

**TRI - STATE
TRANSPORTATION
COMMITTEE
FACTS**



NEW JERSEY STATE HIGHWAY DEPARTMENT

April 1964

New Jersey State Library

THE METROPOLITAN REGION AND THE ORGANIZATION
OF THE TRI-STATE TRANSPORTATION COMMITTEE

The Tri-State Metropolitan Region, consisting of portions of the States of Connecticut, New Jersey and New York - extending from New Haven in the northeast to Trenton in the southwest - is the nation's largest urban complex. The expeditious movement of persons and goods throughout the Region is essential for the continued economic growth of the area and the well-being of the 17 million people who presently reside within it. Moreover, these requirements will become more urgent in the light of estimates that the population of the Tri-State Metropolitan Region will increase to 21 million by 1975 and to 23.5 million by 1985.

Like most metropolitan areas, the New York Metropolitan Region has undergone marked changes in its form of development. The trend of the Region's transportation and land use pattern is, in many respects, not dissimilar to that of other major metropolitan regions.

In the years since World War II, the Region has seen a tremendous expansion of residential, commercial and industrial development in the suburbs, with consequent effects on the older central cities. As a further result, this expansion has also made use of much of the open areas formerly available in the suburbs and beyond, so that this land resource is rapidly being depleted. On the other hand, significant counter trends have been generated by New York's unique



role as the nation's decision-making headquarters. The Region's commercial and cultural core areas continue to grow in importance and massive efforts are now underway to modernize the older developed areas in the core of the Region.

Over the years, the Tri-State Region has developed as the greatest center of transportation in the world and the Region's future economic welfare and prosperity are significantly dependent on its transportation system.

During the last four decades, new and significant factors such as the public's demand for vehicular travel and the dispersion of residential, commercial and industrial development throughout the Region have required that increasing emphasis be placed on highways and other facilities for motor vehicles. The Region has therefore developed an extensive network of highways and other transportation facilities which serve both private and public transport. However, these have failed to keep pace with the travel demand, and the resulting congestion and delay clearly indicate the need for improvements and additions to the highway network.

The more traditional forms of public transportation, at the same time, are in varying degrees of serious financial condition. The New York Metropolitan Region is fortunate in having a railroad network which serves most sectors of the Region and provides passenger and freight services vital to the Region.



However, the operation of these services - particularly the suburban passenger services - has been rendered uneconomic by the loss of traffic to the highways and the concentration of the remaining patronage in morning and evening rush hours.

Present and future trends in metropolitan transportation and land development will have a significant impact on the growth and economic welfare of the entire Metropolitan Region. So too, prompt and effective solutions to certain transportation problems of immediate importance will have a profound and beneficial effect on the future of the Region.

In recognition of the vital concern which the three States have in solving the critical transportation problems facing the Region, the Governors of Connecticut, New Jersey and New York, at a joint meeting on August 30, 1961, established the Tri-State Transportation Committee with the responsibility of conducting a broad scale examination of the problem and making recommendations for meeting the Region's immediate and long-term transportation needs. The three Governors mandated the Committee to be action-oriented in its activities insofar as practicable and outlined for it two basic objectives:

- (1) to carry out an immediate-action program leading to solutions for current critical transportation problems;
- (2) to outline recommendations on land development and transportation for meeting the needs of the Tri-State Metropolitan Area during the next two decades and procedures for implementing such recommendations.

The program's studies will incorporate the current efforts to resolve the Region's most pressing transportation problems, since these obviously will have great effect upon the future development of the Region and its transportation system.

The immediate-action studies are assisting the development of proposed solutions to specific and critical problems which require prompt decisions in the Region. The most urgent of these are:

- (1) the maintenance and improvement of mass transportation services in the region, to assure the continuance of vital commuter services;
- (2) improvements in freight handling within the Tri-State Metropolitan Area, in order to make more effective, efficient and economical these vital services from the standpoint of the carrier, shipper and public;
- (3) determination of the Region's future requirements and recommendations for facilities to handle general aviation flights; improved access from central core areas to the Region's major commercial airports, so that better transportation service is available to these important facilities; and
- (4) a review of the regional highway systems in the Tri-State Area, to assure that the highway systems will take care of the immediate needs of the Region.

On a long-range basis, the studies will aim at projecting the form and character of the metropolitan region as it will have developed in 1970, and by 1985, and will determine the concomi-

tant transportation requirements for the Region to operate with optimum effectiveness. In so doing, the studies must necessarily determine the inter-relationship between the Region's land development and its transportation system.

In seeking solutions to the Region's most critical immediate and long-range needs and in conceiving a proposed transportation system for the Tri-State Metropolitan Area, the studies will develop concurrently a feasible and realistic financial, legal and administrative framework for the implementation of recommendations made by the Committee. They must, therefore, provide a basis for identifying and evaluating the direct or indirect benefits provided by the Region's transportation services.

The studies will recognize that various private and governmental agencies are undertaking substantial investments in transportation facilities and in related activities. They will, therefore, aim at providing a basis for coordinating the programs of these organizations to achieve a balanced transportation system.

The major part of the Committee's activities were to be financed by the Highway planning and survey funds provided by the Federal Bureau of Public Roads and by federal grants available in the planning programs administered by the Housing and Home Finance Agency.



THE NEED FOR THE REGIONAL APPROACH

Studies by the various Departments of State Government, by privately supported regional planning agencies and interstate cooperating councils have indicated unmistakably that the pressing problems now facing our urban areas do not end at State boundaries. The large number of interstate agencies created by New Jersey and its neighboring States is ample evidence that for a considerable time we have found certain problems such as water supply, waterfront activities, sanitation and transportation impossible to handle solely within the limits of our own political jurisdiction. We, therefore, must accept the concept that only in regional action is found the proper solution to regional problems. And regional action involves the full participation of all of the political jurisdictions concerned.

And the Federal Government has been the leader in requiring that area-wide studies not only be made but be continued on a permanent basis if States and municipalities are to receive federal aid for transportation projects. The trend toward regional action may even be accelerated by the next report of the U. S. Senate Committee on Intergovernmental Relations, if the testimony taken by that Committee in its hearings in metropolitan areas is any guide.

Specifically, New Jersey has brought to final completion 20% of its Interstate Highway System comprising 297 miles of multi-lane



expressways on new right-of-way estimated to cost \$1,048,300,000. These highways are scheduled for completion by 1972. Ninety percent of the total cost of the system is being provided from the Federal Highway Trust Fund. The Federal Highway Act of 1962 contains the following provision:

"§ 134. Transportation planning in certain urban areas

"It is declared to be in the national interest to encourage and promote the development of transportation systems, embracing various modes of transport in a manner that will serve the States and local communities efficiently and effectively. To accomplish this objective the Secretary shall cooperate with the States, as authorized in this title, in the development of long-range highway plans and programs which are properly coordinated with plans for improvements in other affected forms of transportation and which are formulated with due consideration to their probable effect on the future development of urban areas of more than fifty thousand population. After July 1, 1965, the Secretary shall not approve under section 105 of this title any program for projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by States and local communities in conformance with the objectives stated in this section."

Note that highway projects for which federal participation is requested subsequent to July 1, 1965 (14 months hence) must be based on a continuing comprehensive study. It is not sufficient merely to have a study group organized by that date.

The Federal Highway Administrator, Rex M. Whitton said on December 4, 1963 that there is "cause for concern" that a number of urban areas will be ineligible for Federal Aid because of the failure to develop a transportation planning process as required by the

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Federal Aid Highway Act of 1962.

The United States Department of Commerce, Bureau of Public Roads Instructional Memorandum 50-2-63, Subject: Urban Transportation Planning clarified the area to be covered by stating:

"The boundaries of the urbanized area established by the Bureau of the Census should not, however, necessarily restrict the area to be encompassed in a comprehensive transportation planning process. For planning purposes all of the area likely to be urbanized within the forecast period, usually 20 years, should be included. In those instances where urbanized areas as defined by the Bureau of the Census are adjoining or are likely to become adjoining in the forecast period, the planning process should embrace the entire area. Except in unusual circumstances the planning area shall not be less than the urbanized area delimited by the Bureau of the Census."

Also "Guidelines Supplementing the Definitions and Interpretations in IM 50-2-63" dated September 1963 included on page 10:

"In cases where the urbanized area is located in more than one State, the initial agreement should be between the State highway departments involved. The responsibility for effecting State and local cooperation rests with the particular State highway department concerned."

The highway planning and survey funds for the highway program have been available since 1956 in amounts equal to $1\frac{1}{2}\%$ of each State's federal allotment. The Highway Act of 1962 provided also that the planning funds could be increased to 2% if requested by a State, and provided further that unless $1\frac{1}{2}\%$ was used for planning purposes effective with the 1964 fiscal year that the balance not so used would be withdrawn and reallocated to other States. (See also BPR releases dated January 26 and January 28, 1964, copies enclosed herein.)



The Federal Housing Act of 1961 as enacted contained two new provisions. The section under Planning Assistance was expanded to include transportation within its purview including mass transportation planning. An amount of \$75,000,000 was appropriated for planning assistance grants. Secondly, the 1961 Housing Act authorized expenditures of \$25,000,000 in grants to public agencies for mass transportation demonstration projects and authorized \$50,000,000 in loans to public bodies for mass transportation improvement projects. This Act provided that no loan could be made unless there was being organized for the urban area a program for the development of a comprehensive mass transportation system. Along these same lines, the mass transportation bill of 1963 which has been passed by the Senate and is now before the House requires that for any area to be eligible for a grant, it must be determined "that the facilities and equipment for which the assistance is sought are needed for carrying out a program meeting criteria established for a unified or officially coordinated urban transportation system as a part of the comprehensively planned development of the urban area". The Housing Act of 1954 gave advance approval by the Congress of such interstate compacts as might be required to conduct the regional comprehensive planning and transportation studies.

With the passage of the Housing Act of 1961 there then existed two Federal agencies with extensive grant-in-aid funds to

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accomplish comprehensive transportation planning. The President requested the Administrators of the two agencies to report on transportation with recommendations as to the extent of federal participation needed to cope with transit problems in the urban areas. The letter of transmittal from Secretary Hodges (Department of Commerce) and Administrator Weaver (HHFA) is reproduced herein (Exhibit 1). Below are quoted pertinent paragraphs from their report:

Conclusions (No. 5) "Comprehensive planning is the first step in achieving good urban transportation. Planning should be a continuing process and should include all of the interdependent parts of the urban community and all agencies and jurisdictions involved, and should be coordinated with policy making and administration. Transportation planning should be a part of systematic land use and development planning. It should be for the system as a whole rather than for its individual components--private vehicles, buses or rail transit.

Recommendations for Urban Mass Transportation (No. 5)
 "Long-term Federal assistance should be made available only (a) where an organization exists empowered to plan for substantially all of the urban area to be served, (b) where transportation planning as a part of comprehensive area-wide development planning is being conducted as a continuing process and (c) where the assisted project will be administered through a public agency as a part of a unified or officially coordinated transportation system for all or substantially all of the urban area." (emphasis added)

Joint Efforts - "The Department of Commerce and the Housing and Home Finance Agency have agreed to the use of highway and urban planning funds jointly in an urban area where local and State bodies are prepared to establish coordinated planning. Both agencies are pledged to stimulate and cooperate in a continuing process of planning and development coordination which will:

1. Give consideration to all forces, public and private, shaping the physical development of the total community.
2. Cover land uses and controls as well as plans for physical development and combine all elements of urban development and redevelopment into a clear-cut, comprehensive plan of what the citizens want their community to become.



3. Cover the entire urban area within which the forces of development are interrelated.
4. Involve in the planning process the political jurisdictions and agencies which make decisions affecting development of the metropolitan area.
5. Link the process of planning to action programs.

The objective of this joint effort is not merely a planning process but the development of effective cooperation and coordination both among the local governments within metropolitan area, and between these governments and the State and Federal agencies involved in area development activities. In this way it can be assured that transportation will play its proper part in serving and helping to shape the community in the form its citizens desire".

IMMEDIATE ACTION STUDIES

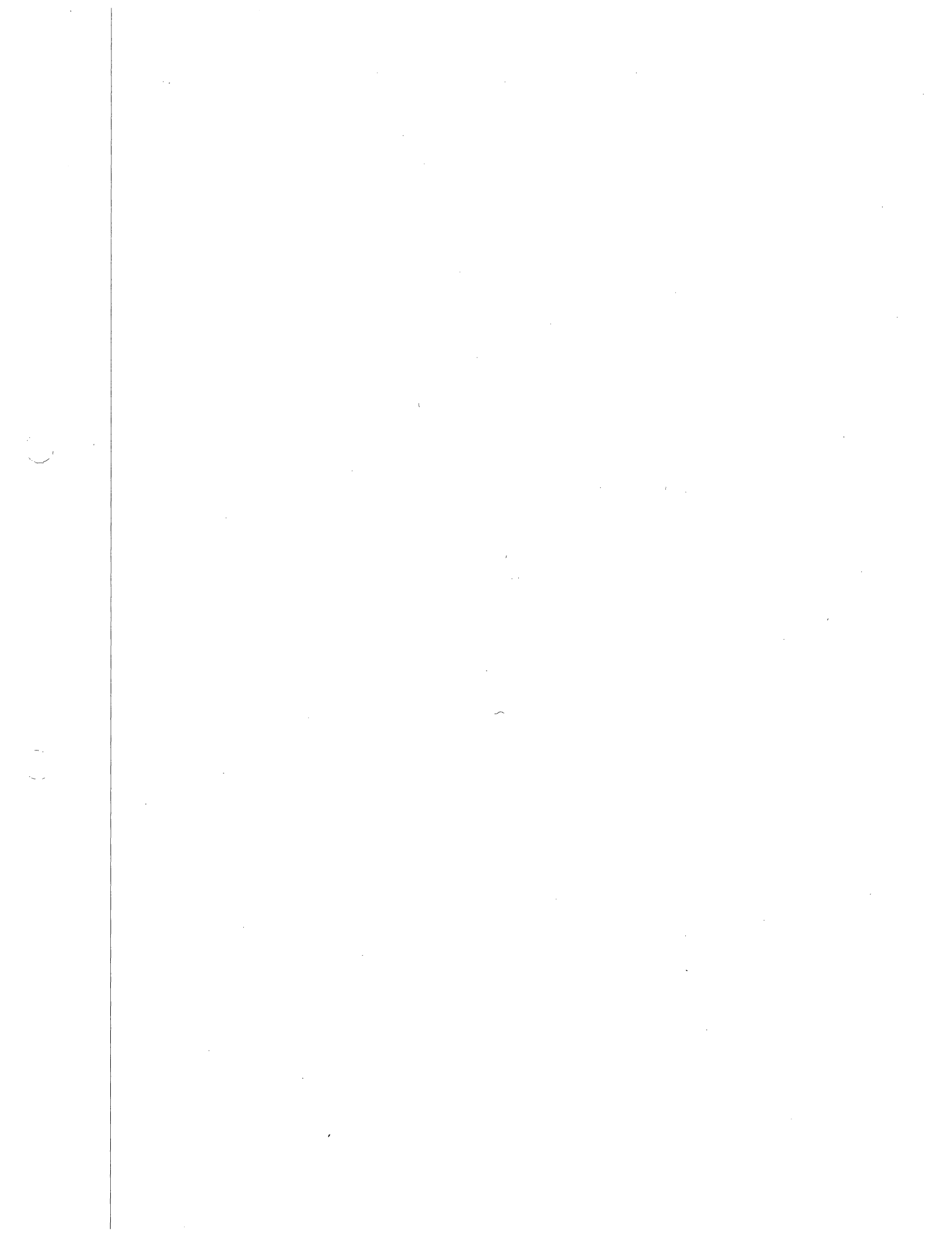
The Tri-State Committee developed both its immediate action and long-range programs so that assistance from the two Federal agencies would be nearly equal. The studies undertaken first were those which the Bureau of Public Roads was willing to participate in and applications for such participation were made by the Highway Commissioners of the three States and approval was promptly received. The Bureau seemed reasonably satisfied with the Tri-State Committee as constituted - it was carrying on such studies in many other urban areas. When applications were submitted to HHFA on June 25, 1962 to carry out studies with its funds, approval was given with the qualification that action be taken by the three States that would formalize the structure of the Committee. This was set forth in letter from HHFA to the New York State Department of Public Works, dated November 21, 1962, (Exhibit 2) the second



paragraph of which states:

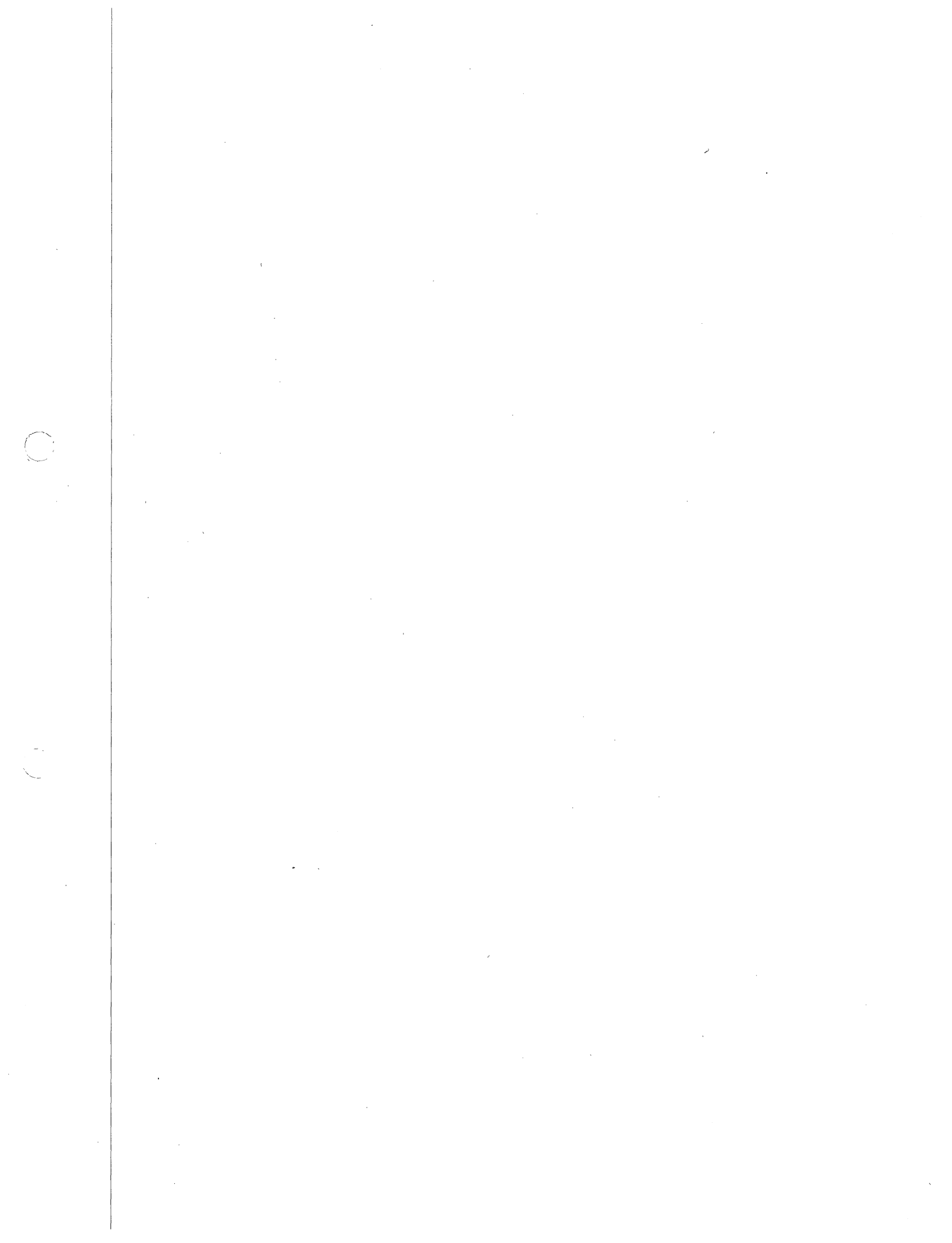
"The applications should be accompanied by a statement that the respective States will commence actions toward the establishment of a single agency by interstate compact in accordance with authority under Sec. 701 (f) of the Housing Act of 1954, as amended. This single agency should be empowered to carry on comprehensive planning for the Tri-State region, including planning for coordinated transportation systems. When such an agency is established, it will be responsible for carrying on the activities under the Tri-State Transportation Study applications".

The same request was contained in a letter from HHFA Administrator Robert C. Weaver to the Chairman of the Tri-State Transportation Committee dated December 5, 1962. (Exhibit 3) On August 2, 1963 HHFA indicated approval of the applications but the State of New Jersey has not been able to provide its one-third matching funds, \$41,800, and parts of the immediate action studies have been delayed. It is important to recognize that applications for HHFA funds cannot be submitted by the Highway Departments. Because the Tri-State Committee did not have a legislated status, HHFA asked that the applications be submitted by the principal planning agency in each State. In New Jersey this is the Department of Conservation and Economic Development. When this was made clear the Conservation Department in New Jersey seemed willing to submit the applications but found that it did not have sufficient funds to provide its one-third matching share, which at that time was estimated to be \$57,500. The Highway Department - anxious that the planning work proceed - arranged to transfer this amount from the



Division of Railroad Transportation in the late Spring of 1963. The inter-departmental transfer papers were processed by the Budget Director and it was thought that the paper work was finally in order. Since the Department of Public Works in the State of New York was making all first instance payments and then being reimbursed by the other two States in accordance with the agreement executed by the three States (Exhibit 4), HHFA requested Connecticut and New Jersey to designate the New York Department of Public Works as its agent to carry out administrative and fiscal services in connection with the immediate action studies. On January 9, 1964, the Department of Conservation notified Tri-State that it could not prepare such a letter as it believed that the inter-departmental transfer of funds from the Railroad Division was faulty. Consequently, New Jersey is not in position to receive the available Federal grants. On January 31, 1964, HHFA notified the Tri-State Committee that it would not provide the funds to New York and Connecticut for the Tri-State work until New Jersey's application was in order. It was also indicated by HHFA that this could be considered its policy for the future - that if the three States did not properly coordinate the work in the metropolitan area that it would not receive grants separately.

