing & Urban Development to transit projects in the following Virginia cities and areas:

CHESAPEAKE CITY--a $241,266 Mass Transit Demonstration Grant to establish express bus service. (HUD Project No. VA-MTD-1)

MARTINSVILLE--a $74,056 ($55,542 now and $18,514 more if the city completes comprehensive and transportation plans within 3 years) Urban Transportation Capital Improvement Grant to modernize its bus system. (HUD Project No. VA-UTG-1, 17 January 1967)

BRISTOL (Virginia and Tennessee)-a $245,648 ($184,236 now and $61,412 more if the cities complete comprehensive and transportation plans within 3 years) Urban Transportation Capital Improvement Grant to keep local bus service in operation. (HUD Project No. INT-UTG-2, 7 September 1967)

NORTHERN VIRGINIA (as part of Metropolitan Washington)--

(a) a $175,089 Mass Transit Demonstration Grant to test means of gaining more effective use of existing transit facilities. (HUD Project No. INT-MTD-10, 1 July 1964)

(b) a $71,000 Mass Transit Demonstration Grant to test the role of the computer in planning and scheduling bus routes. (HUD Project No. INT-MTD-14, 28 June 1967)

Municipally Owned Transit Lines are operated in the following Virginia cities:[52]

BRISTOL by an interstate agency.

MARTINSVILLE by the City Transit Bus Company.

NORFOLK by the Elizabeth River Tunnel Commission.

RADFORD by the City of Radford's Department of Public Utilities.

STAUNTON by the Staunton Transit Service.

WINCHESTER by the Winchester Transit Lines.

Private Bus Companies, some of which are in need of assistance, operate transit service in twenty-two Virginia cities:

These cities are indicated by note "B" in Appendix A of this report.

In Northern Virginia, local transit service is provided by Alexandria, Barcroft and Washington (AB&W) Transit Co., Washington, Virginia and Maryland (WV&M) Coach Co., and D. C. Transit System, Inc. Some local service is also furnished by Greyhound and Trailways intercity bus routes, and Airport Transport, Inc., connects downtown Washington and several Virginia points with direct service to Dulles International Airport.

Failure of Public Transit in Smaller Virginia Cities:

Since the end of World War II, local bus services have disappeared from two cities--Richlands and Waynesboro. In addition, bus services opened after the war have disappeared from fourteen Virginia cities; these are indicated by note "X" on Appendix A, and include Northern Virginia's Manassas and Manassas Park. The municipal operations listed in a previous paragraph were formerly private (except in Norfolk and Radford) and would have disappeared without city assistance.

Urban Highway Planning Studies are under way by the Virginia Department of Highways in fifty cities and their surrounding areas:

These cities are indicated by note "H" in Appendix A to this report, and include the Northern Virginia portion of metropolitan Washington.

ACKNOWLEDGEMENT:

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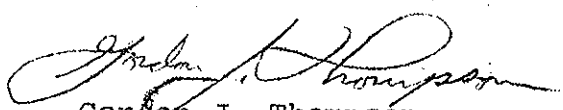
Respectfully submitted,



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FOOTNOTES AND REFERENCES

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ADDENDUM:

Commuter railroad service was provided by several railroads in the Norfolk, Richmond, and Northern Virginia areas. All such service has been discontinued -- usually for economic reasons rather than lack of patronage. However, patronage never did achieve large proportions because in nearly every instance, abandonment occurred just before large-scale urbanization took place. The Norfolk and Southern Railroad ended service between Norfolk and Virginia Beach in November 1947 in the area which has experienced the greatest growth since that time. A token amount of commuter service survived in the Richmond area on the Chesapeake & Ohio Railway until mid-1967 in the sector whose growth will now be spurred by recent completion of the Interstate 64 freeway.

In Northern Virginia, the Richmond, Fredericksburg & Potomac Railroad ended commuter service in January 1957 when the area it traversed beyond Alexandria was essentially rural. Commuter service on the Washington & Old Dominion Railroad, discontinued in April 1941, was resumed in March 1943 because of World War II travel demands, and again ceased in May 1951 when the City of Falls Church and Towns of Vienna, Herndon, Leesburg, and Purcellville had populations, respectively, of only 7,535, 2,029, 1,461, 1,703, and 945 (totalling less than half of their total population ten years later).

