

MASS TRANSIT ACT BECOMES LAW

After two years of debate, and longer years of preparation, the Urban Mass Transportation Act of 1964 was signed into law by President Johnson on July 9th. The Act is intended to provide additional federal assistance for the development of comprehensive and coordinated mass transportation systems, both public and private, in metropolitan and other urban areas.

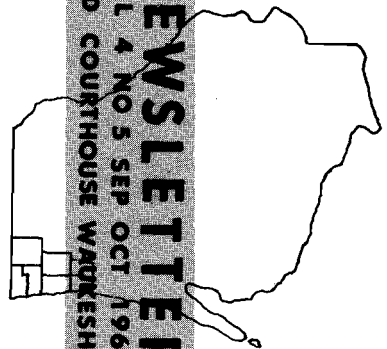
The Purposes

The purposes as stated in the Act are:

- "(1) to assist in the development of improved mass transportation facilities, equipment, techniques, and methods, with the cooperation of mass transportation companies both public and private;
- "(2) to encourage the planning and establishment of areawide urban mass transportation systems needed for economical and desirable urban development, with the cooperation of mass transportation companies both public and private; and
- "(3) to provide assistance to State and local governments and their instrumentalities in financing such systems, to be operated by public or private mass transportation companies as determined by local needs."

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NEWSLETTER
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OLD COURTHOUSE WAUKESHA



HHFA Will Administer Funds

Although an appropriation measure to provide the funds has yet to be submitted and approved by Congress, the Act provides that \$375 million will be administered over a period of three years by the HHFA Office of Transportation, for public transportation projects that meet the standards set by Congress, at the rate of \$75 million in 1965, and \$150 million in both 1966 and 1967. All amounts appropriated shall remain available until expended.

Both state and "local public bodies" are eligible to apply for the grants, which may not exceed 2/3 of the "net project cost" or that part of the total cost which cannot be reasonably financed from revenues. "Local public bodies" are defined in the Act as municipalities and other political subdivisions of states; public agencies and instrumentalities of one or more states; and public corporations, boards or commissions established under the laws of any state. The remainder of the net project cost must be financed from sources other than federal funds. However, monies from the fare box of private or public mass transportation systems cannot be used for the local matching funds except for demonstration projects. The Act provides that projects in any one state shall not exceed 12 1/2 percent of the total grant funds authorized to be appropriated.

What the Funds May Be Used For

The financial assistance is available in the form of grants and loans for the acquisition, construction, reconstruction, and improvement of facilities and equipment for use in mass transportation service. Eligible facilities and equipment may include land (but not public highways), buses, and other rolling stocks and other real or personal property needed for an efficient and coordinated mass transportation system.

No financial assistance shall be provided under the Act unless the facilities and equipment for which the assistance is sought are needed for

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carrying out a program for a unified urban transportation system as a part of the comprehensively planned development of the urban area, and are shown to be necessary for the sound, economic, and desirable development of such an area. Thus, the Act establishes a regional planning prerequisite, a prerequisite which is being met by the SEWRPC Regional Land Use-Transportation Study.

The Emerging Program

Prior to July 1, 1967, federal assistance may be provided where the plans for a unified transportation system are under active preparation, although not yet completed, and the facilities and equipment for which the assistance is sought can reasonably be expected to be required for such a system, and there is an urgent need for their preservation or provision. The federal grant under these conditions may not exceed 1/2 of the net project cost. An additional 1/6 of the net project cost can be obtained if the comprehensive planning requirements are subsequently met within three years of the execution of the grant agreement. The SEWRPC Regional Land Use-Transportation Study is scheduled for completion in July of 1966. In addition, the Act authorizes grants for research, development, testing and demonstration of new facilities, equipment, techniques and methods.

Demonstration Grants

The new Urban Mass Transportation Act strengthens and enlarges the provisions under Section 103(b) of the Housing Act of 1949, providing an increase in the maximum monies available for this purpose from \$10 million to \$20 million on July 1, 1965, and to \$30 million on July 1, 1966, along with any unobligated balances from the Mass Transportation Act and the Housing Act.

Since January, 1964, 13 HHFA two-thirds matching fund demonstration grants (under Section 103(b) of the Housing Act of 1949) have been awarded as follows:

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MASS TRANSIT --continued

Chicago Transit Authority - \$349,217 - To determine the effectiveness and economic feasibility of linking a fast-growing, medium-density suburban area with the central city by means of a high-speed rapid transit system.