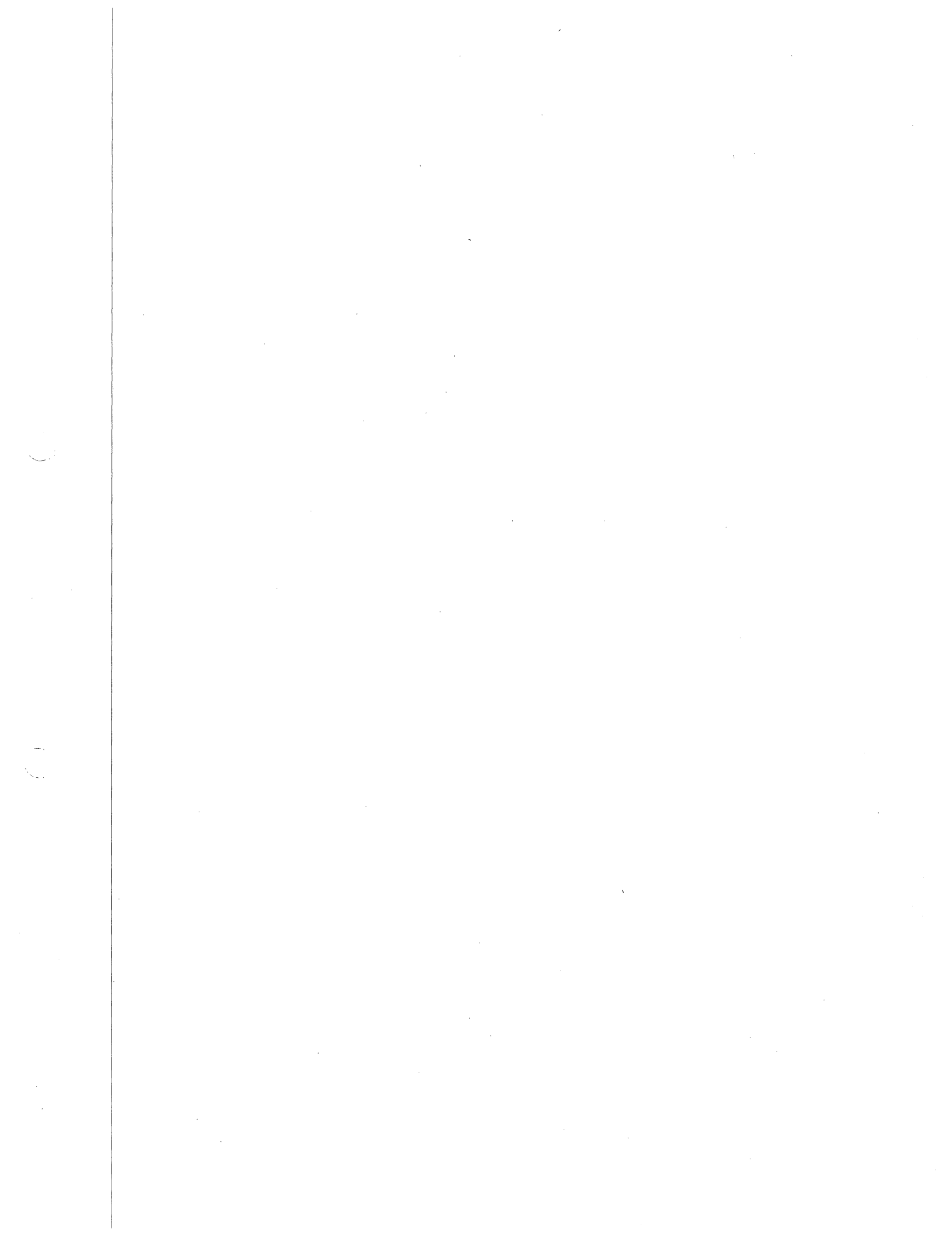
The Federal Highway Administrator again warned the Highway Departments to carry on the transportation planning process to avoid losing Federal Aid Highway Funds after July 1, 1965, in a speech made in Washington, D. C. on January 28, 1964. The complete release from the Department of Commerce is attached (Exhibit 5).



LONG RANGE PROGRAM

A primary aim of the Committee was to complete the data collection phase of the long range studies prior to the beginning of the World's Fair in April 1964. Tri-State, therefore, began to assemble the necessary staff in the spring of 1963, purchased office equipment, supplies, and material as well as provided the office spaces in which personnel were to work. Field work and data collection began in June 1963 and has progressed very rapidly. It is now approaching completion with all of the basic data having been collected. The remaining work includes editing and coding, to be completed by the summer of 1964. Then the real task of collating, analyzing and determining results will be undertaken. The State of New York provided first instance funds required to meet Tri-State's obligations which enabled the program to go forward.

Because of the delays in obtaining full participation on the planning aspects, the Long Range application for 701 funds has not yet been submitted to HHFA. In the initial discussions with the two federal agencies (Bureau of Public Roads and Housing and Home Finance Agency) in early 1962, it was recognized that there would be some delay in obtaining funds from HHFA since work programs had to be prepared and applications submitted. For example, detailed techniques were not worked out early enough to permit the full approval of a 701 application until August 1963. Accordingly, the two federal agencies agreed that BPR would recognize the eligible federal costs for the Tri-State study program and



then later HHFA would pick up heavier amounts, with the objective that each federal agency would participate in the program at about a 50/50 ratio. In effect, the BPR has agreed to participate in all the Long Range planning work accomplished during the accounting period just ended. Included in the appendix is a complete description of the Long Range planning work accomplished to date (Exhibit 6).

FINANCING

There is included in the appendix a statement (Exhibit 7) summarizing expenditures and estimating future costs to New Jersey of the Tri-State program. As the first page of this exhibit clearly indicates, the Tri-State program has made it possible for New Jersey to receive very substantial Federal financial aid from the Bureau of Public Roads and to capitalize on credits resulting from activities carried on by the three States themselves, plus the work undertaken by other public agencies as part of the Tri-State program. As indicated, the total value of the New Jersey activities in the Tri-State work from its inception through March 31 of 1964 will total nearly \$3,000,000 yet no special appropriations have been required for the first two fiscal years. To continue the program as outlined herein, there will be needed appropriations to match HHFA grants.

CONVERSION OF THE COMMITTEE TO A COMMISSION

Because HHFA had conditioned its approval of the immediate action study applications on action to formalize the structure of the

Committee, the three States participated in preparation of legislation to convert the Committee to a Commission. Appende (Exhibit 8) is a complete chronology of the events leading up to the establishment of the Committee including a sub-chronology on significant events pertaining to the original legislation and its passage in New York and Connecticut and its introduction in New Jersey on December 9, 1963. The three most frequently stated reasons for its failure to be enacted in New Jersey were (1) the legislature had insufficient time to study it; (2) there was fear that New Jersey would become involved in subsidizing transit operations outside its State; and (3) New Jersey would have four votes on the Commission and New York State would also have four but New York City would also have a vote. There was also some objection stated to the allocation among the States of the cost of the Commission's activities; namely 45% for both New Jersey and New York and 10% for Connecticut. Pertaining to item 2 above, the legislation clearly stated that future concurrent legislation by all three States was needed before the Commission could operate or cause to be operated a transportation facility. The legislation as passed in New York and Connecticut provided further that the allocation of costs among the States would not apply to mass transportation demonstration projects nor to the future contingent function should it ever be implemented by concurrent legislation.

With regard to item 3 above, the New York City member was to be the Chairman of the Planning Commission. Of the 17 million people

in the entire Tri-State area over 8 million reside within the City of New York. Manhattan is also the nucleus of the Tri-State metropolitan area economic activity. Seating the holder of the City's top planning position on the Commission was appropriate.

With regard to New Jersey's sharing equally with New York in the costs of the work, two matters need consideration. First, over one-half of the projected growth of six million people in the tri-State area by 1985 is forecast to occur in the northern counties of New Jersey. Second, with regard to transportation, it is the 165,000 New Jerseyans who commute to New York that cause the crux of the trans-Hudson problem and not the 55,000 New Yorkers who commute to New Jersey. It must also be recognized that the federal funds flowing to the Committee are allocated on the same percentage basis.

Soon after the Commission legislation failed of enactment in New Jersey there were suggestions made that the New York-New Jersey Transportation Agency would be the proper body to carry out the studies required by the Federal Government. A reference to the chronology, a copy of which is included herein, will show that the study originally planned for the New York-New Jersey metropolitan area actually was initiated by the Bi-State Agency. In the early conferences the City of New York questioned whether this Agency had sufficiently broad powers to carry on a comprehensive study; the HHFA pointed out that it had no authority to do land use



planning and did not think it properly constituted to handle the study. The Bureau of Public Roads then suggested including western Connecticut in the area and no further thought was given to use of the Bi-State Agency as the body to administer the study. The Committee was then organized. One of the first acts of the Committee was to move the personnel of the Bi-State Agency into the Tri-State Committee headquarters and it has been functioning since then within the Committee.

NEW LEGISLATION - NEW JERSEY BILL S-222

Because legislation was not enacted in New Jersey prior to December 31, 1963, the measure that had been passed in New York and Connecticut lapsed. In February of 1964 discussions between New York representatives and counsel to Governor Hughes were held with regard to revised legislation and subsequently a new bill was introduced in New York State and later passed unanimously by both houses of the legislature. A comparison of the two bills shows the following differences:

1. Commission increased from 16 to 18 by addition of one member each from New Jersey and Connecticut.
2. Right to vote on commission action limited to commission members from the three States; vote by the three Federal members excluded.
3. Quorum requirement changed from majority of state members with at least one from each state to at least three members from each state.

4. Adoption of resolution must have approval of a majority of each state's representatives present at meeting instead of a majority of the quorum.

5. Intent of the Governor's veto power over votes of state representatives is stated, i.e. to empower him to nullify an action by the commission on which such vote had been taken.

6. "Facilitating the movement of people and goods" added to the aims of the commission's plans.

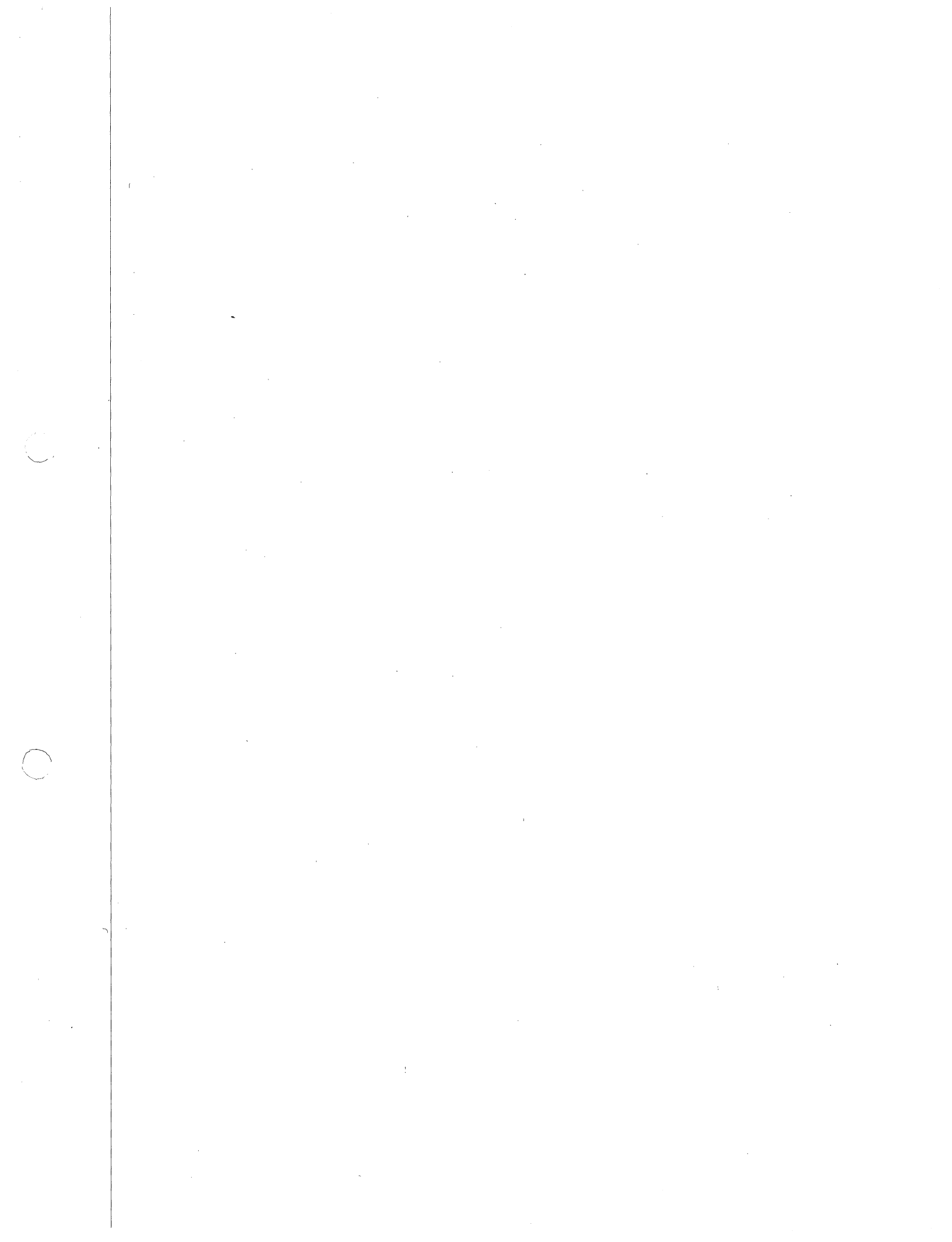
7. Operation of transportation facilities will require concurrent legislation by two or more states; previous bill did not specify number of states.

8. Qualification added that operation of any transit facility by the commission shall be at sole expense of states enacting concurrent legislation for that purpose.

9. Additional power given to acquire property necessary for operation of a transportation facility or in effecting an improvement of a facility.

10. Expenses in connection with an operation and to be assumed by the states so authorizing shall include a proportionate share of commission expenses incident to the operation.

11. Duration of commission extended from March 1, 1968 to March 1, 1969 and latest possible effective date changed from January 1, 1964 to June 1, 1965.



A copy of the bill introduced in the Senate in New Jersey on March 9, 1964 is appended (Exhibit 9). This bill is identical with the measure recently enacted in New York. Included in the New York bill, but outside the section that becomes part of the interstate compact, there was enacted a section stating that the Tri-State Commission could not supersede or diminish any of the functions of local or state governments as to planning. The exact language reads as follows:

"It is not the intent of this act nor shall it be construed to restrict or diminish any powers heretofore or hereafter conferred by law upon any political subdivision of the state or any governmental agency, interstate, state or local, including, without limitation, powers relating to planning and zoning".

It is recommended that an identical paragraph be added to S-222 - not as part of the compact, however, - so that there will be no uncertainty with respect to the prerogatives of all existing governments and agencies involved in land use and transportation planning. The addition of a paragraph with similar intent should lay to rest once and for all the fears of those who believe that the Tri-State Commission would have great and super powers over land use and zoning.

RECOMMENDATION

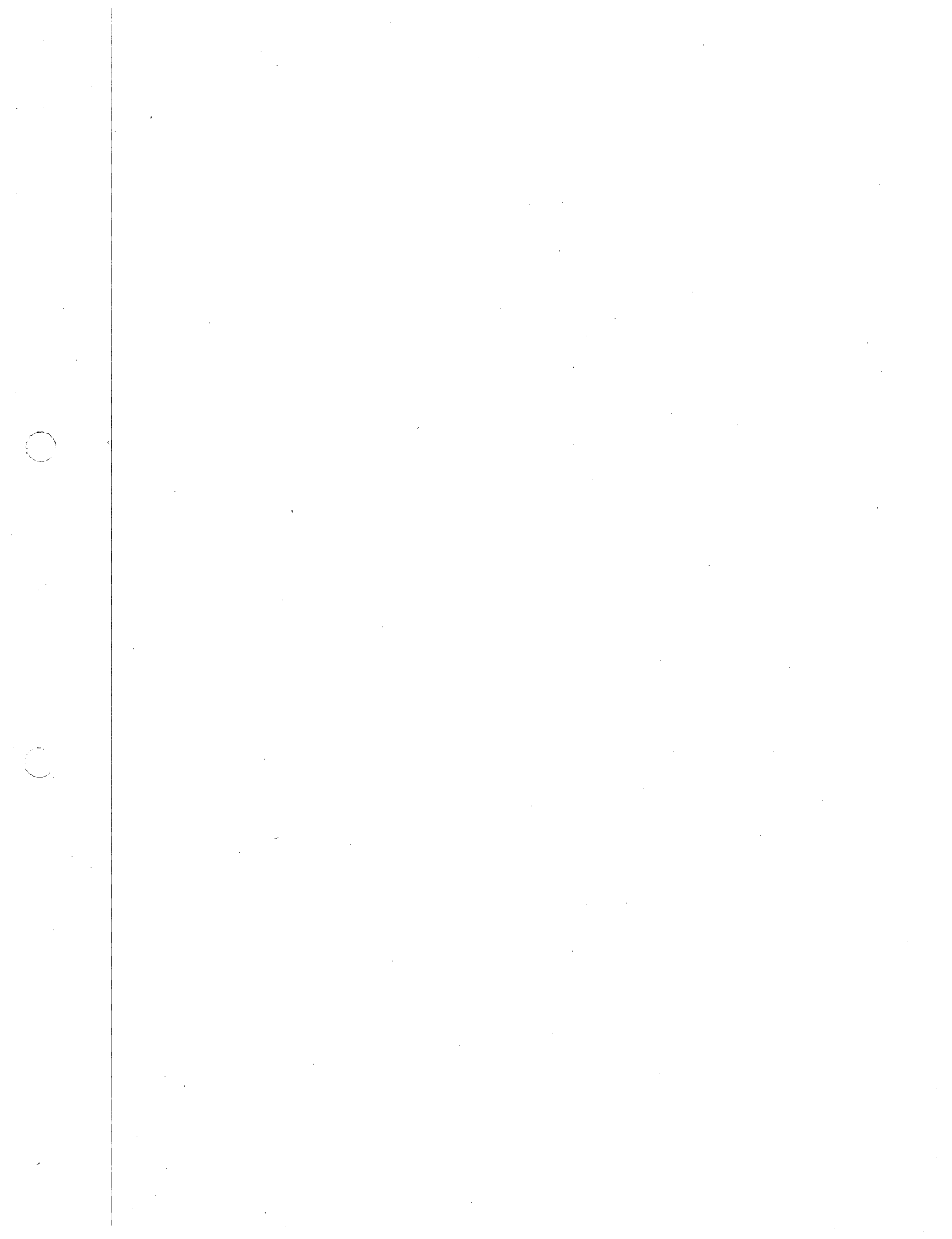
The revised bill, S-222, provides that each State shall have equal representation on the commission and contains ample safeguards to insure that one State, New Jersey for instance, could not become involved in supporting financially a transportation facility that does not provide a service for its residents, the New Haven Railroad for instance. The commission would meet all the requirements set down by the Bureau of Public Roads and the Housing and Home Finance Agency necessary to insure not only receipt of grants to carry on the work of Tri-State but assure that New Jersey would not lose Federal highway construction funds in urban areas subsequent to July 1, 1965 for failure to have highway projects based on a continuing comprehensive transportation planning process carried on cooperatively by States and local communities. The passage of this legislation is strongly recommended.

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APPENDIX

- Exhibit 1 - Letter dated March 28, 1962 from Secretary of Commerce Luther H. Hodges and HHFA Administrator Robert C. Weaver to the President of the United States.
- Exhibit 2 - Letter dated November 21, 1962 from William L. Slayton, Urban Renewal Commissioner, HHFA to Superintendent, New York State Department of Public Works J. Burch McMorran.
- Exhibit 3 - Letter dated December 5, 1962, from HHFA Administrator Robert C. Weaver to William J. Ronan, Chairman, Tri-State Transportation Committee.
- Exhibit 4 - Agreement dated February 6, 1962, between the States of New Jersey, New York and Connecticut and the Tri-State Transportation Committee.
- Exhibit 5 - News Releases dated January 26 and January 28, 1964 issued by Bureau of Public Roads.
- Exhibit 6 - Long Range Land Development - Transportation Planning Study.
- Exhibit 7 - Recapitulation of the Participation by the State of New Jersey in the Activities of the Tri-State Committee.
- Exhibit 8 - Chronology of Tri-State Transportation Committee May 1960 - December 1963.
- Exhibit 9 - Proposed Tri-State Transportation Commission Compact introduced in the Senate on March 9, 1964.
- Exhibit 10 - Editorial comments regarding the Tri-State Transportation Committee which appeared in various area newspapers.





Federal Housing Administration
Public Housing Administration
Federal National Mortgage Association
Community Facilities Administration
Urban Renewal Administration

Exhibit 1

HOUSING AND HOME FINANCE AGENCY

OFFICE OF THE ADMINISTRATOR

WASHINGTON 25, D.C.