## APPENDIX A

### VIRGINIA URBAN AREAS

| city population 1966[1] | city population 1960[2] | city | notes[3] | urban pop. (1960)[1] | metropolitan population 1960[1] | metropolitan population 1966[4] |
|---|---|---|---|---|---|---|
| 322,030 | 304,869 | Norfolk | HB | 507,825 | 578,507 | 662,614 |
| 217,671 | 219,958 | Richmond | HB | 333,438 | 436,044 | 502,407 |
| 131,860 | 84,215 | Virginia Beach | hB | part of urban and metro. Norfolk | | |
| 131,624 | 113,662 | Newport News | HB | 208,874 | 224,503 | 276,327 |
| 117,283 | 114,773 | Portsmouth | hB | part of urban and metro. Norfolk | | |
| 115,615 | 89,258 | Hampton | hB | part of urban and metro. Newport News | | |
| 110,430 | 91,023 | Alexandria | HB | 465,487[#] | 614,331[#] | 813,531[#] |
| 91,441 | 73,647 | Chesapeake City | hB | part of urban and metro. Norfolk | | |
| 102,321 | 97,110 | Roanoke | HB | 124,752 | 158,803 | 179,588 |
| 57,050 | 54,790 | Lynchburg | HB | 59,319 | 110,701 | 122,786 |
| 48,866 | 46,577 | Danville | HB | 48,434 (including Glenwood) | | |
| 39,558 | 29,427 | Charlottesville | HB | | | |
| 37,980 | 36,750 | Petersburg | HB | 67,230 | | |
| 24,492 | 22,232 | Staunton | HB | | | |
| | 23,491 | Bluefield (4,235 in Va.) | HB | | | |
| 21,769 | 13,585 | Fairfax City | hB | part of metro. Washington, D. C. | | |
| 21,452 | 18,798 | Martinsville | HB | 25,532 | | |
| 20,785 | 17,895 | Hopewell | H | part of urban Petersburg | | |
| 17,520 | 15,694 | Waynesboro | HX | | | |
| 17,192 | 34,726 | Bristol (17,144 in Va.) | HB | | | |
| | 16,058 | Salem | hB | part of urban and metro. Roanoke | | |
| 15,611 | 15,110 | Winchester | HB | | | |
| 14,821 | 11,916 | Harrisonburg | H | | | |
| 14,782 | 13,639 | Fredericksburg | HB | 15,117 | | |
| 13,417 | 9,587 | Colonial Heights | H | part of urban Petersburg | | |
| 12,291 | 12,609 | Suffolk | h | 21,305 | | |
| | 11,440 | Vienna | hB | part of metro. Washington, D. C. | | |
| 11,190 | 10,192 | Falls Church | hB | part of urban and metro. Washington, D. C. | | |
| | 10,783 | Springfield (U) | hB | part of urban and metro. Washington, D. C. | | |
| 10,785 | 9,371 | Radford | HB | 10,696 (including Fairlawn) | | |
| | 10,469 | Pulaski | H | 11,625 (including North Pulaski) | | |
| 10,342 | 11,062 | Covington | HX | | | |
| 8,881 | 6,832 | Williamsburg | h | | | |
| 8,440 | 7,537 | Lexington | H | | | |
| | 8,385 | Marion | HX | | | |
| | 7,949 | Front Royal | H | | | |
| 7,839 | 7,264 | Franklin | H | | | |
| 7,472 | 5,974 | South Boston | HX | | | |
| | 7,070 | Blacksburg | H | | | |
| 6,783 | 6,300 | Buena Vista | H | | | |

#Virginia portion of urban and metropolitan Washington, D. C.

| | | | | |
|---|---|---|---|---|
| 6,046 | 5,268 | Clifton Forge | H | 5,984 (including Iron Gate) |
| | 5,921 | Bedford | HX | |
| | 5,634 | Wytheville | H | |
| | 5,535 | Emporia | H | |
| | 5,342 | Manassas Park | hX | part of metro. Washington, D. C. |
| 5,298 | 5,254 | Galax | HB | |
| 5,097 | 5,013 | Norton | HX | |
| | 4,963 | Richlands | HX | 5,958 (including Cedar Bluff) |
| | 4,758 | Abingdon | HX | |
| | 4,688 | Big Stone Gap | H | |
| | 4,293 | Farmville | H | |
| | 4,283 | Callands (district) | B | |
| | 4,278 | Poquoson | h | part of urban and metro. Newport News |
| | 3,659 | Blackstone | HB | |
| | 3,653 | Christianburg | H | 4,375 (including Cambria) |
| | 3,586 | Collinsville (U) | h | part of urban Martinsville |
| | 3,555 | Manassas | hX | part of metro. Washington, D. C. |
| | 3,522 | Warrenton | H | |
| | 3,432 | Vinton | h | part of urban and metro. Roanoke |
| | 3,299 | Altavista | | |
| | 3,148 | Bassetts (U) | h | part of urban Martinsville |
| | 3,014 | Luray | HB | |
| | 3,000 | Tazewell | HX | 3,713 (including North Tazewell) |
| | 2,998 | Ettrick (U) | h | (part of urban Petersburg) (part of metro. Richmond) |
| | 2,955 | Orange | | |
| | 2,948 | Triangle (U) | h | part of metro. Washington, D. C. |
| | 2,869 | Leesburg | h | part of metro. Washington, D. C. |
| | 2,844 | Saltville | | |
| | 2,773 | Ashland | | |
| | 2,636 | Pleasant Hill (U) | h | part of urban Suffolk |
| | 2,614 | Wise | | |
| | 2,569 | South Hill | | |
| | 2,508 | Narrows | | |
| | 2,471 | Coeburn | | |
| | 2,456 | Appalachia | | |
| | 2,428 | Strasburg | | |
| | 2,412 | Culpeper | | |
| | 2,300 | Jericho (U) | h | part of urban Suffolk |
| | 2,287 | Grundy | | |
| | 2,282 | Lloyd Place (U) | h | part of urban Suffolk |
| | 2,268 | Pearisburg | | |
| | 2,142 | Gate City | X | 3,416 (including Weber City) |
| | 2,131 | Chincoteague | | |
| | 2,085 | Lebanon | | |
| | 2,083 | Woodstock | | |
| | 2,041 | Cape Charles | | |
| | 2,012 | Crewe | | |
| | 1,412 | Rocky Mount | H | |
| | 1,156 | Saint Paul | X | |
| | 974 | Stuart | X | |
| | 900 | Gretna | X | |

notes:

H indicates the central or major city of a VDH Urban Highway Planning Study.
h indicates an area covered by a VDH Urban Highway Planning Study centered on another city or metropolitan area.
B indicates existing local or suburban bus service.
X indicates that local or suburban bus service has been discontinued.
U indicates unincorporated town or urban center.

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