Bi-State Development Agency, St. Louis - \$357,754 - A two-part project to test operation of new express bus routes and a cross-county bus route in the St. Louis Metropolitan Area.

Bi-State Development Agency, St. Louis - \$13,696 - To obtain information on the public's acceptance of a monthly pass for use on a local transit system.

San Francisco Bay Area Rapid Transit District - \$1,333,333 - To assist in financing field tests of the relative merits of alternating current and direct current power supply for transit vehicle propulsion.

Port Authority of Allegheny County - \$759,000 - A supplement to the previous grant of \$2,113,000 made in June, 1963, to assist in financing the construction and testing of a new-concept rapid transit system to serve medium density urban areas.

New York City Transit Authority - \$500,537 - To test a two-way radio system on a portion of the Lexington Avenue subway in an effort to improve train operations, provide information to passengers and increase overall security of passengers and equipment.

City of Rome, New York - \$99,356 - To demonstrate and test techniques of developing and operating a public transportation system in smaller cities.

Rhode Island Public Transit Authority - \$20,000 - To demonstrate the techniques which a state public transit authority can use in carrying out its responsibilities for determining the necessity and means of providing transit service.

City of Syracuse, New York - \$185,153 - To test a two-way shuttle bus service on the main shopping street within the downtown area in a medium-sized city.

Washington Metropolitan Area Transit Commission - \$175,089 - To be conducted on lines of the D. C. Transit System, the project is to deter-

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MASS TRANSIT --continued

mine what types of informational aids and devices may be most useful to the public in informing them of the services offered by the public transit system.

City of Anchorage, Alaska - \$207,923 - To determine what effect public transportation will have on the travel habits in a rapidly growing area where such service does not exist.

University of Illinois - \$83,616 - To determine results of improved service which includes: special rush-hour express service to and from downtown, with guaranteed seating; more buses and shorter headways; and establishment of a zone fare structure on one route testing new collection methods.

Village of Skokie, Illinois - \$238,000 - To redesign a local transportation system for more effective local service and improved coordination with transportation network serving Metropolitan Chicago.

Ten days after the Mass Transportation Bill was signed into law, requests for over \$1 billion for federal aid on local transit projects were received by the HHFA Office of Transportation in Washington. Requests came from all areas of the country including smaller cities.

AROUND THE REGION

The Freeway Flyer

A recent innovation in transit service in the Region has been the inauguration on March 30, 1964, by the Milwaukee and Suburban Transport Corporation of express bus service using a portion of the Milwaukee County freeway system. Now in its seventh month of operation, the express bus route originates at Mayfair Shopping Center located in the City of Wauwatosa at Highway 100 and West North Avenue, and runs to downtown Milwaukee over approximately eight miles of freeway and two miles of city streets. Express buses make the entire run in 31 minutes --a saving of 25 minutes in traveltime over the same trip made by a bus operating entirely over local streets. At the present time, no stops are made anywhere along the freeway.

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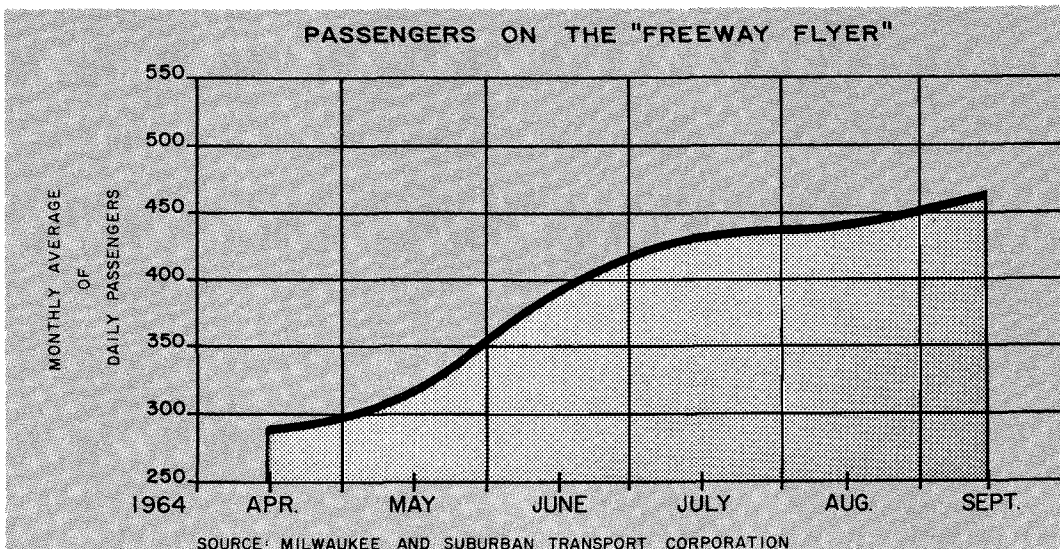
AROUND THE REGION -- continued