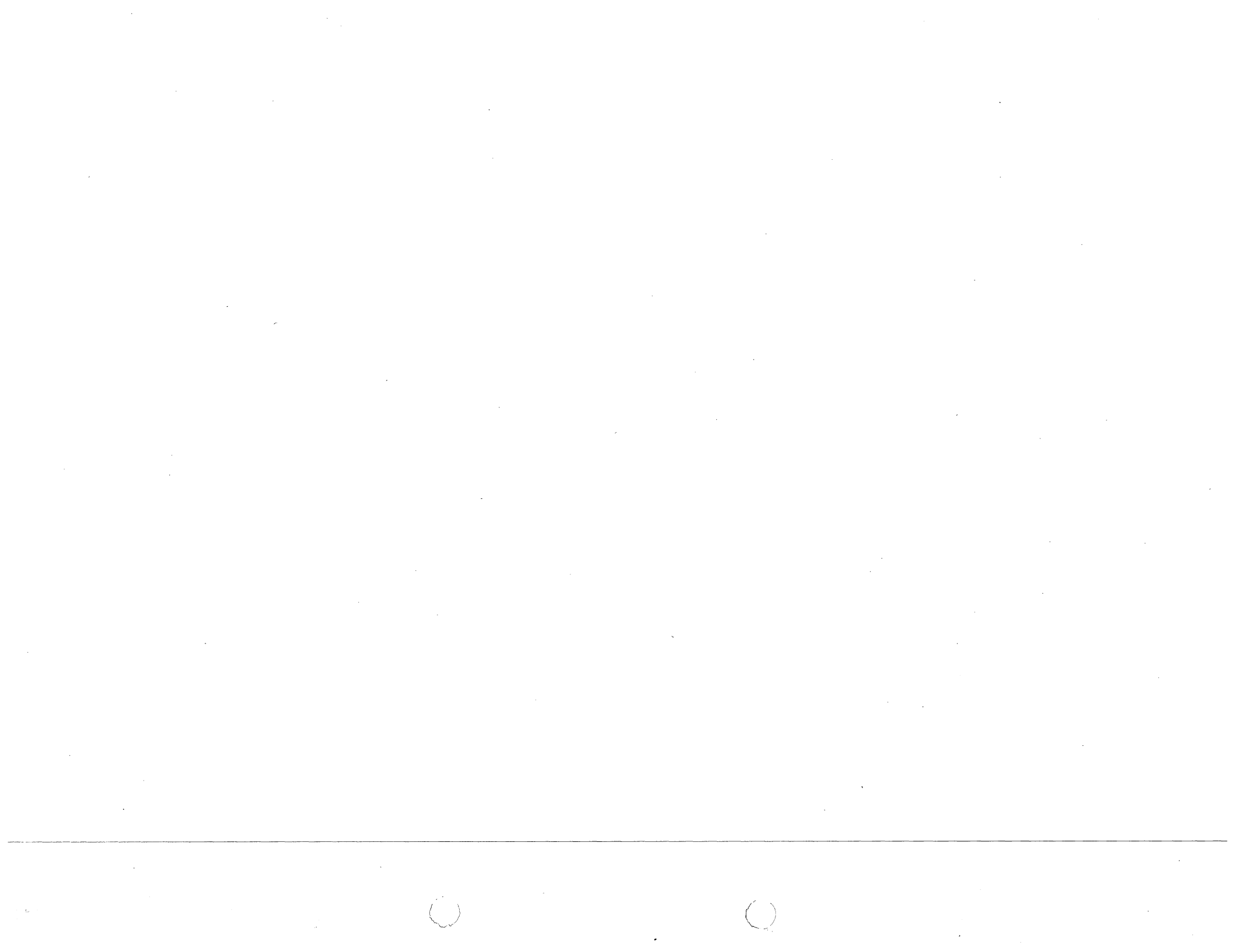
March 28, 1962

Dear Mr. President:

We have the honor to transmit herewith a report on urban transportation prepared jointly by the Department of Commerce and the Housing and Home Finance Agency. This report was prepared pursuant to your instruction to undertake a study of urban transportation problems and the proper role of the Federal Government in their solution. In carrying out this survey we have drawn heavily upon the excellent reports earlier prepared by Committees of the Congress, and staff research conducted over the years by the Bureau of Public Roads and the Housing and Home Finance Agency. In addition, we commissioned the Institute of Public Administration to do a special study involving field investigations in some 40 representative urban communities in various parts of the country.

Transportation is one of the key factors in shaping our cities. As our urban communities increasingly undertake deliberate measures to guide their development and renewal, we must be sure that transportation planning and construction are integral parts of general development planning and programming. One of our main recommendations is that Federal aid for urban transportation facilities should be made available only when urban communities have prepared or are actively preparing up-to-date general plans for the entire urban area which relate transportation plans to land-use and development plans.

The major objectives of urban transportation policy are the achievement of sound land-use patterns, the assurance of transportation facilities for all segments of the population, the improvement in overall traffic flow, and the meeting of total urban transportation needs at minimum cost. Only a balanced transportation system can attain these goals-- and in many urban areas this means an extensive mass transportation network fully integrated with the highway and street system. But mass transportation has in recent years experienced capital consumption rather than expansion. A cycle of fare increases and service cuts to offset loss of ridership followed by further declines in use points clearly to the need for a substantial contribution of public funds to support needed mass transportation improvements. We therefore recommend a new program of grants and loans for urban mass transportation.



Even as we undertake this new program for mass transportation, we must press forward with our Federal-aid Highway Program. Effective mass transportation systems can significantly reduce the need for additional close-in highways, especially at peak hours. But even with extensive reliance on mass transportation and corresponding reduction of highway construction in the central city, total urban highway requirements in the next two decades will be considerably greater than the capacity that will become available if current levels of Federal outlays are sustained.

As you stated last year in your special Message to the Congress on highways, we must not allow the progress we make in urban transportation to come at the expense of unnecessary personal hardship to American families. Those displaced by new highway and mass transportation construction should be given relocation assistance comparable to that required under the Federal urban renewal law. Such help becomes all the more imperative as the tempo of needed public construction is stepped up.

We are convinced that the program proposed herewith will contribute significantly to the welfare of our people and the sound growth of our economy.

Respectfully yours,

S/ LUTHER H. HODGES

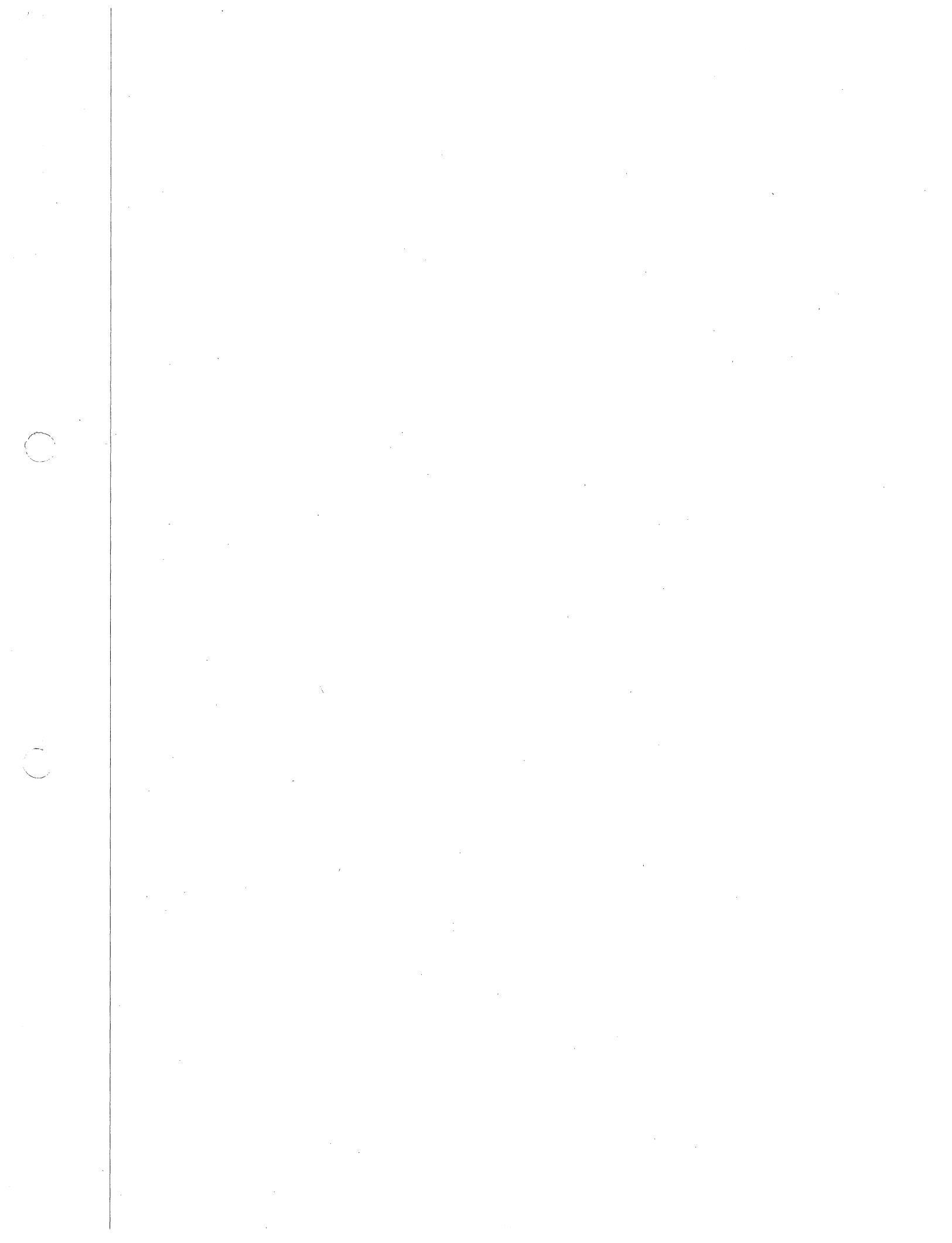
Luther H. Hodges
Secretary of Commerce

S/ ROBERT C. WEAVER

Robert C. Weaver
Administrator

Enclosures

The President
The White House
Washington 25, D. C.



HOUSING AND HOME FINANCE AGENCY

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Exhibit 2

C O P Y

November 21, 1962

Mr. J. Burch McMorran
Superintendent, New York
State Department of Public Works
State Office Building
Albany, New York

Dear Mr. McMorran:

Subject: UPA Project No. N. Y. P-43
Tri-State Transportation Study

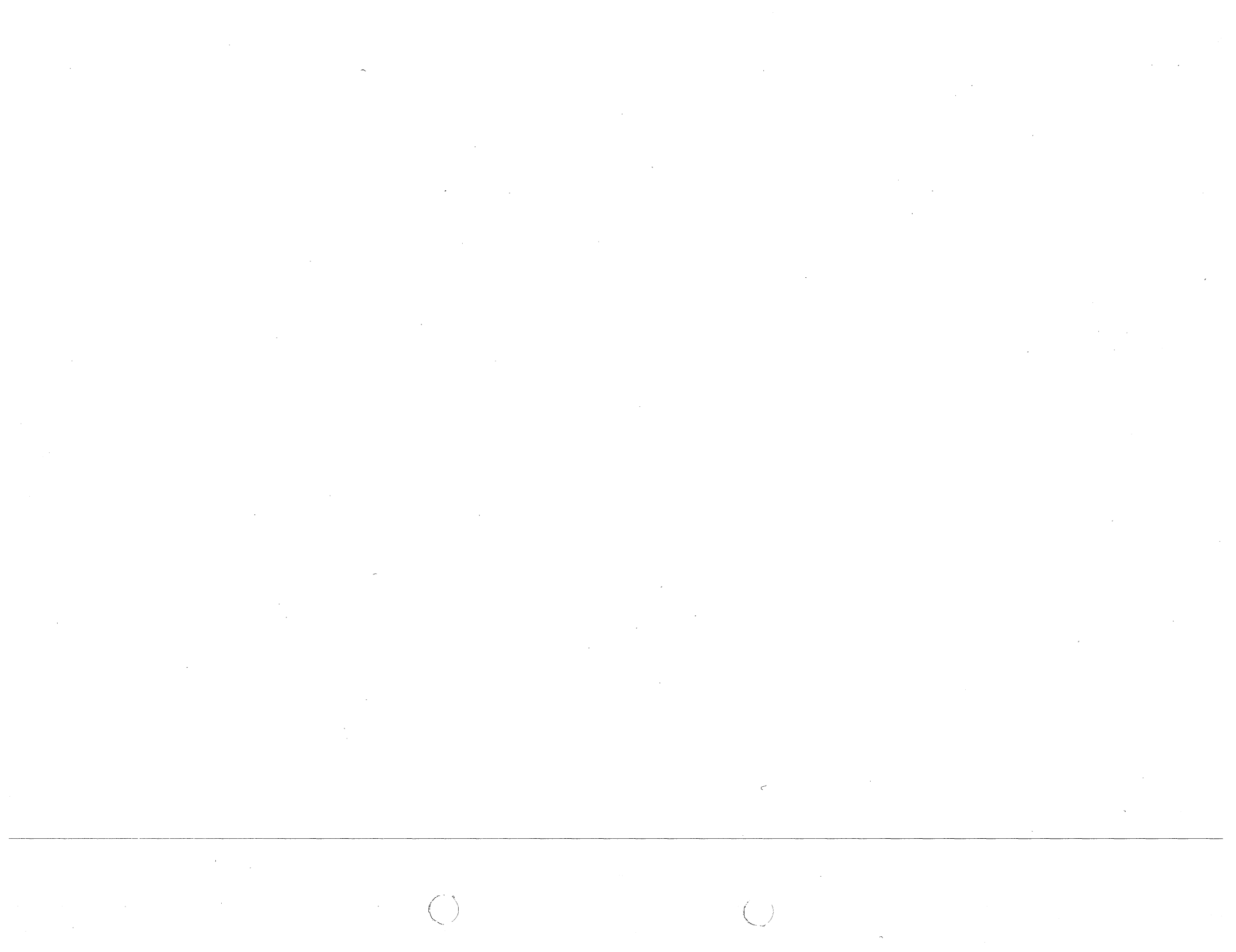
We are prepared to approve the proposed Tri-State Transportation Study as soon as we can receive formal applications from the New Jersey Department of Conservation and Economic Development and the Connecticut Department of Economic Development to cover the extent of their participation in the over-all study, and a corresponding revision of your own application. Each application, including your own, should indicate that the work will be coordinated by an "ad hoc" agency such as the Tri-State Transportation Committee.

The applications should be accompanied by a statement that the respective States will commence actions toward the establishment of a single agency by interstate compact in accordance with authority under Sec. 701(f) of the Housing Act of 1954, as amended. This single agency should be empowered to carry on comprehensive planning for the Tri-State region, including planning for coordinated transportation systems. When such an agency is established, it will be responsible for carrying on the activities under the Tri-State Transportation Study applications.

Each application must provide that the study will involve and produce a Preliminary Comprehensive Plan on which the proposed transportation studies and plans will be based for the region and which will include, as a minimum, the elements of (1) population and growth forecast and distribution, (2) economic base growth and development, and (3) present and future land use. The applications must also demonstrate that a staff appropriate to the carrying out of such comprehensive planning activities will be available as part of the general transportation study staff.

In view of the advisability of undertaking the Transportation Study promptly, following receipt of these applications we will be willing to issue "Letters of Consent" to the applicants to proceed with those initial studies which are clearly eligible under the Urban Planning Assistance Program, provided that the comprehensive planning work described in the preceding paragraph is included in those initial studies.

In order to expedite this process, we suggest that a meeting be held as soon as possible between the representatives of the three applicants and our New York Regional Office so that the latter may assist with the preparation and revision of the appropriate applications.



- 2 -

We trust that the foregoing will realize our mutual aspirations for effective cooperation, and the meaningful and successful progress of the study.

Sincerely yours,

(sgd.) William L. Slayton
Urban Renewal Commissioner





✓
HOUSING AND HOME FINANCE AGENCY
OFFICE OF THE ADMINISTRATOR

WASHINGTON 25, D.C.

5114
DEC 7 1962
Exhibit 3

Federal Housing Administration
Public Housing Administration
Federal National Mortgage Association
Community Facilities Administration
Urban Renewal Administration

DEC 5 - 1962

Mr. William J. Ronan, Chairman
Tri-State Transportation Committee
100 Church Street
New York 7, New York

Dear Mr. Ronan:

This refers to your letter of October 23. Commissioner Slayton of the Urban Renewal Administration wrote Mr. J. Burch McMorran, Superintendent of the New York State Department of Public Works, on November 21, with respect to the Section 701 project.

Mr. McMorran was advised that we are prepared to approve the proposed Tri-State Transportation Study as soon as we receive his revised application and formal applications from the New Jersey Department of Conservation and Economic Development and the Connecticut Department of Economic Development to cover the extent of their participation in the over-all study. We can then issue "Letters of Consent" to the applicants to proceed with those initial studies which are clearly eligible under the Urban Planning Assistance Program, provided that required comprehensive planning work is included in those initial studies.

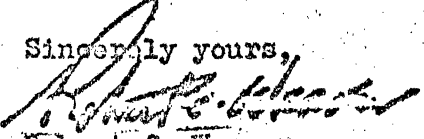
Mr. McMorran was also advised that the applications should be accompanied by a statement that the respective States will commence actions toward the establishment of a single agency by interstate compact. This single agency should be empowered to carry on comprehensive planning for the Tri-State region, including planning for coordinated transportation systems. When such an agency is established, it can carry on the activities under the Tri-State Transportation Study application.

With respect to the two applications for mass transportation demonstration grants, the status is as follows: one proposed demonstration, on the Pennsylvania Railroad at New Brunswick, New Jersey, would provide a small park-and-ride station off the central business district, to relieve traffic congestion around the main station and attract new rail commuters. At a meeting on November 29 with Mr. Gilman and other representatives of Tri-State, the remaining technical questions were resolved and we are now ready to take action on the application.

The other proposal concerns the installation of experimental equipment and mechanical fare collection at two stations of the Long Island Railroad between Pennsylvania Station and Jamaica, New York, to speed passenger handling and improve the efficiency of fare collection. This project was also discussed at the recent meeting, and we will expect to have shortly from Tri-State the necessary information on plans and specifications for the proposed installation, which will enable us to complete our review and to take final action.

I am sure that the Committee recognizes that we are all breaking new ground in making use of the kind of interstate group which has been formed by your respective Governors. Inevitably, this has posed legal and technical problems that have taken time to work out. I assure you of our interest in the success of the Tri-State organization and of our desire to assist in making it an effective mechanism.

Sincerely yours,


Robert C. Weaver
Administrator

✓ Copy for Dwight R. G. Palmer
Carl Lalumia



A G R E E M E N T

AGREEMENT, entered into this *6th* day of *February*, 1962, by and between the PEOPLE OF THE STATE OF NEW YORK (hereinafter referred to as "New York"), acting by and through the Superintendent of Public Works (hereinafter referred to as "Superintendent"), with offices at Albany, New York, the STATE OF CONNECTICUT (hereinafter referred to as "Connecticut"), acting by and through the Connecticut State Highway Commissioner, with offices at Wethersfield, Connecticut, THE STATE OF NEW JERSEY (hereinafter referred to as "New Jersey"), acting by and through the New Jersey State Highway Commissioner, with offices at Trenton, New Jersey and TRI-STATE TRANSPORTATION COMMITTEE (hereinafter referred to as "Tri-State"), which has been created by appointment by Governor Nelson A. Rockefeller of New York, pursuant to Article 4 of the Constitution of the State of New York and Section 30 of the New York State Executive Law, by Governor Robert B. Meyner of New Jersey, pursuant to Article 5 of the Constitution of the State of New Jersey and the laws of that State, and by Governor John Dempsey of Connecticut, pursuant to Section 4, Article 4 of the Constitution of the State of Connecticut and Sections 3-1, 13-92 and 14-315 of the Connecticut General Statutes, revision of 1958, with offices at 100 Church Street, New York, N. Y.

W I T N E S S E T H:

WHEREAS, the Governors of Connecticut, New Jersey and New York have indicated a vital common concern in finding a solution to the critical transportation problems facing their respective States and especially that portion of their States in and adjacent to the New York Metropolitan Area (hereinafter referred to as "Tri-State Area") and have established Tri-State and charged Tri-State with the responsibility of conducting a broadscale examination and making recommendations for meeting the Tri-State Area's immediate and long-term transportation needs; and

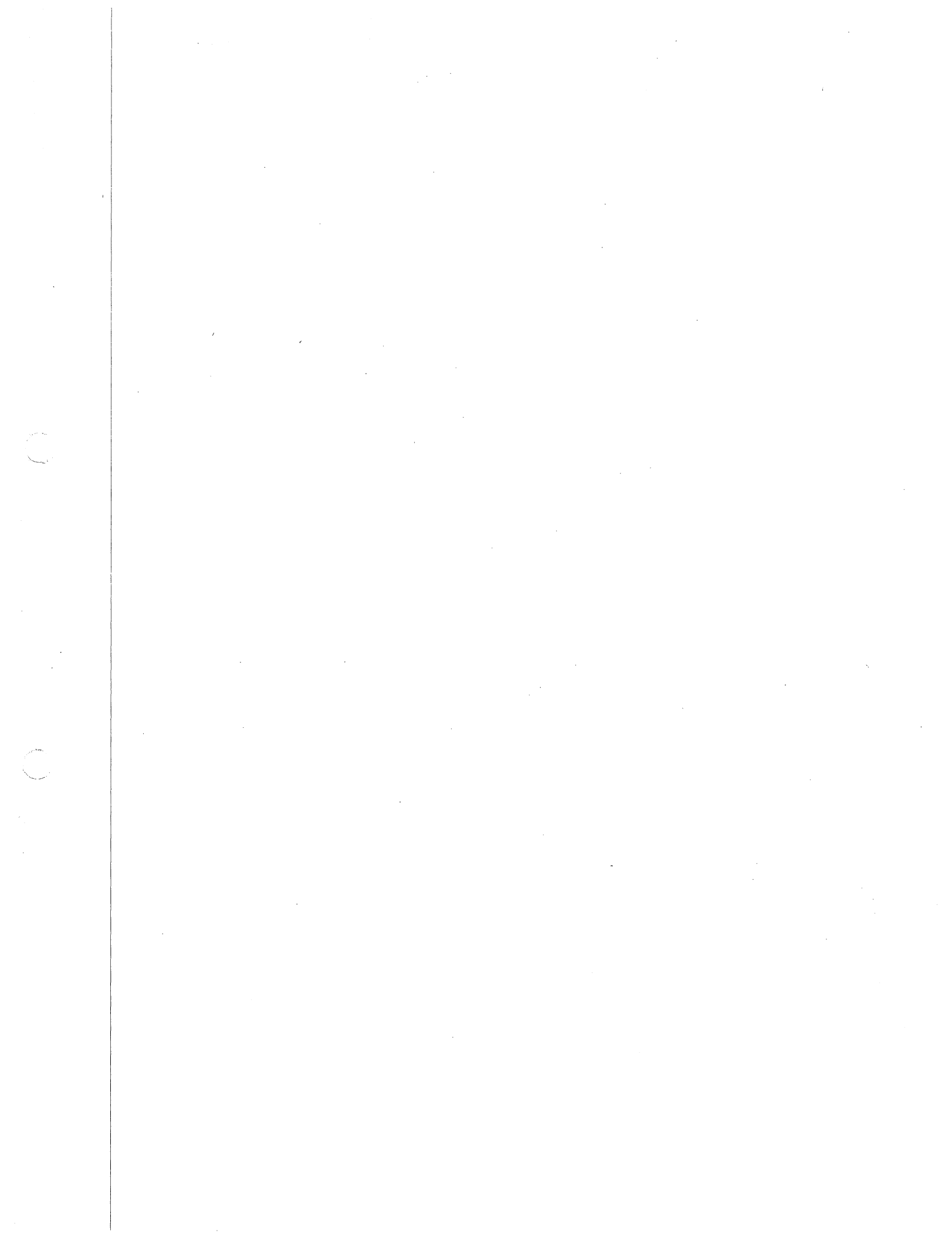
WHEREAS, the party States desire to cooperate with Tri-State, and to take advantage of the availability of Federal funds under Title 23 of the United States Code and the Housing Act of 1961; and

WHEREAS, it is the understanding of the parties that certain departments, agencies, public authorities and municipal subdivisions, organized or existing under the laws of one or more party States, including, without limitation, the Port of New York Authority and the City of New York, will, under the direction of Tri-State, aid in and contribute to the achievement of the goals of Tri-State, as expressed by the Governors of Connecticut, New Jersey and New York; and

WHEREAS, each of the party States hereto is willing to assume its proportionate share of the costs necessary to achieve coordinated solutions to regional transportation problems affecting such party State.

NOW THEREFORE, in consideration of the mutual covenants and promises hereinafter provided, the parties hereto mutually covenant and agree as follows:

I. Tri-State will conduct action-oriented studies (hereinafter referred to as "Studies") which will be designed to form the bases for both immediate and long-range action providing solutions to the transportation problems of the Tri-State Area. The Studies, unless otherwise agreed by the parties hereto, shall substantially include, without limitation, the following:



-2-

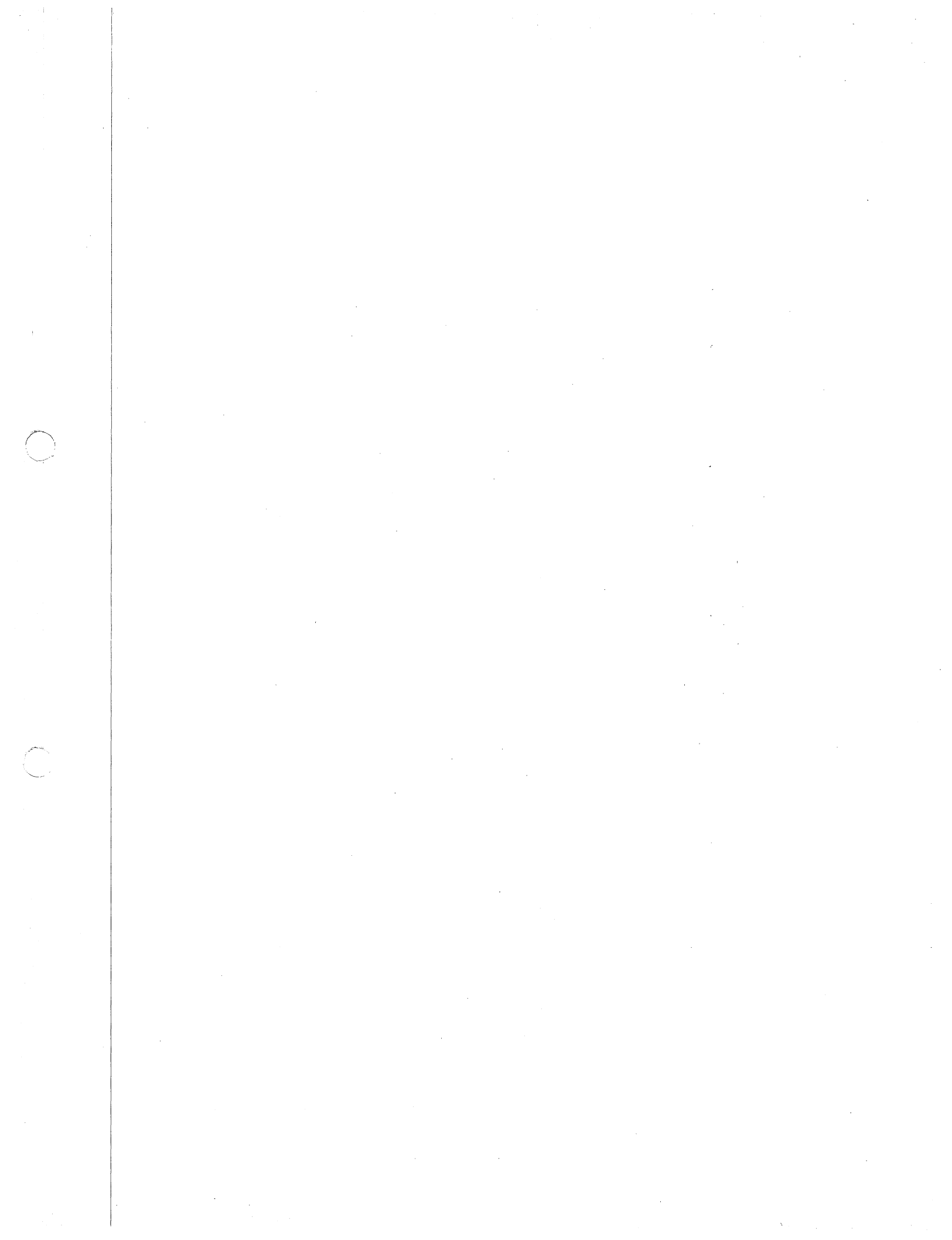
- A. Analysis of the economic and financial resources available to support a coordinated transportation system.
- B. Analysis of railroad and highway passenger transportation as to adequacy and compatibility as parts of an integrated regional transportation network.
- C. Analysis of freight movements by rail, highway, water and air looking toward a flexible, efficient system that can contribute positively to the region's economic development.
- D. Analysis of the Tri-State Area's airport needs, including short-haul service, intermediate range and intercontinental requirements.
- E. Forecasting the interrelation of any proposed transportation plans and land use patterns in the region.
- F. Evaluation of methods, including technological developments, for improving the service and economics of mass transit.
- G. Study of methods and machinery to insure continuing intergovernmental cooperation on the Tri-State Area's transportation matters.

II. Each of the parties hereto will cooperate with each of the others and with the Bureau of Public Roads of the United States Department of Commerce (hereinafter referred to as "Bureau") and the Housing and Home Finance Agency (hereinafter referred to as "Agency") to the fullest possible extent in the making of the Studies. On or before March 31, 1962 Tri-State shall prepare and submit to the party States, the Bureau and the Agency a prospectus indicating the specific objectives and subject matter of the Studies and general technical methods to be used in the making of the Studies, which shall be, to the extent that funds are to be made available under Title 23 of the United States Code, subject to the approval of the Bureau, and, to the extent that funds are to be made available under the Housing Act of 1961, subject to the approval of the Agency. Such prospectus may be modified from time to time with such approval.

III. All obligations incurred by Tri-State pursuant to this Agreement shall in the first instance be paid by New York, on the audit and warrant of the Comptroller of the State of New York (hereinafter referred to as "Comptroller"). Accounts or vouchers shall be certified or approved by the Chairman or Executive Director of Tri-State and certified or approved for submission to the Comptroller for audit by the Superintendent or his designee. The Comptroller shall make available for audit by the accounting departments of the other party States all accounts or vouchers submitted to him under this section.

IV. No member of Tri-State shall receive any compensation under this Agreement or share in any profits resulting from this Agreement.

V. Tri-State may assign employees of the party States hereto or of any department, agency, public authority or municipal subdivision organized or existing under the laws of the party States hereto, or of any intergovernmental agency or public authority organized or existing under the laws of two or more of the party States hereto, with the consent of the department, agency, public

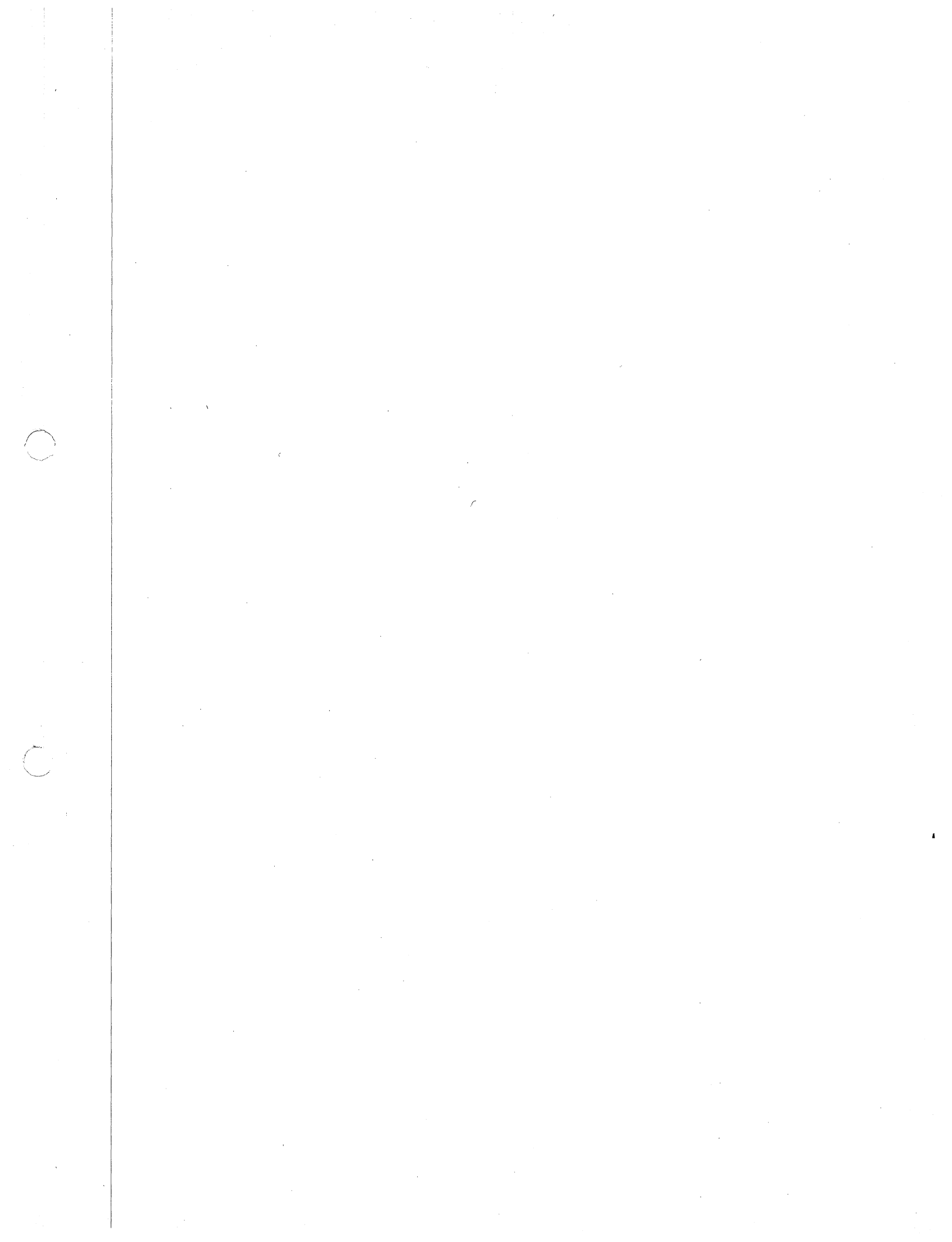


authority or municipal subdivision concerned, to assist in carrying out the Studies. The status under applicable civil service laws and rules of any employee so assigned shall in no way be affected by such assignment and the payroll costs of any employee so assigned shall continue to be paid by the department, agency, public authority or municipal subdivision as if such employee had not been so assigned.

VI. Within 90 days after the end of each Accounting Period, as herein defined, each party State shall determine and notify Tri-State of its Individual Cost, as herein defined, for such Accounting Period. The first Accounting Period shall be the period beginning September 8, 1961 and ending March 31, 1962. Subsequent Accounting Periods shall begin April 1 in each year and end the following March 31, or when Tri-State's responsibilities under this Agreement are fulfilled, whichever is sooner. Each party State's Individual Cost shall be the total of (i) all amounts paid or advanced by such party State for obligations incurred by Tri-State in carrying out the Studies, including, without limitation, Tri-State payroll costs and additives, travel and other necessary and incidental expenses, costs of consultant services and costs of materials, equipment and supplies, (ii) all costs incurred by such party State for materials, equipment and supplies contributed to and accepted by Tri-State and for services of employees assigned by Tri-State pursuant to section V of this Agreement, and (iii) all costs, including payroll costs and additives, travel and other necessary and incidental expenses, costs of consultant services and costs of materials, equipment and supplies, incurred by such party State in undertaking studies related to the Studies at the request of Tri-State. Each party State shall include in its Individual Cost (i) amounts paid or advanced and costs incurred by any department, agency, public authority or municipal subdivision organized or existing under its laws as if paid, advanced or incurred by such party State, and (ii) that part, which is proportionate to such party State's relative interest in any intergovernmental agency or public authority organized under the laws of two or more party States, of amounts paid or advanced and costs incurred by such agency or authority, as if such part had been paid, advanced or incurred by such party State. All costs included in each party State's Individual Cost under this section shall be determined in accordance with the regular accounting and operating procedures of the party State, department, agency, public authority or municipal subdivision incurring such costs.

VII. Upon receipt of notification from all party States pursuant to section VI of this Agreement, Tri-State shall determine the total of the Individual Costs of such party States (hereinafter referred to as "Total Cost") for the Accounting Period and shall notify each party State of the Individual Cost of each other party State, of the Total Cost, and of the amount by which each party State's Individual Cost exceeds or is exceeded by its Assigned Amount for the Accounting Period, which in the case of Connecticut shall be 10 per cent, in the case of New Jersey shall be 45 per cent, and in the case of New York shall be 45 per cent of the Total Cost for the Accounting Period.

VIII. Each party State agrees that whenever it shall have been notified by Tri-State that its Individual Cost is exceeded by its Assigned Amount for the Accounting Period, it shall within thirty days thereafter pay the amount of the difference as follows: if such party State is the only party State whose Individual Cost is exceeded by its Assigned Amount, it shall pay each other party State the amount by which such other party State's Individual Cost exceeds such other party State's Assigned Amount; if such party State is not the only party State whose Individual Cost is exceeded by its Assigned Amount for the Accounting Period, it shall pay the amount of the difference to the party State whose Individual Cost exceeds its Assigned Amount for the Accounting Period.



IX. Tri-State shall transmit to each party State not later than February 15, 1962, and thereafter not later than December 15 each year, including 1962, a budget setting forth the estimates of all amounts and costs entering into the computation of Total Cost, as defined in section VII of this Agreement, for the next Accounting Period and the current Accounting Period. Such estimates shall be subject to the approval in writing of the officers of each party State executing this Agreement on behalf of such party State, or their successors, and no amounts shall be paid or advanced or costs incurred under this Agreement during the next Accounting Period until the estimates for such Accounting Period have received the approval of each such officer. Such estimates may from time to time be revised with the approval in writing of such officers. No amounts shall be paid or advanced or costs incurred under this Agreement during the next Accounting Period in excess of such estimates. Total cost shall not be greater than three hundred forty thousand five hundred (\$340,500) dollars for the first Accounting Period.

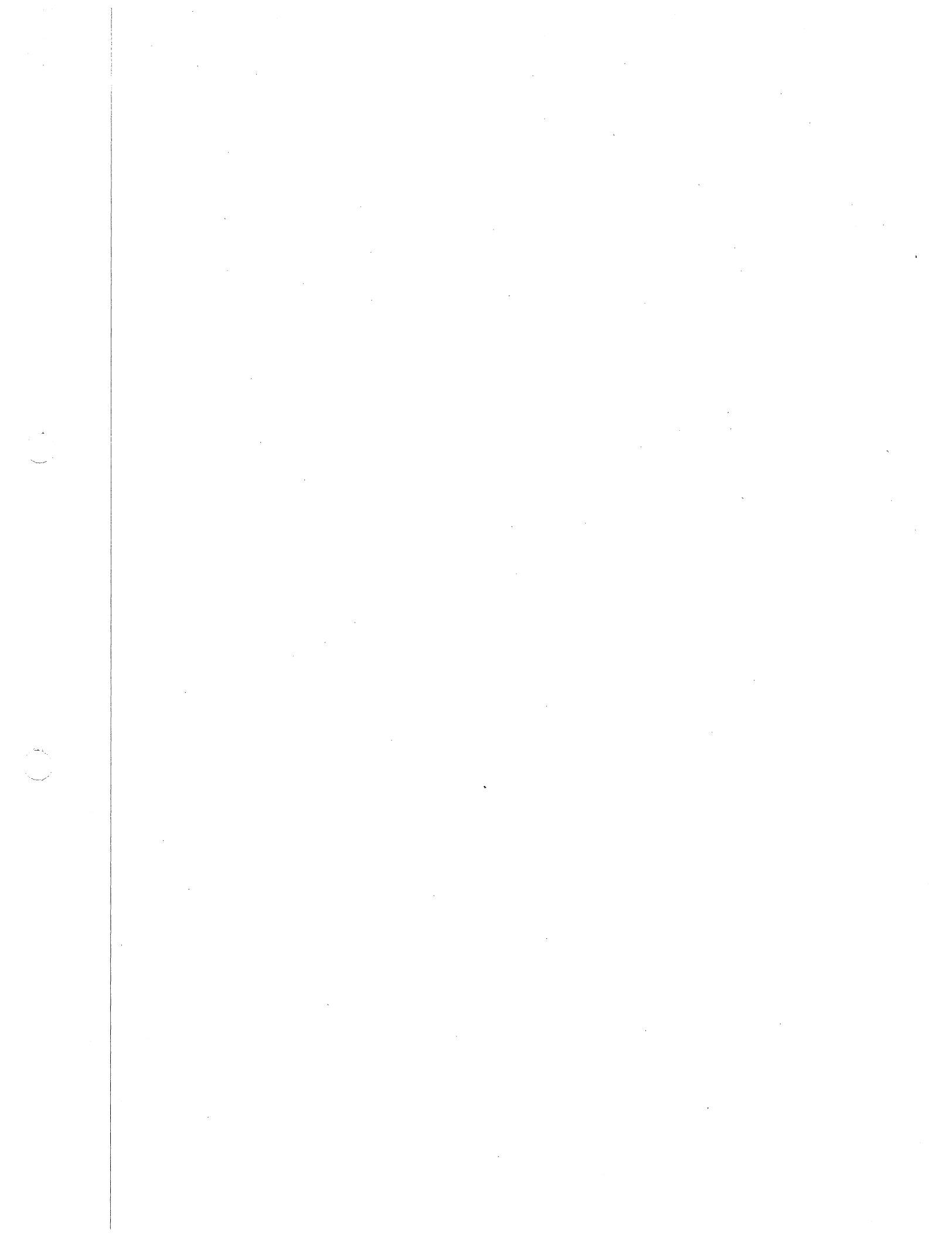
X. A. Tri-State agrees to consult and coordinate with the personnel of the Bureau and of the Agency and to conform to their policies, procedures and practices to assure Federal participation in funds under Title 23 of the United States Code and the Housing Act of 1961 in connection with the Studies.

B. Tri-State will, at an early time, in consultation with appropriate personnel of the party States, of the Bureau and of the Agency, prepare an outline of operating and accounting procedures to be followed by Tri-State which will assure conformance with procedural and documentation requirements of the party States, of the Bureau, and, to the extent that funds are to be made available under the Housing Act of 1961, of the Agency.

XI. The materials and information developed for the Studies shall be kept by Tri-State at such place and under such conditions as it shall deem convenient and proper. Five copies of all final reports, completed maps and master plans shall be furnished to each party State and to the representatives of the Bureau and of the Agency. All parties to this Agreement shall have reasonable access to all materials and information, including the right to make duplications thereof, provided that any duplication be made at the expense and at the risk of the party desiring it.