Although an official evaluation of the service potential of this type of bus "rapid transit" has not yet been completed, preliminary results of a survey conducted by the SEWRPC and the Milwaukee and Suburban Transport Corporation indicate that approximately one-third of the passengers were former auto drivers or passengers who chose the "freeway flyer" in place of auto transportation. The remaining two-thirds of the riders were regular transit passengers who now preferred to pay a premium fare in order to save 25 minutes in travel time over regular bus trips. The origin-destination check further revealed that the passengers were engaged almost entirely in home to work trips, with only a scattering of other trip purposes.



AROUND THE REGION -- continued

The number of passengers utilizing the service has steadily increased (see graph) and it is presently estimated that approximately 100-150 cars per day are thereby kept off the freeway and out of downtown streets and parking facilities. There are presently 11 scheduled runs operating each week day, an increase of three over the initial operation.



Froedtert-Mayfair, Inc. is cooperating in this experiment by making available the well-lighted, easily accessible free parking area at the Mayfair Shopping Center, which is so vital to this type of operation. The enthusiastic acceptance of the "freeway flyer" has caused the Milwaukee and Suburban Transport Corporation officials to predict that additional express runs from other points to the downtown area may be scheduled in the future as additional segments of the expressway are completed.

SEWRPC NOTES

SEWRPC's Mass Transit Studies

The passing of the urban transit act marks the first time in the history of the nation that federal assistance for the preservation and growth of urban mass transportation systems has been etched into the fabric of future urban development. This act prescribes that to be eligible for a transit grant, the local area must give evidence that its transit program is part of an overall comprehensive urban area development and transportation plan. The SEWRPC's 3 1/2 year Regional Land-Use Transportation Study now entering its twenty-second month will meet this basic requirement. If the regional land use-transportation plans being prepared are to be implemented, then any applications for aid under the Urban Mass Transportation Act within the Region should be made within the framework of this study and the resulting long-range plans.

The coordinated planning of highway and transit systems is one of the basic principles on which the SEWRPC Regional Land Use-Transportation Study is founded (see p. 4 of "Regional Planning Program Prospectus"), and this principle has had an important impact on the study design to date. One of the prerequisites established by the HHFA in its approval of the SEWRPC Regional Land Use-Transportation Study was that one of the alternate plans to be prepared under the study be a "transit oriented plan," not only making maximum use of mass transit service to meet anticipated future travel demand, but considering the feasibility of re-establishing some form of rapid transit service within the Region. All of the alternative plans prepared under the study will, of course, consider the need for mass transit facilities to serve not only the "journey to work" but also the increasing segment of the regional population unable to command direct use of private personal transportation.

Quarterly Meeting Scheduled

The December Quarterly Meeting has been scheduled for 3:00 P. M. on December 3, at the Racine County Courthouse. An important agenda item will be the election of officers.

Commission Changes

Mervin L. Brandt, President of the Village of Pewaukee, has been appointed by the Waukesha County Board to represent it on the SEWRPC, replacing Commissioner Fortney Larson who resigned in July. Mr. Brandt, a distributor for Golden Guernsey since 1947, has represented the Village of Pewaukee on the Waukesha County Board since 1961, serving on the Waukesha County Planning and Development Committee and the Waukesha County Park and Planning Commission since that time. As a SEWRPC member, he has been appointed to the Intergovernmental and Public Relations Committee and the Planning and Research Committee.

Lyle L. Link, a Commissioner from Waukesha County, has been named by the Executive Committee to the position of SEWRPC Treasurer, filling the unexpired term of Fortney Larson.