XII. Tri-State specifically agrees, as required by the New York State Finance Law, Section 138, that it is prohibited by law from assigning, transferring, conveying, subletting or otherwise disposing of this Agreement or of its right, title or interest therein, or its power to execute such Agreement, to any other person, company or corporation, without the previous consent in writing of the Superintendent. This Agreement may not be assigned in whole or in part by any of the parties hereto without the consent of all the other parties hereto.

XIII. Tri-State hereby warrants that no person or selling agency has been employed or retained to solicit or secure such contract upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, except bona fide employees or bona fide established commercial or selling agencies maintained by Tri-State for the purpose of securing business, for the breach or violation of which warranty any party State shall have the right to annul such contract without liability or in its discretion to deduct from the contract price or consideration the full amount of such commission, percentage, brokerage or contingent fee.



XIV. This Agreement shall be null and void unless Tri-State shall secure compensation for the benefit of and keep insured during the life of this Agreement, such Tri-State employees engaged thereon as are required to be insured by the provisions of the New York State Workmen's Compensation Law.

XV. Tri-State specifically agrees to the provisions of the New York State Finance Law, Sections 139-a and 139-b, which require that upon the refusal of a person, when called before a grand jury to testify concerning any transaction or contract had with New York State, any political subdivision thereof, a public authority or with any public department, agency or official of New York State or of any political subdivision thereof or of a public authority, to sign a waiver of immunity against subsequent criminal prosecution or to answer any relevant question concerning such transaction or contract,

- A. such person, and any firm, partnership or corporation of which he is a member, partner, director or officer shall be disqualified from thereafter selling to or submitting bids to or receiving awards from or entering into any contracts with New York State or any public department, agency or official thereof, for goods, work or services, for a period of five years after such refusal, and
- B. any and all contracts made with the State of New York or any public department, agency or official thereof, since the effective date of this law, by such person, and by any firm, partnership, or corporation of which he is a member, partner, director or officer may be cancelled or terminated by New York State without incurring any penalty or damages on account of such cancellation or termination, but any monies owing by the State of New York for goods delivered or work done prior to the cancellation or termination shall be paid.

XVI. This Agreement shall be deemed executory only to the extent of the monies available and no liability shall be incurred by any of the party States hereto beyond the monies available for the purpose thereof.

IN WITNESS WHEREOF, this Agreement has been duly executed by the parties hereto on the day and year first above written.

Approved pursuant to New York State Public Works Law, Sec. 8

THE PEOPLE OF THE STATE OF NEW YORK

T. N. Ford
For the New York State Budget
Director

By J. Burch McMorran
J. Burch McMorran
New York State Superintendent of
Public Works

Date: 2/11/62

6-9-62

Approved:
Louis J. Lefkowitz
Louis J. Lefkowitz
New York State Attorney General

THE STATE OF CONNECTICUT
By James A. Stas
Connecticut State Highway
Commissioner

By [Signature]
Date: 2/11/62

3-3-62



Recommended
<i>FR</i>
3/8/62
Date
Recommended
Date
Approved
<i>off</i>
3-8-62
Date

Approved as to form:

Albert E. Coles
 Connecticut State Attorney
 General

By *Arthur J. Sills*
 Deputy Attorney General

Date: MAR 30 1962

THE STATE OF NEW JERSEY

By *[Signature]*
 New Jersey State Highway
 Commissioner

TRI-STATE TRANSPORTATION COMMITTEE

By *[Signature]*
 William J. Ronan
 Chairman

Approved as to form:

Arthur J. Sills
 Arthur J. Sills
 New Jersey State Attorney
 General

By *[Signature]*
 Date: 3/8/62

APPROVED:

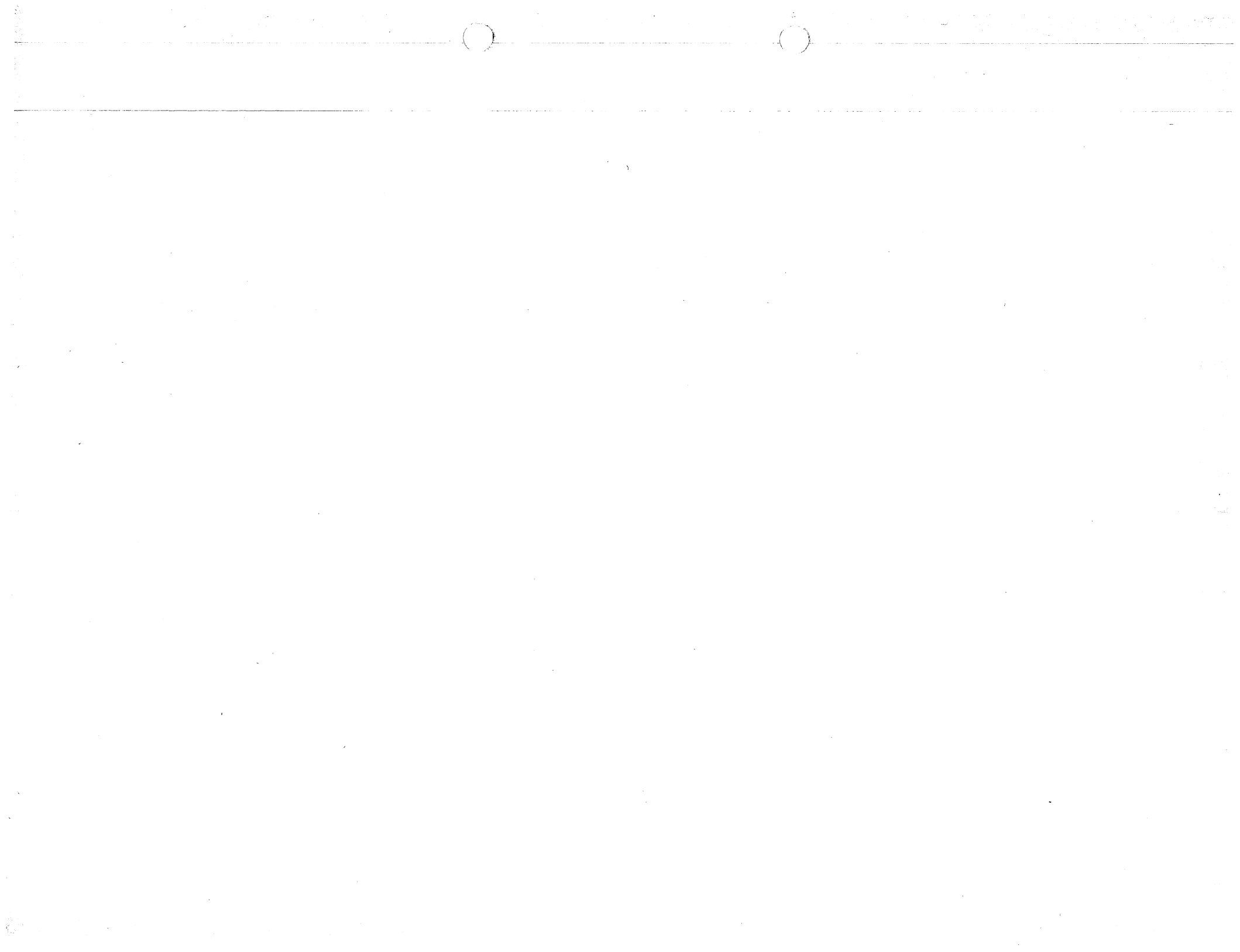
Date: 4/4/62

[Signature]
 W. HANSH
 First Deputy Comptroller
 New York State Comptroller
 Under New York State Finance Law,
 Sec. 112

Approved:

[Signature]
 For the U.S. Bureau of Public
 Roads

Date: APR 2 1962



STATE OF NEW YORK)
: ss.:
COUNTY OF ALBANY)

On this 7th day of February 1962, before me personally came J. BURCH McMORRAN, to me known and known to me to be the New York State Superintendent of Public Works, the person described as such in and who executed the foregoing instrument, and he duly acknowledged to me that he executed the same as such Superintendent of Public Works for the purposes mentioned therein.

Esther H. Korman
Notary Public

ESTHER H. KORMAN
Notary Public, State of New York
Qualified in Albany County
Commission Expires March 30, 1963

STATE OF Conn.)
COUNTY OF Hartford)

ss.: Wethersfield, Mar. 30, 1962

On this 30th day of March, 1962, before me personally came Howard B. Dean, to me known and known to me to be the Connecticut State Highway Commissioner, the person described as such in and who executed the foregoing instrument, and he duly acknowledged to me that he executed the same as such State Highway Commissioner for the purposes mentioned therein.

Joseph J. Spagnuolo
Notary Public

STATE OF)
: ss.:
COUNTY OF)

On this _____ day of _____ 1962, before me personally came _____, to me known and known to me to be the New Jersey State Highway Commissioner, the person described as such in and who executed the foregoing instrument, and he duly acknowledged to me that he executed the same as such State Highway Commissioner for the purposes mentioned therein.

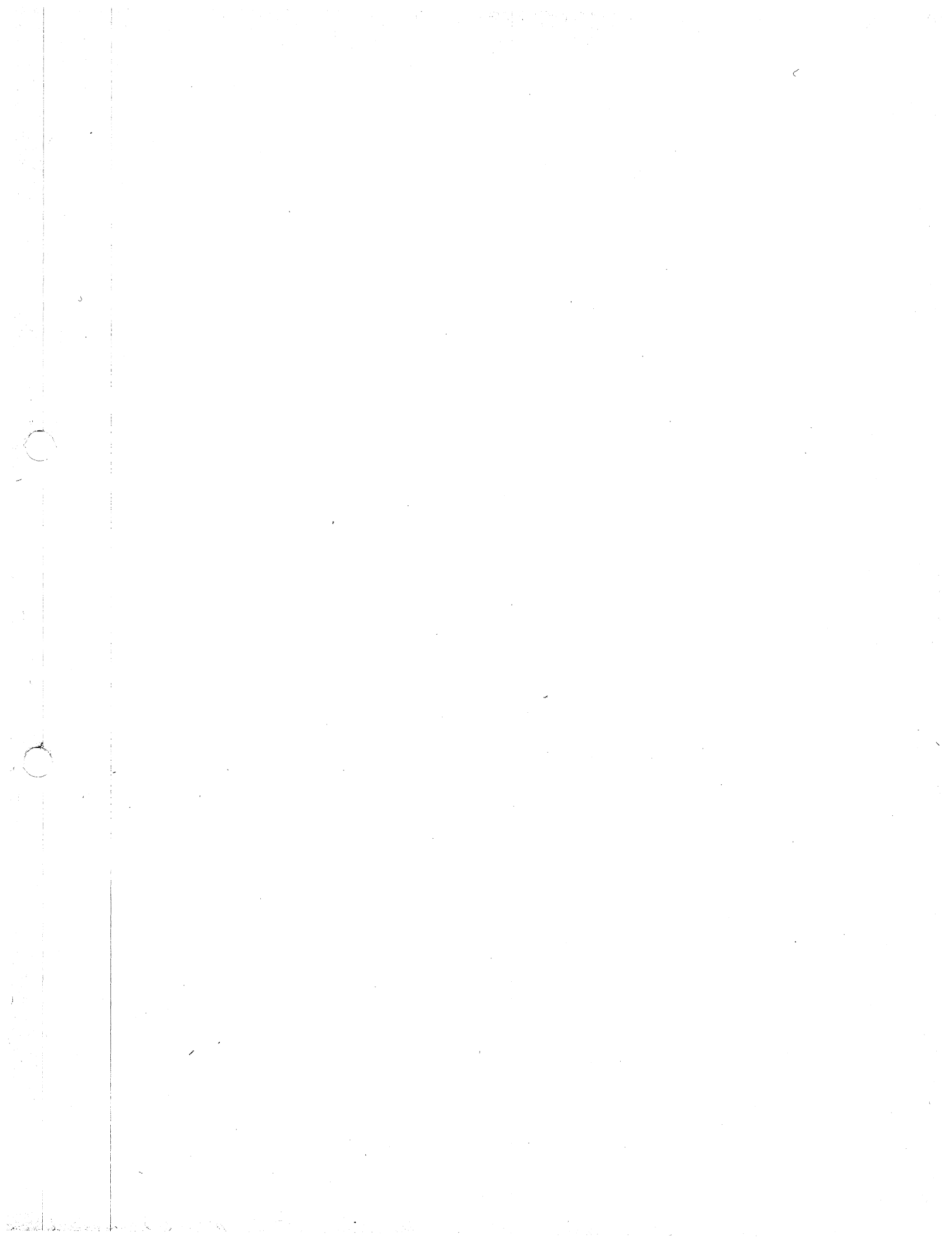
Notary Public

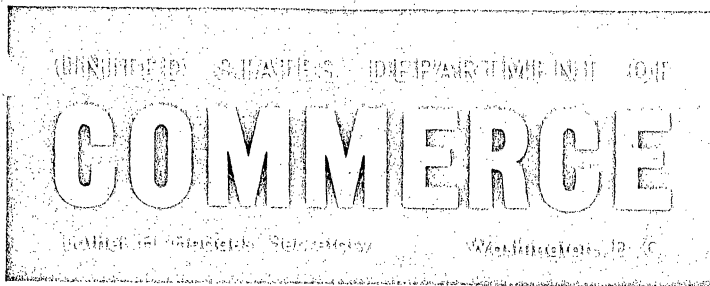
STATE OF NEW YORK)
: ss.:
COUNTY OF ALBANY)

On this _____ day of Feb 1962, before me personally came WILLIAM J. RONAN, to me known and known to me to be the Chairman of the Tri-State Transportation Committee, and acknowledged that he executed the foregoing instrument for the purposes therein contained, pursuant to authorization so to do.

Joseph J. Spagnuolo
Notary Public

ESTHER H. KORMAN
NOTARY PUBLIC, STATE OF NEW YORK
QUALIFIED IN ALBANY COUNTY
COMMISSION EXPIRES MARCH 30, 1963





Bureau of Public Roads

PERLIN DU 2-6651

BPR 64-6

FOR RELEASE SUNDAY
JANUARY 26, 1964STATES ARE EXPECTED TO SPEND
\$68 MILLION ON ROAD PLANNING

State highway departments are expected to spend almost \$68 million on planning this fiscal year, the bulk of it Federal funds provided under the Federal-aid highway program, Federal Highway Administrator Rex M. Whitton disclosed today.

"The amount of money available to assist States in the orderly development of highway programs geared to meet the demands of the future is indicative of the emphasis now placed on building highways in harmony with all other aspects of present-day life," said Mr. Whitton.

This year's money, made up of \$51 million in Federal and \$17 million in State funds, he pointed out, is a far cry from the \$2 million in Federal-aid funds used for planning in 1940. As recently as 1955, only \$8 million was available both for planning and research.

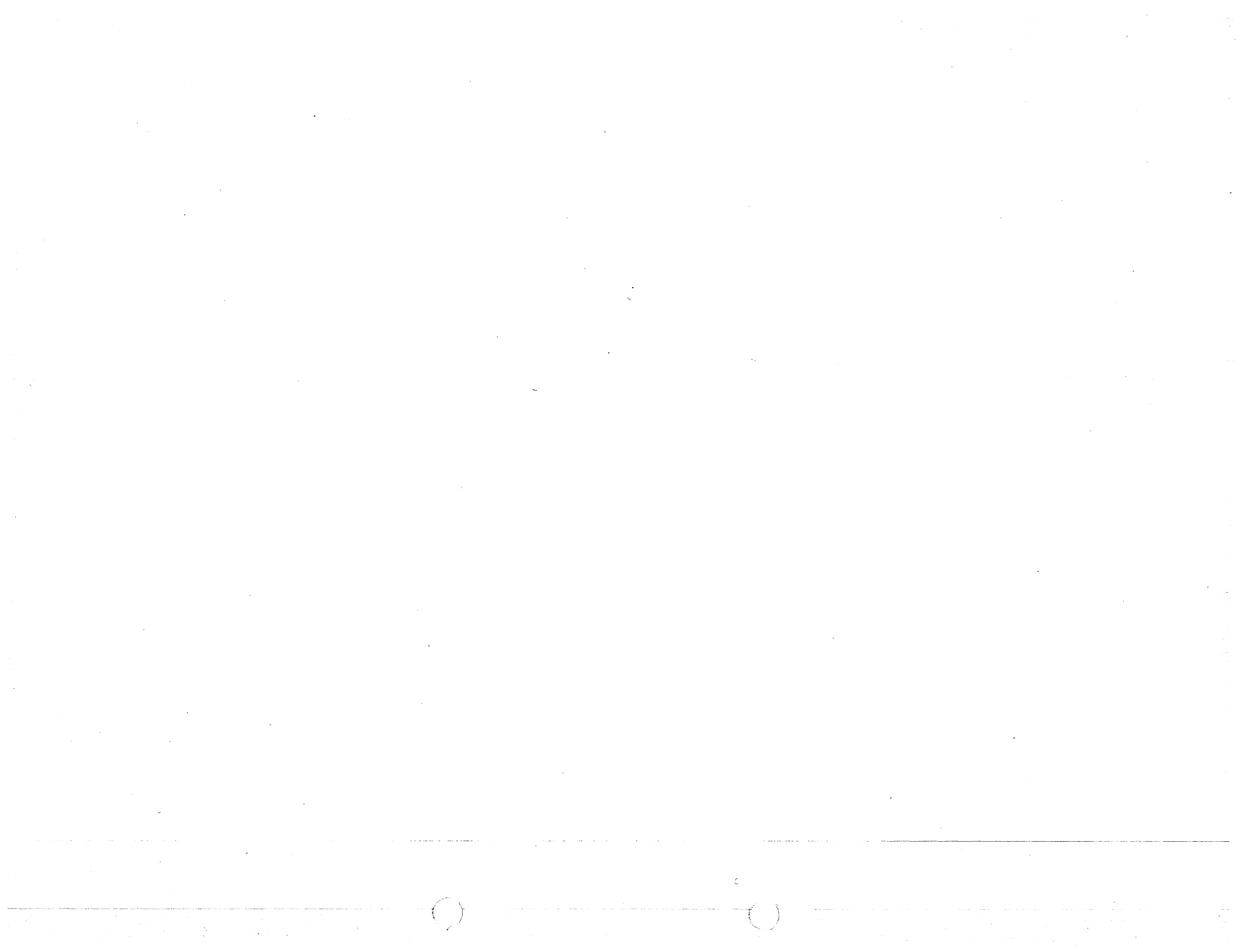
"Highway planning today aims at helping communities satisfy their present needs and future aspirations by taking into account their recreational, architectural, cultural, historical and educational values," declared Mr. Whitton who, as head of the U.S. Department of Commerce's Bureau of Public Roads, directs the Federal-aid highway program. "All State highway departments are keenly aware that human welfare is an important consideration that must not be ignored in a modern highway program."

Federal aid for highway planning has been in existence since the Hayden-Cartwright Act of 1934 permitted States to use one and one-half percent of their Federal construction apportionments for planning, but legislation adopted by Congress 15 months ago acted as a spur.

"The Federal-Aid Highway Act of 1962," the Highway Administrator explained, "provides that after July 1, 1965, no Federal-aid highway project in an urban area of more than 50,000 population will be approved unless it is based on a comprehensive, continuing planning process carried on cooperatively by States and local communities."

US Comm—DC—8805

(over)



"The Act," he continued, "declares that it is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner that will serve the States and local communities efficiently and effectively. The Act encourages the development of long-range highway plans and programs which are properly coordinated with plans for improvement in other affected forms of transportation and which are formulated with due consideration to their probable effect on the future development of urban areas.

"Another section of the same Act," he went on, "makes it mandatory, beginning with the current fiscal year, for States to use one and one-half percent of their apportionments for planning and research."

Federal funds for research and planning are augmented by State funds in the same proportion as the Federal-State construction ratio which is 90 percent Federal funds and 10 percent State funds for the 41,000-mile Interstate Highway System, and 50-50 funds for ABC projects -- primary and secondary roads and their urban extensions.

In addition to the \$68 million due to be spent this year for planning, \$19 million will be utilized for research, Mr. Whitton said. The Federal share of the \$87 million research and planning total amounts to \$65 million, and the States', \$22 million.

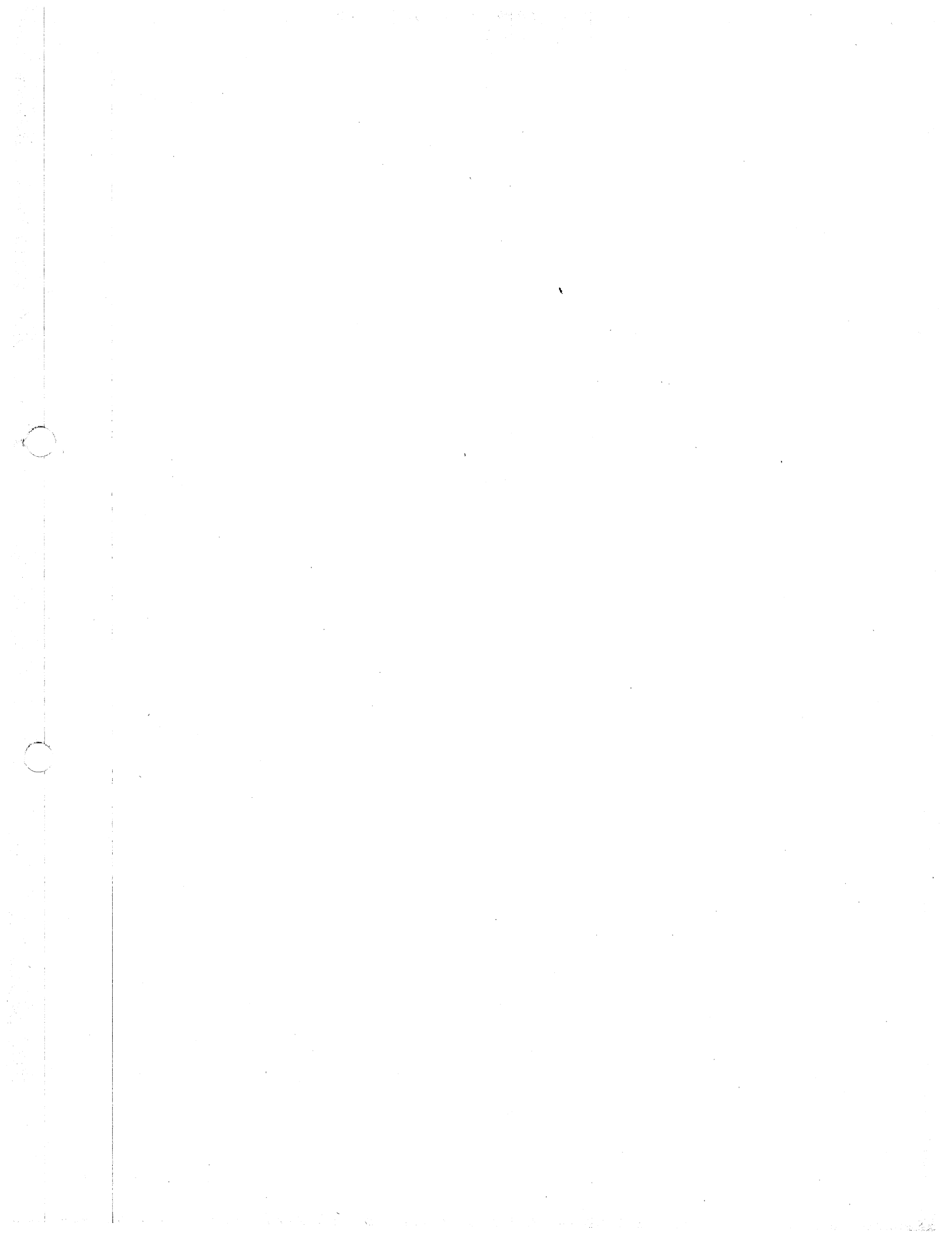
"Planning," Mr. Whitton declared, "is assuming a larger role in the nation's highway program, particularly in urban areas where States must satisfy the planning process requirement of the 1962 Act as a condition for receiving Federal aid in the future."

"Money should not now be a deterrent to States in carrying out the requirement which is a logical means of avoiding highway construction that fails to give due consideration to the particular needs of an urban area. If States need more money, they can use an additional one-half percent of their ABC apportionment."

The Bureau of Public Roads stands ready, he added, to furnish technical as well as financial assistance to institute the process.

As the number of vehicles in urban areas continues to increase, the need for action to provide high-capacity, safe, controlled-access urban highways grows more urgent daily, the Highway Administrator declared. Although urban streets comprise only 12 percent of the nation's total mileage, they carry 46 percent of all travel. By 1980 when 80 percent of the nation's population is expected to be living in metropolitan regions made up of central cities and surrounding suburban areas, the traffic carried on urban arteries will increase markedly, Mr. Whitton said.

"If traffic chaos is to be averted in the future," the Administrator stated, "we must act now to provide the well-planned highways to meet the needs of the nation's 216 urban areas. But intelligent planning is contingent on a continuing, comprehensive process which takes into account all factors within an urban area."



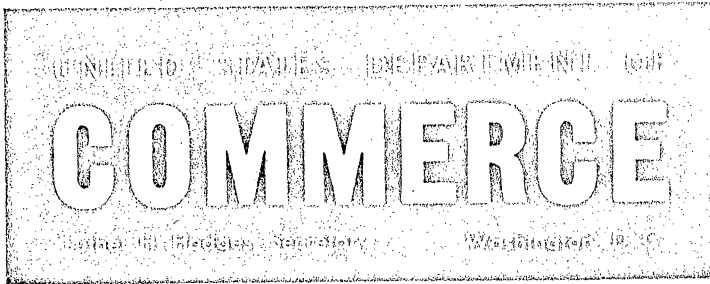
The planning process, he explained, is based on the collection, analysis and interpretation of data on existing conditions and historical growth; the establishment of community goals and objectives; and the forecasting of future urban development and future travel demands.

This necessitates the study of economic factors affecting development; population; land use; transportation facilities including those for mass transit; travel patterns; zoning ordinances, subdivision regulations, building codes; financial resources; and social and community-value factors.

Mr. Whitton said many States already have adequate planning processes in urban areas but he appealed to those States which are lagging to act promptly so they can meet the 1965 deadline.

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Bureau of Public Roads

BPR 64-8

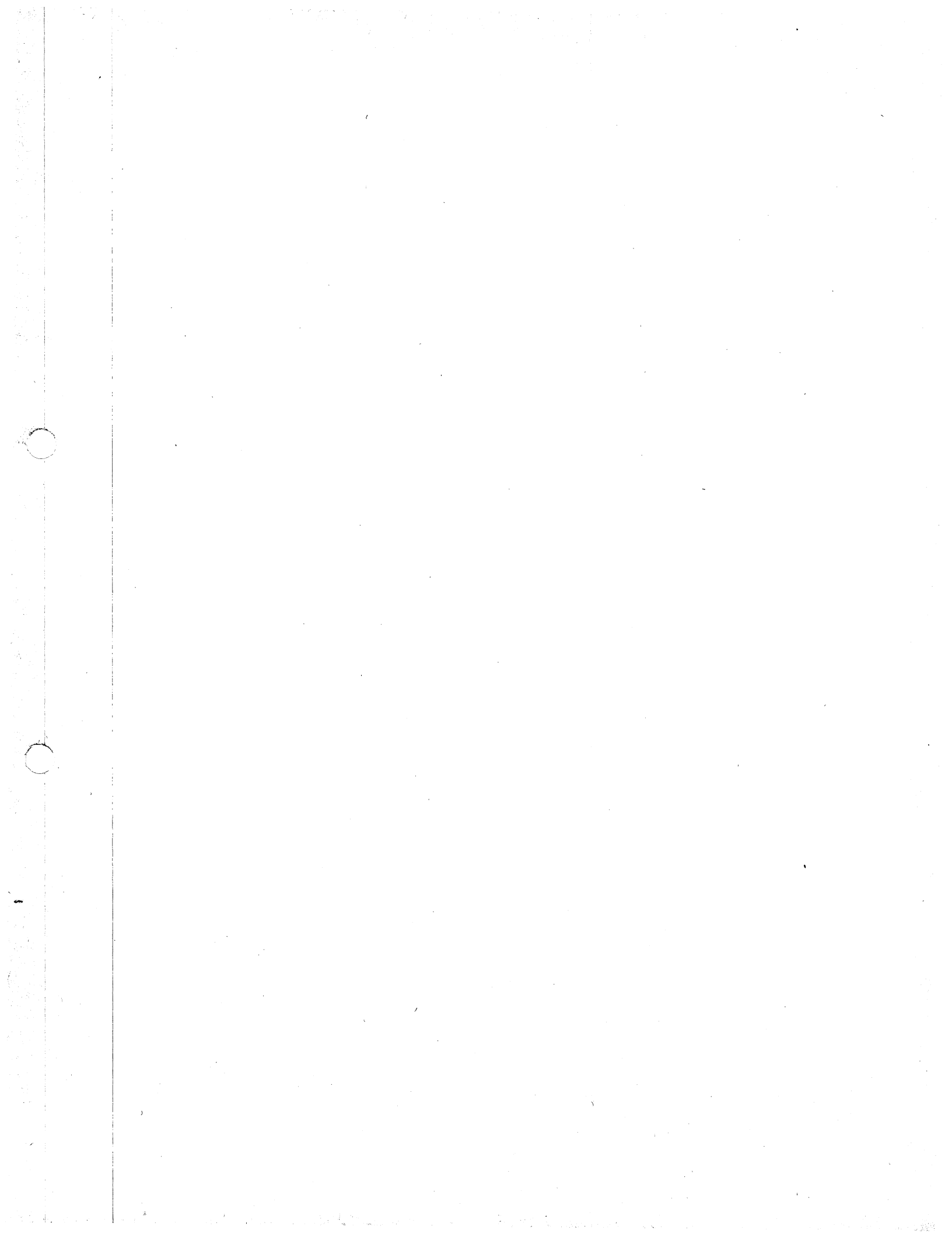
FOR RELEASE NOON
Tuesday, January 28, 1964

FEDERAL HIGHWAY ADMINISTRATOR
WARNS OF HIGHWAY PLANNING DEADLINE

Washington, D. C. -- Federal Highway Administrator Rex M. Whitton today said that some urban areas are not making sufficient progress toward developing a transportation planning process as required by the Federal-aid Highway Act of 1962, which they must do to avoid losing Federal-aid highway funds after July 1, 1965. Mr. Whitton heads the U.S. Department of Commerce's Bureau of Public Roads, which administers the Federal-aid highway program.

Speaking before a meeting of the National Capital Section of the American Society of Civil Engineers in Washington, D. C., Mr. Whitton noted that the 1962 Federal-aid Highway Act requires that after July 1, 1965, Federal-aid projects in the 216 urban areas of more than 50,000 population can be approved only if they are based on a continuing comprehensive transportation planning process carried on cooperatively by the States and local communities.

He said, "in reviewing our urban transportation needs, one thing is certain: every one of the 216 affected urban areas can and must meet by July 1, 1965, the transportation planning requirements of the 1962 Federal-aid Highway Act. Considering the head start we have had, and considering the resources and techniques we have available for urban planning, we can meet that deadline. Considering the increasing urbanization of our country, and considering the power of transportation to shape as well as serve that urban growth, we must have the required planning processes before that date -- for the social and economic health of our cities aside even from the Federal-aid Highway Act requirements." He said that during this fiscal year about \$68 million will be spent by the States on transportation planning -- \$51 million of the total from Federal-aid highway funds.



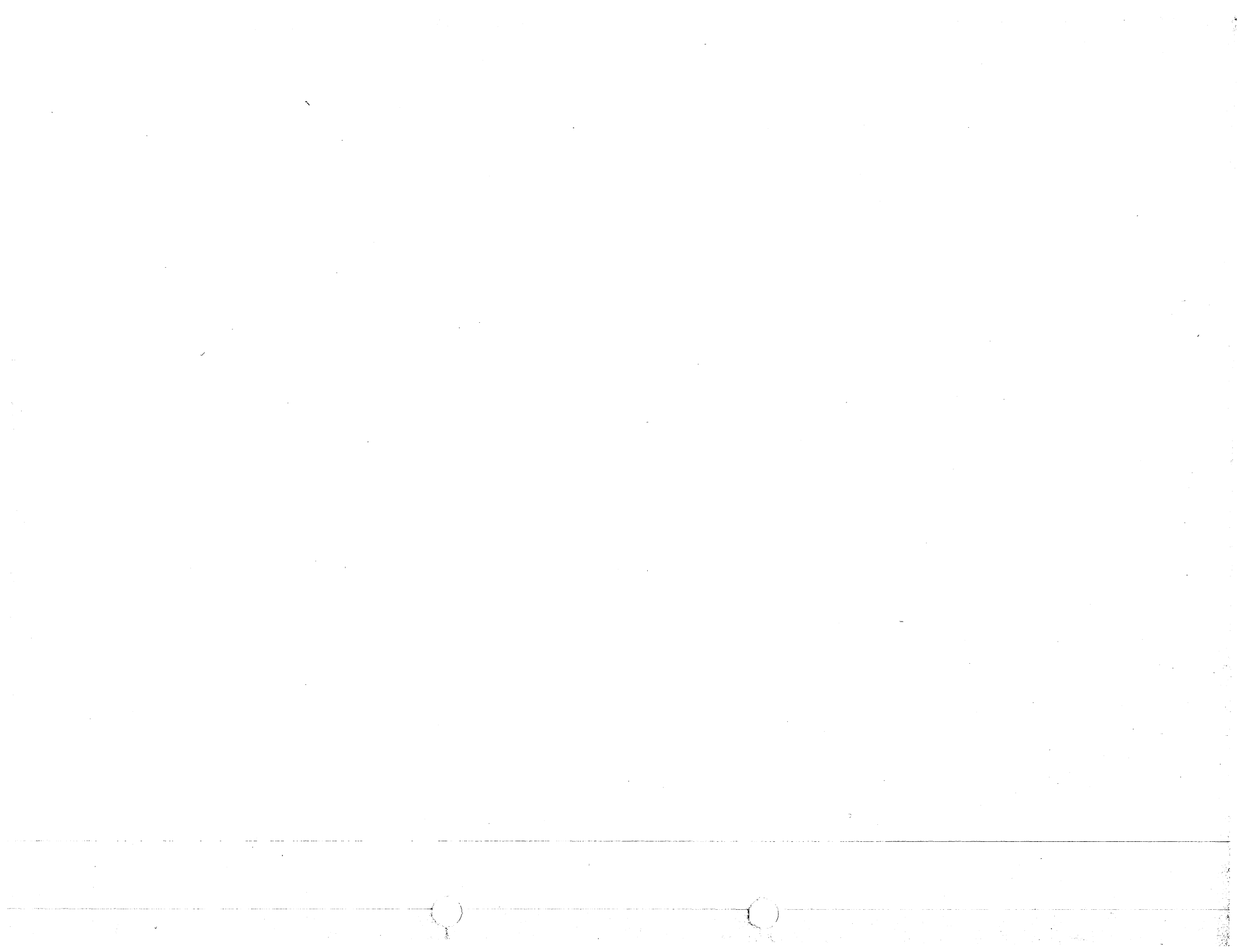
Mr. Whitton warned the lagging urban areas, "the requirements of the Federal-aid Highway Act and the intent of Congress are clear, and while time remains, it is fast running out." He warned anyone who might suggest an extension of the July 1, 1965, planning deadline, "it is all but inconceivable that the clock could be turned back and that we could deny to people and their communities the minimum consideration and protection we require for fish and forests." He was alluding to the Bureau of Public Roads' regulation which requires State highway departments to have their highway plans reviewed by State conservation or fish and wildlife agencies for possible effects on fish and game resources.

Mr. Whitton told the engineering society meeting that the planning process requirements of the Federal-aid program are an indication of how "the highway engineer is now more active and effective in dealing with the social and economic implications of his work." He said, "From where I sit . . . and as I review the highway programs of all our States, I am proud of the way highway engineers have responded to all aspects of their responsibilities to the public."

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1/24/64

USCOM-DC 8827



LONG RANGE LAND DEVELOPMENT-TRANSPORTATION PLANNING STUDY

A major program being undertaken by the Tri-State Transportation Committee is the long-range land development-transportation planning study for the Tri-State Region. This study is designed to identify the interaction between transportation and broad regional land development and economic-demographic characteristics in the 8,000 square mile Metropolitan Region. The bringing together of all this information will enable the Committee to develop and evaluate alternate patterns of regional land development and transportation plans so as to make appropriate recommendations for the Region's needs and development policies over the next 25 years.

The major part of the travel and land use inventories of the long-range study in the Tri-State Region has been completed. The survey of existing transportation facilities is still in process with completion scheduled for the summer of 1964.

1. Land-Use Inventory

Survey of the area began last June with the Land-Use Inventory. This inventory consisted of a block-by-block and, in many cases, structure-by-structure identification of the utilization of the land within the study Region. The data were collected through two principal sources:

- a) Within the five boroughs of New York City, the Tax, Building and Labor Department records were used to provide the necessary information. These records have been furnished to Tri-State and are now being analyzed to identify and measure the land and building uses in each of the 40,000 blocks in the City.
- b) Outside New York City, seventeen field offices were established to obtain the required data. Field work began in June 1963 and was completed in December 1963. The identification of the land use activities within 140,000 blocks has been recorded as an essential phase of data collection. At peak strength, 350 temporary employees were engaged in this effort in the Tri-State Region. The information is being converted to punched card records for processing and analysis work to follow.

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2. Recording of Existing Highway Facilities

Within the last year the highway departments of the three States conducted a highway facilities inventory consisting of mapping, cataloguing the physical characteristics and measuring the ability of the highway facilities in the Region to carry vehicles. More than 2,800 miles of major highways were inventoried and plans are currently under way to inventory the secondary arteries and minor facilities to bring the total to more than 6,200 miles of highway facilities.

3. Inventory of Public Transit Facilities

During the last year the Committee has completed the inventory of more than 90 per cent of the subway and commuter rail systems. This inventory has consisted of the survey of the commuter rail, subway and bus networks by cataloguing the physical characteristics of the routes, the amount, type and age of rolling stock, and the service characteristics of the networks. The inventory of the bus transit facilities will be completed during the current year.

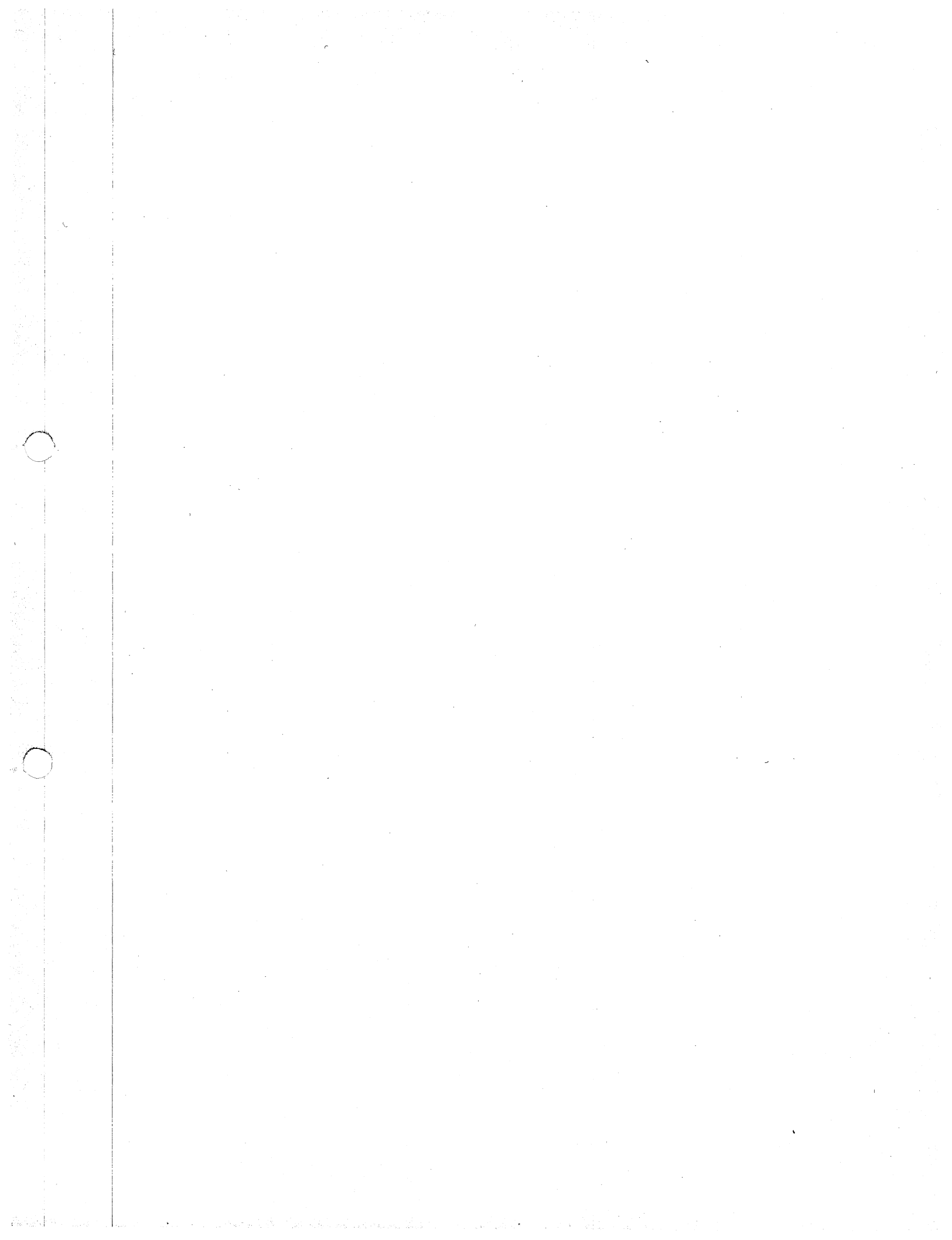
4. Basic Travel Survey

Between June 1963 and April 1964, three major basic travel surveys were conducted. These surveys included a Home Interview Survey in which one out of every 100 households in the Region was scientifically selected and the occupants interviewed as to their travel habits; a Truck and Taxi Survey of the operations of a sample of all trucks and taxis registered in the Region; and an External Roadside Travel Survey which recorded the travel of non-resident vehicles, both private and commercial, operating into, through, and out of the Region.

Home Interview Survey: A statistically controlled sample of 1% of the households within the Region or about 56,000 homes within the Region was selected and the occupants of each household were interviewed by Tri-State employees to obtain detailed information as to the individuals' travel habits. The data collected included the origin, destination, purpose and mode of travel of every trip made by each person five years of age or over on the weekday prior to the interview. Other information gathered included automobile ownership, family and housing characteristics and other details pertinent to transportation requirements.

To accomplish this survey, eight field offices were established within the Region and field work was started in September 1963. A total of 42,000 households were visited in New York and Connecticut, with this field survey already completed. Seventy-four per cent of the 14,000 homes selected in New Jersey have been visited by April 1964 and this survey will be completed in May 1964.