Fox River Watershed Study

The Fox River Watershed Committee has recommended to the Commission that a comprehensive watershed study be conducted in the Wisconsin portion of the Fox River Basin, in order that solutions may be found to the many serious resource problems which exist within the basin. After being reviewed and approved by the Commission's Technical Advisory Committee on Natural Resources and Environmental Design, the Prospectus for the study was officially submitted to the SEWRPC at its September 3 meeting and referred to the SEWRPC Planning and Research Committee. That Committee reviewed and approved the Prospectus at a special meeting on September 14. The Prospectus must now be reviewed by the Intergovernmental and Public Relations Committee and the full Commission before transmittal to the County Boards involved. It is the hope of the Fox River Watershed Committee that the Prospectus will receive favorable action by both the Commission and the County Boards, so that application can be made at an early date to the HHFA for a federal grant covering 2/3 of the net cost of the study, and the study undertaken as soon as possible.

SEWRPC NOTES ON COMMISSION STRUCTURE

Continuing the discussion of the TCAC Subcommittee structure, it seems appropriate to discuss the TRANSIT AND RAILROAD SUBCOMMITTEE in this newsletter. Shortly after the organizational meeting of the TCAC Committee in February, 1963, the larger parent committee was divided into smaller working committees, covering every phase of the Land Use-Transportation Study Program. One of these was the Transit and Railroad Subcommittee.

Membership on this committee totals seven, with one alternate as follows:

Paul Haase, Jr. , General Manager, Wisconsin Coach Lines, Waukesha.
Donald L. Hart, Supervisor, Soo Line Railroad, Stevens Point.

John G. Holcomb, President, Lakeshore Transit-Kenosha, Inc. , Racine.

Merle R. Long, Superintendent, Chicago & Northwestern Railway Co. , Milwaukee.

Gilbert R. Loshek, Transportation Superintendent, Central Greyhound Lines, Milwaukee.

Henry M. Mayer, Administrative Assistant, Milwaukee and Suburban Transport Co. , Milwaukee.

James D. Shea, General Superintendent, Chicago, Milwaukee, St. Paul & Pacific Railroad Co. , Milwaukee.

Alternate:

Alfred R. Eckl, Superintendent of Schedules, Milwaukee and Suburban Transport Co. , Milwaukee.

It can be noted here that both bus and rail transport companies are represented on the committee, thus providing for a coordination between all modes of travel in the review and approval of the rail and transit inventory and network design.

Members of this committee provide the staff with an excellent point of
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contact and consultation in transit planning; and the subcommittee's functions include a review of the existing transit network, inventories and maps, the design of future transit networks, and the assignment of traffic to these networks.

QUESTION BOX

WHAT IS THE DIFFERENCE BETWEEN MASS TRANSIT AND RAPID TRANSIT?

Mass transit is the broader of the two terms and may be defined as the transportation of persons by bus, rail, or other conveyance, either publicly or privately owned, serving the general public by regularly scheduled service over prescribed routes. In its most common form today, mass transit exists in the form of buses operating on urban streets. Only in the larger urban areas of the nation does it include rapid transit facilities. Some form of mass transit service is essential in any sizable urban area to meet the needs of that segment of the population unable to command direct use of private personal transportation as well as to provide more efficient movement for certain types of personal trips within the urban area.

Rapid transit may be defined as mass transit by bus, rail, or other conveyance operating over exclusive, grade-separated rights-of-way to provide high speed service. In its most common form today, rapid transit exists in the form of dual rail vehicles operating over private rights-of-way. It should be noted, however, that a modified form of rapid transit service could also be provided by buses operating on free-ways as well as by any of the newer forms of travel which developing technology is making feasible. A crude analogy can be drawn between mass transit systems and the total arterial street and highway system and between rapid transit systems and freeway systems.

QUOTABLE QUOTE.....

"Transit and the automobile are basically adapted to performing travel tasks of an entirely different nature under essentially different conditions. Transit is essentially CBD-oriented and is ideally adapted for worker travel and downtown shopping trips, etc. It cannot be, and never was intended to be, self-supporting in sparse, outlying areas. The automobile, on the other hand, is suburban-oriented and ideally adapted to recreational travel--both as a recreational means in itself and as a means of reaching the recreational area. It is adapted to areas where space for its movement and storage (parking) are abundant. Its movement and parking in dense areas like the CBD can be the principal and predisposing cause of congestion."

George W. Anderson
Executive Vice-President
American Transit Association

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