At peak strength, a total of 286 temporary field personnel carried out this survey within the three States.



Truck and Taxi Survey: To obtain a picture of the average week-day's travel by all commercial vehicles, a controlled sample of 3% of the trucks and taxis registered in the Region were contacted and the movements of these vehicles traced for the day prior to the interview. Field work on this survey began late in July and was completed in February 1964, with a total of 15,000 vehicles surveyed. At peak strength 62 field survey personnel worked out of four field offices to carry out this work.

External Travel Survey: To record the travel of non-resident vehicles within the Region, a series of roadside stations around the perimeter of the Region were established. The drivers of 10% of the 680,000 vehicles which crossed this perimeter were interviewed last summer. Each interviewing station operated for one day. As in the home interview, the origin, destination, purpose of trip and other pertinent information was obtained. The external travel survey was carried out by the State Highway Departments of the three States under the direction of the Tri-State Transportation Committee so that a standard format was followed.

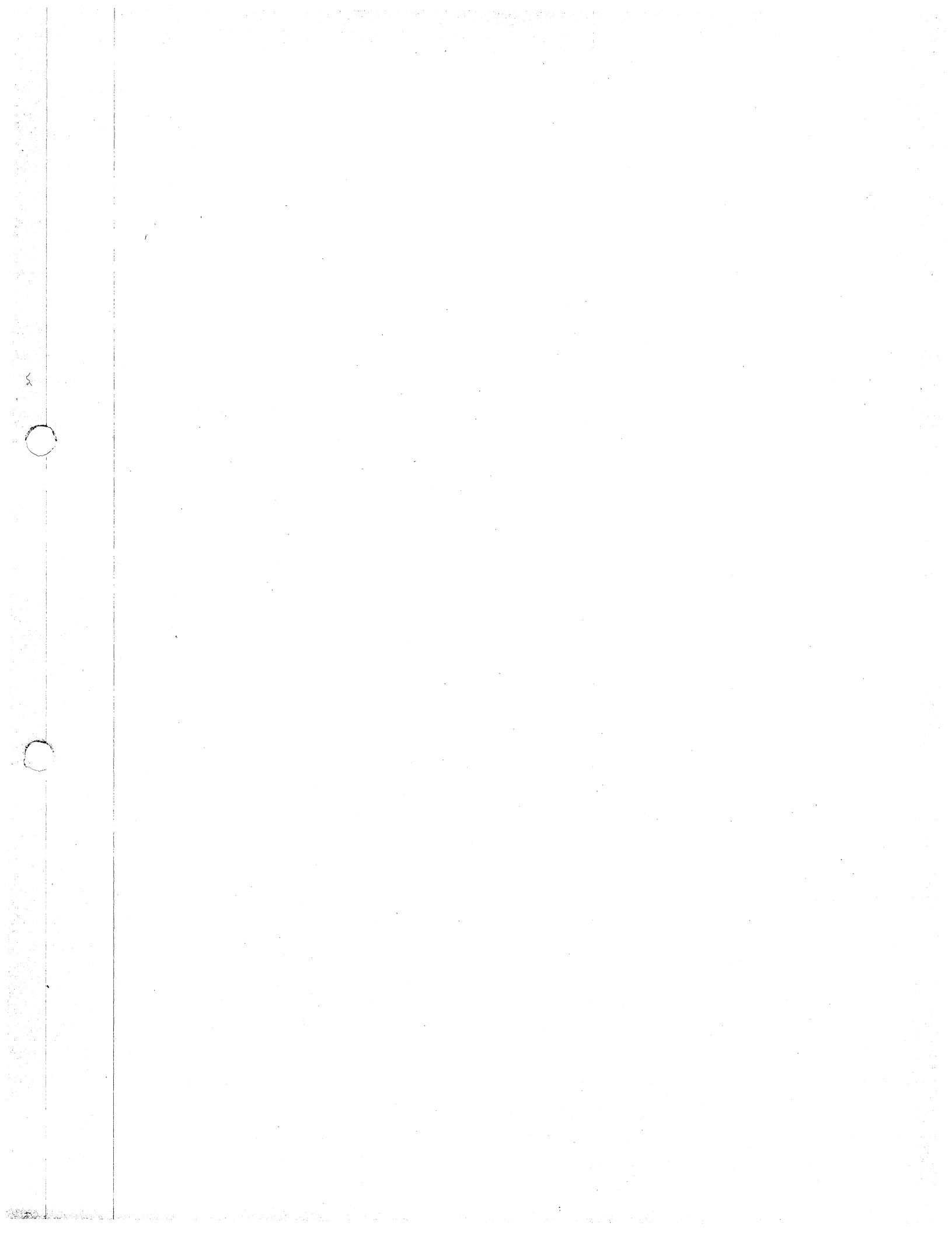
5. Travel Requirements Surveys

In addition to the three basic surveys outlined above, four smaller surveys are being conducted to complete the travel picture and to provide the data necessary to determine the transportation requirements of the Region. These supplemental surveys are:

Commuter Rail Passenger Usage Survey: Between May and October 1963 passenger counts were made on board the Long Island, New Haven and New York Central Railroads to determine the weekday passenger loads. Similar information is being obtained for the New Jersey railroads from the New Jersey Division of Railroad Transportation. The 835 miles of commuter railroad lines in the Region carried more than 500,000 passengers a day.

Bus Passenger Usage Survey: A survey of the number of passengers using various segments of the bus systems of the Region is currently being conducted and will be completed in the summer of 1964. In addition and with the assistance of The Port of New York Authority, the New York City Transit Authority, the Tri-Borough Bridge and Tunnel Authority and the New York State Office of Transportation, the number of passengers on board the buses during a typical day were counted on the major river crossings in 1963.

Rapid Transit Usage Survey: To obtain data on the use of rapid transit facilities, passenger counts will be made by using turnstile traffic for selected periods in 1964.



Highway Traffic Counting Program: This program is designed to provide up-to-date traffic flow information on all major highways of the Region as well as estimates of local street usage. Traffic counts were made by portable machines located on each segment of 2,000 miles of major highways within the Region and at the principal river crossings. During the summer of 1964, vehicle traffic counts will be continued on the secondary highway facilities, with counters spotted at some 1,500 locations. These vehicular traffic counts are a continuation of traffic counts being conducted by the Highway Departments of the three States and are being carried out by the Highway Departments.

Editing and Coding of Data Under Way

In order to put all of the data collected in the form to be used for analysis, the questionnaire and forms used in the three major travel surveys are currently being edited and coded. Each questionnaire is edited and coded into digital information which is then punched into cards for later processing by electronic computers.

Land use field sheets are also in the coding process. As a back-up of this operation, detailed maps and street address coding guides have been prepared for all parts of the Region.

On completion of coding and checking, the data will be properly weighted and assembled to provide a detailed picture of a typical weekday's travel throughout the Region.

Planning

Plans have been established for coordinating efforts between Tri-State and other planning agencies in the Region. Meetings were held with county and city planners from New Jersey and New York. A meeting with Connecticut planners is scheduled for April. Ways and methods of communicating with the various planners in the Region and how policies should be presented were some of the subjects under discussion.

The report, "A Reconnaissance of the Tri-State Region," has been completed and submitted to the Committee for possible publication and release.

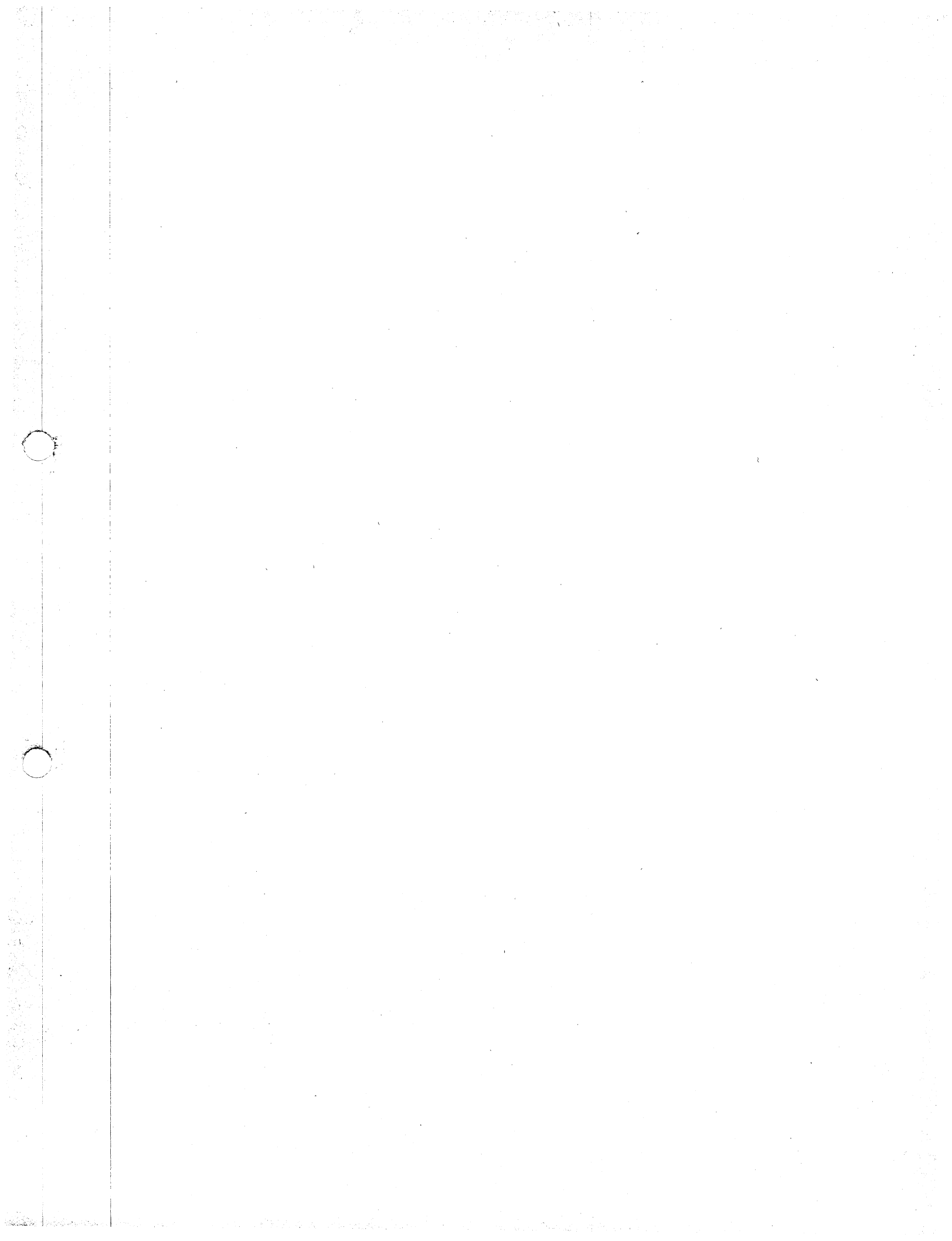
The Tri-State planning staff is continuing the "sketch planning" process. Additional alternates are being developed for the Region as a step toward goal formulation.



An economic base study report is being prepared. Work is continuing on population projections. Efforts are being made to record 1940, 1950 and 1960 data on data-processing equipment to indicate trends. About 68 socio-economic factors are included.

Research

The Research Division is developing "direct assignment" concepts. Draft reports on a conveyor system and on railroad cost figures are also being prepared.



RECAPITULATION OF THE PARTICIPATION BY THE STATE OF NEW JERSEY
IN THE ACTIVITIES OF THE TRI-STATE COMMITTEE

1st, 2nd & 3rd ACCOUNTING PERIODS (NO STATE APPROPRIATION REQUIRED)

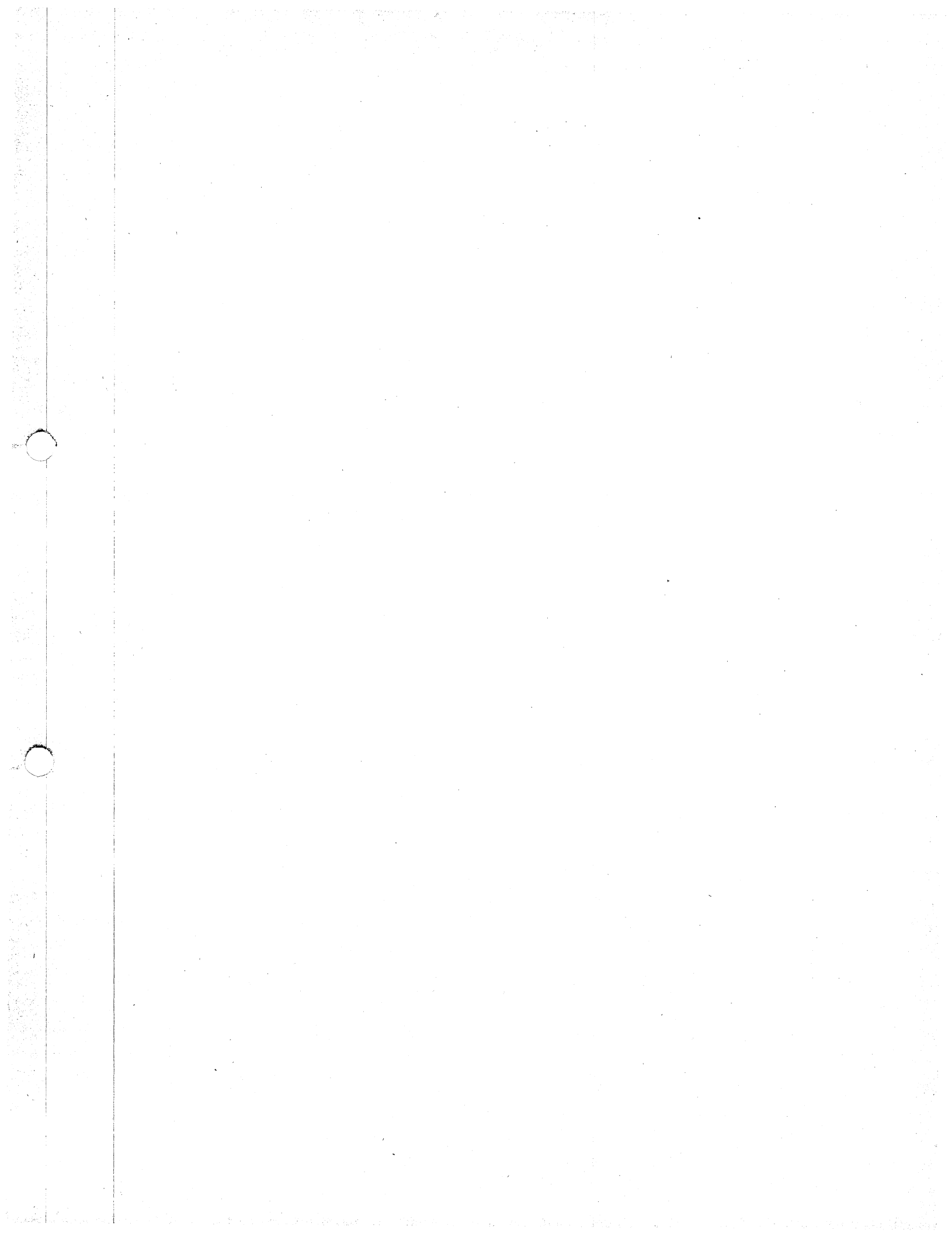
ACCOUNTING PERIOD	TOTAL VALUE OF NEW JERSEY'S PARTICIPATION	ADJUSTED NET SHARE TO N. J.	SOURCE
1st 9/1/61 - 3/31/62	\$ 89,200	\$ 24,406.93	Highway Department, Highway Planning & Survey funds. Reimbursed to State of New York.
2nd 4/1/62 - 3/31/63	499,024	287,192.05*	Highway Department, Highway Planning & Survey funds - available.
3rd 4/1/63 - 3/31/64	2,408,400 (est.)	625,400.00 (est.)	Highway Department, Highway Planning & Survey funds - available \$583,600* Conservation Department - HHFA Immediate Action Studies 41,800 (transferred to Conservation from Division of Railroad Transportation) Mass Transportation Demonstration Projects (matching funds) 31,200**

BUDGET FOR 4th AND 5th ACCOUNTING PERIODS

ACCOUNTING PERIOD	TOTAL VALUE OF NEW JERSEY'S PARTICIPATION	ADJUSTED NET SHARE TO N. J.	SOURCE
4th 4/1/64 - 3/31/65	\$ 3,496,800 (est.)	\$ 1,050,700 (est.)	Highway Department, Highway Planning & Survey Funds - available \$280,400 New Jersey Mass Transportation projects 150,000 100% State funds 100,000 Conservation Department Appropriation to match HHFA funds (Long Range Study) 520,300
5th 4/1/65 - 3/31/66	2,446,200 (est.)	788,800 (est.)	Highway Department, Highway Planning and Survey funds - available 147,200 100% State Funds 150,000 Conservation Department Appropriation to match HHFA funds (Long Range Study) 491,600

* Reimbursement by EPR expected to reduce this amount substantially.

** New York State providing initial funds. Reimbursement to New York will be made sometime after September 1, 1964 from 1965 Budget.



SUMMARY

Funds ("Supplementary Appropriation") Needed for Tri-State Program - April 1, 1964 through March 31, 1965 (4th Accounting Period)

- | | | |
|----|--|-----------------|
| 1. | Appropriation to the Division of Railroad Transportation of the State Highway Department or directly to Tri-State to match federal grants for mass transportation demonstration projects... | \$ 150,000 |
| 2. | Appropriation to State Highway Department or directly to Tri-State for work of the Commission that is 100% State financed | 100,000 |
| 3. | Appropriation to the Department of Conservation or to the Tri-State Commission to show funds are available to match federal grants (2/3 of cost) of applications to be submitted in March, 1964 to HHFA..... | <u>520,300*</u> |
| | Total of above amounts | \$ 770,300 |

Appropriation in 1965 budget needed to carry out the Tri-State Program from April 1, 1965 through March 31, 1966 (5th Accounting Period)

- | | | |
|----|--|-----------------|
| 1. | Appropriation to the Highway Department or directly to the Tri-State Commission for work of the Commission that is 100% State financed | \$ 150,000 |
| 2. | Appropriation to the Department of Conservation or directly to the Tri-State Commission to match HHFA grants | <u>491,600*</u> |
| | Total of above amounts | \$ 641,600 |

* This amount required to be appropriated as evidence that New Jersey has provided its 1/3 matching funds. It is estimated that the work by the staff that will be credited against the 1/3 matching share during the course of the work will reduce the amount actually to be paid by as much as 25%.



CHRONOLOGY

TRI-STATE TRANSPORTATION COMMITTEE

- May 1960: Announcement made by Commissioner Palmer that a detailed transportation study would be made of the seven northeastern counties in New Jersey.
- November 2, 1960: Paper entitled "The Need for Comprehensive Land and Transportation Planning" for the New York Metropolitan Area was prepared by the Planning Commission of the City of New York.
- January 5, 1961: "New York Regional Transportation Study" - a paper prepared by the City of New York Planning Commission was distributed.
- April 13, 1961: The minutes of the meeting of the NY-NY Transportation Agency contained a resolution to authorize the Executive Director "to undertake a long range planning program to provide for the essential mass transportation requirements of the New York-New Jersey metropolitan region"...
- May 4, 1961: Meeting was held in Albany to discuss the journey-to work study by the NY-NJ Agency and discussion followed on New Jersey joining with New York to make a detailed transportation study of the Northern New Jersey-New York metropolitan area.
- June 1, 1961: Department of Public Works - State of New York had scheduled a meeting on regional planning - New York area - but was cancelled.
- June 7, 1961: A paper entitled "Regional Transportation Planning Program" prepared by Dr. Hart, Executive Director, New York-New Jersey Transportation Agency was distributed to Agency members.
- June 13, 1961: Meeting held at New York-New Jersey Agency office to discuss area transportation study was attended by representatives of both States and the Port Authority, New York City Planning Commission, Bureau of Public Roads. (A steering committee was established and HHFA was to be invited to participate.)



2.

- June 21, 1961:** First meeting of informal committee met attended by all agencies represented at June 13 meeting plus HHFA. NYC Planning Commission and BPR criticized proposal handed out at previous meeting as not being sufficiently comprehensive. Mr. Marple, BPR stressed the need for Penn-Jersey type study for New York Metropolitan Region. Mr. Swanson said BPR would not approve Northeastern New Jersey study unless comparable study on New York side of Hudson initiated - wanted both studies and direction of one planning staff - then qualified remarks to use term "coordinated". HHFA questioned whether the NY-NJ Agency had any authority or control over land use.
- June 22, 1961:** Dr. Hart met with Dr. Ronan to discuss area study. Apparently Dr. Hart reported that BPR wanted Connecticut included in study and Dr. Ronan stated he thought it would be desirable to bring Connecticut into the picture immediately if the BPR was insistent on a tri-state study. Ronan agreed to call a meeting of State officials to discuss executive committee for a regional transportation study.
- July 13, 1961:** Dr. Hart met with BPR in Washington. BPR was pleased to hear that Mr. McMorran had sent out notices to the other two States inviting them to meet on the study (July 21, 1961). BPR said if Connecticut would not join, a two-State study would be accepted - but that Connecticut should be given a chance to participate from beginning. Can find no evidence that a meeting on July 21st took place.
- July 28, 1961:** Meeting held in New York attended by representatives of the Governors of Connecticut, New Jersey and New York along with aides. The organization of a Tri-State Transportation Committee was the subject of discussion.
- August, 1961:** Proposal for comprehensive study in Fairfield planning district, Connecticut discussed with HHFA. It was reported that HHFA said it would not participate unless it became part of a Tri-State Study.
- August 30, 1961:** Joint study by three Governors made announcing a comprehensive Tri-State study.
- September 1, 1961:** Tri-State Committee work commenced with Roger Gilman its Executive Director (borrowed from Port Authority).



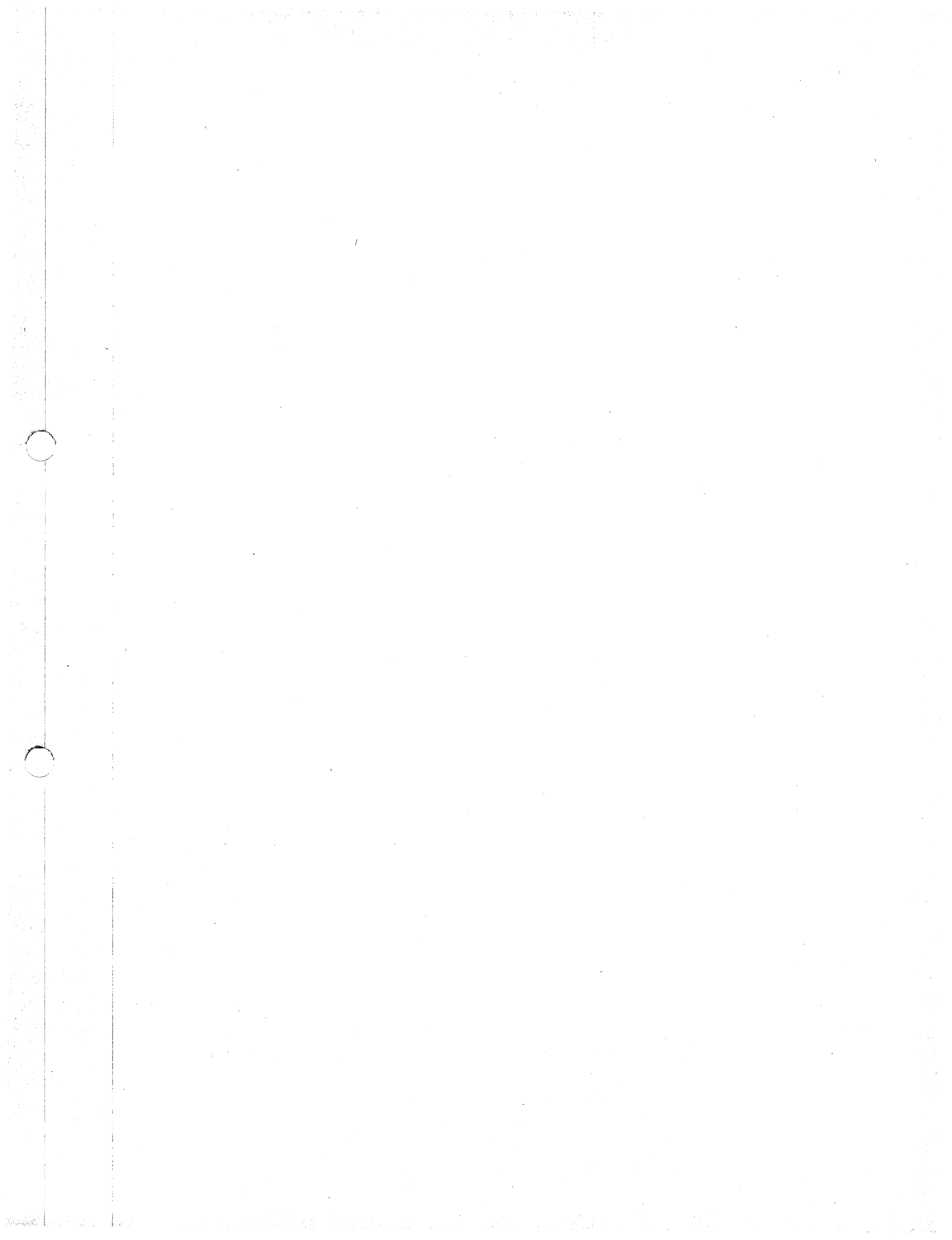
Sub-Chronology - Tri-State Legislation to Convert Committee
to a Commission

- September 1962: Brief outline of what should be contained in legislation prepared by Dr. Ronan and distributed to Executive Committee.
- November 21, 1962: Letter from HHFA to New York Department of Public Works in approving Tri-State work said applications should be accompanied by statement that the states will commence actions toward the establishment of a single agency by interstate compact.
- December 5, 1962: Letter from Robert C. Weaver (HHFA) to Dr. Ronan reiterated request contained in letter to New York Department of Public Works.
- December 14, 1962: Draft of Tri-State Legislation prepared by Dr. Ronan distributed to other two States.
- December 27, 1962: Revised draft distributed by Dr. Ronan
- December 28, 1962: Comments on bill resulting from its review by Mr. Botter, First Assistant Attorney General, were submitted to Commissioner Palmer.
- January 3, 1963: Revised bill and copy of Dr. Ronan's letter sent to Mr. Botter.
- January 10, 1963: Further comments from Mr. Botter received (5 pages)
- January 11, 1963: Comments from Mr. Botter and letter from Commissioner Palmer hand-delivered to Dr. Ronan.
- February 19, 1963: Bill introduced in New York Legislature.
- February 21, 1963: Bill introduced in Connecticut Legislature.
- April 23, 1963: Tri-State Bill approved by Governor Rockefeller.
- June 5, 1963: Connecticut enacted Tri-State measure and it was approved by Governor Dempsey the following day. Governor Hughes had been quoted in the press several times pertaining to Tri-State and he said that



New Jersey would take up the measure in the fall.

- June 5, 1963: Letter from Mr. Horan to Tri-State stressed HHFA insistence on giving planning funds to "agencies with the authority to perform comprehensive planning".
- June 20, 1963: Letter from Commissioner Roe, Department of Conservation and Economic Development, New Jersey, to Mr. Horan sets forth assurance required in Commissioner Slayton's letter of November 21, 1962 that action by the three States to legislate the Committee either had been or would be taken.
- November 19, 1963: Letters sent to Mr. Kirchner and to Attorney General Sills enclosing the bills and a package of material. The letters explained that they were being furnished the matter in advance of Governor Hughes' return from vacation so that their review could be initiated.
- November 22, 1963: Meeting held with Governor Hughes, Kirchner, Sills, Goldberg, etc. and Governor authorized the "package" of material be delivered to the legislative leaders that day. The material was delivered that afternoon and evening to the homes of 23 legislators (see attached list).
- December 3, 1963: "Package" of material on the Tri-State legislation mailed (1st Class) to the remaining legislators.
- December 7, 1963: Meeting held with Governor and legislative leaders on the bill and agreement reached on introducing and sponsoring bill.
- December 9, 1963: Bill introduced in Assembly; no action in Senate.
- December 12, 1963: Additional material prepared and submitted to Mr. Kirchner.
- December 13, 1963: Governor Hughes discussed Tri-State with Mr. Weaver in Washington, D. C.



- December 31, 1963: Tri-State legislation enacted in New York and Connecticut expired.
- February 5, 1964: Meeting between legislative leaders of New York, New Jersey and Connecticut held in New York with agreement on new legislation announced to the press.
- March 9, 1964: Senate Bill 222 introduced by Senator Grossi.
- March 1964: Revised Tri-State bill enacted by New York State.



SENATE, No. 222

STATE OF NEW JERSEY

INTRODUCED MARCH 9, 1964

By Senators SANDMAN and GROSSI

(Without Reference)

AN ACT concerning regional transportation planning, providing for an interstate compact between the States of New Jersey, New York and Connecticut, creating the Tri-State Transportation Commission, and prescribing the functions, powers and duties of the same.

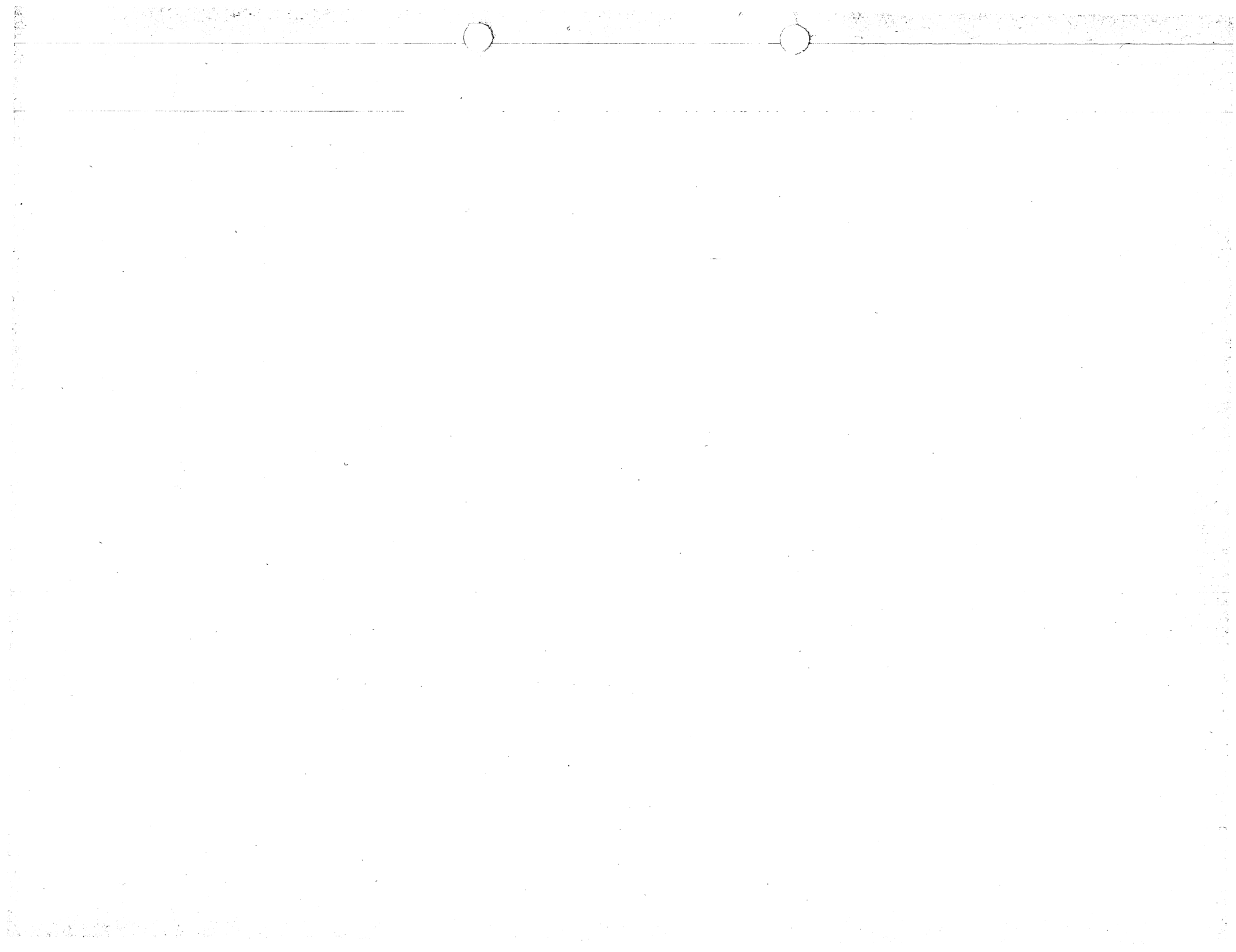
1 BE IT ENACTED *by the Senate and General Assembly of the State of New*
2 *Jersey:*

1 1. The State of New Jersey hereby agrees with the States of Connecticut
2 and New York, upon enactment by each of them of legislation having the same
3 effect as this section, to the following compact:

ARTICLE I

CREATION OF TRI-STATE TRANSPORTATION COMMISSION

1 1. Creation of Tri-State Transportation Commission. The party States,
2 for the purpose of exerting co-operative efforts and affording each other
3 mutual assistance in comprehensive planning for the physical growth and
4 development, including particularly the transportation aspects, of the inter-
5 state area hereinafter described, and pursuant to section 701 (f) of the
6 Federal Housing Act of 1954, as amended, do hereby establish and create the
7 Tri-State Transportation Commission.



ARTICLE II

GENERAL PROVISIONS

1 1. Definitions. For the purpose of this compact, unless the context
2 plainly requires a different meaning:

3 (a) "Party States" means the States of Connecticut, New Jersey and
4 New York;

5 (b) "Commission" means the Tri-State Transportation Commission
6 created and established by this compact;

7 (c) "Concurrent legislation" means a statute enacted by one of the party
8 States which is concurred in by the other party States in the form of enact-
9 ments having like effect; and

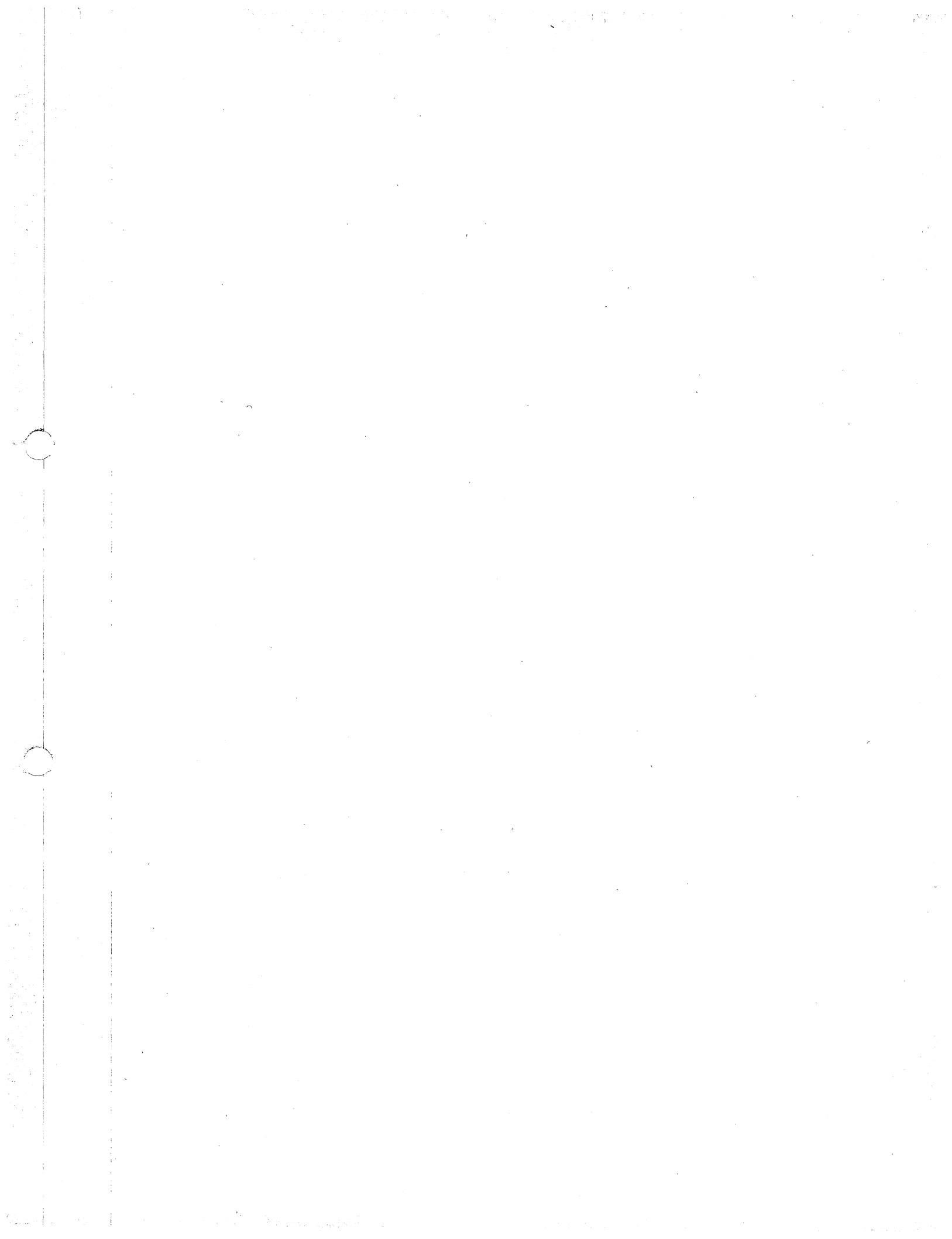
10 (d) "Compact region" means the geographical area described as follows:
11 the counties of Rockland, Orange, Dutchess, Putnam, Westchester, Nassau,
12 Suffolk, New York, Kings, Queens, Bronx and Richmond in the State of
13 New York; the counties of Bergen, Essex, Hudson, Mercer, Middlesex,
14 Monmouth, Morris, Passaic, Somerset and Union in the State of New Jersey;
15 and the Southwestern, Danbury, Greater Bridgeport, Ansonia-Derby, South
16 Central Connecticut and Central Naugatuck Valley planning regions in the
17 State of Connecticut. Such area may be enlarged or reduced by concurrent
18 legislation hereafter enacted.

1 2. Interpretation. This compact shall be construed liberally to effectuate
2 its purposes. Nothing herein shall be deemed in any way to limit or restrict
3 the power of one or more of the party States, by law or otherwise, to deal
4 independently with respect to any matter within the scope of this compact.

ARTICLE III

ORGANIZATION OF COMMISSION

1 1. Nature of commission. The commission shall be an interstate body,
2 both corporate and politic, serving as a common agency of the party States
3 and representing them both collectively and individually in the exercise of
4 its powers and duties.



1 2. Organization of commission. (a) The commission shall be composed
2 of not more than 18 members representing the party States, the city of New
3 York and the Federal Government and apportioned as follows:

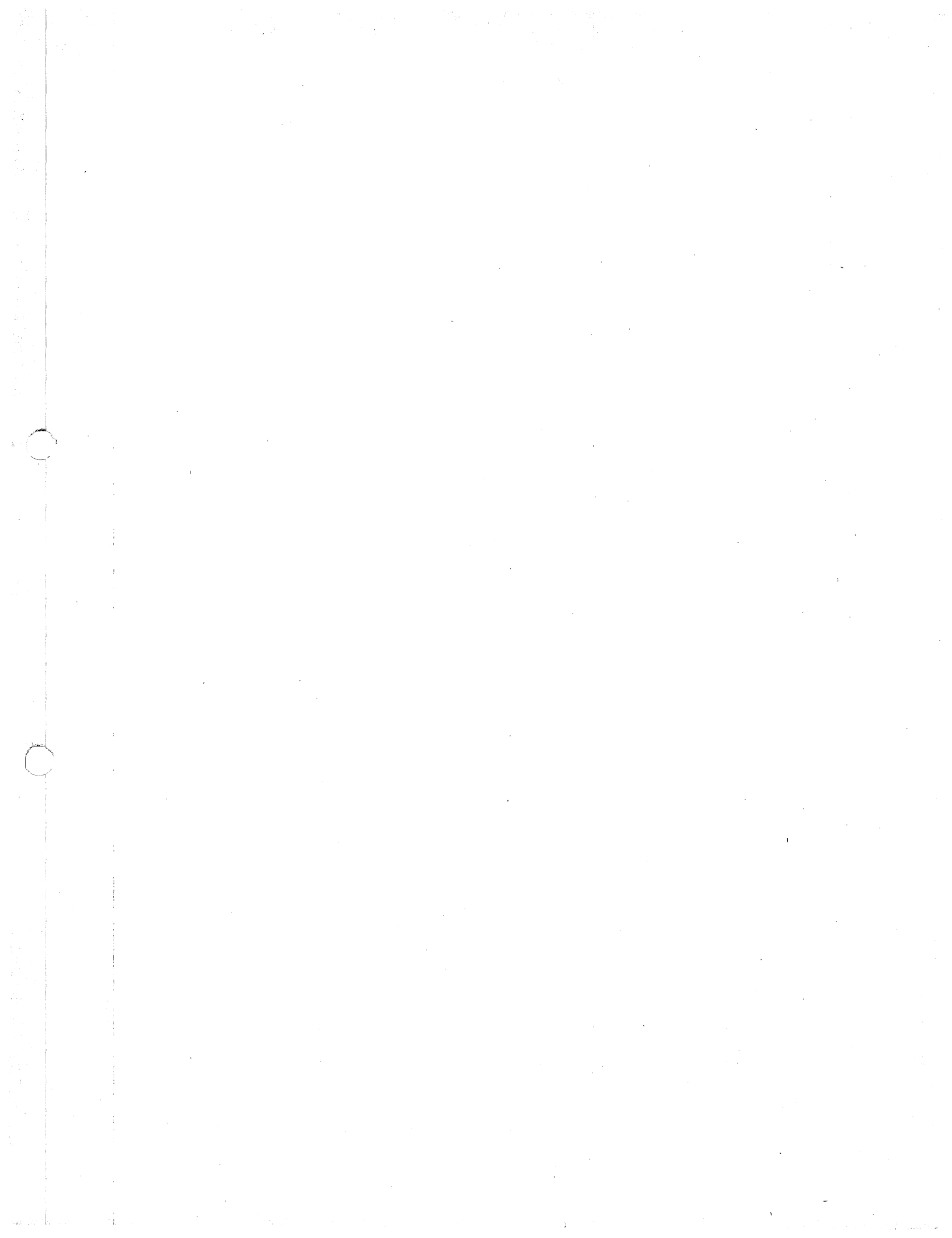
4 (1) Five representatives from each of the party States, at least 3 of
5 whom are State officers or employees engaged in State planning, highway or
6 other transportation activities, and, in the case of the State of New York, one
7 of the representatives shall be the chairman of the planning commission of
8 the city of New York; and

9 (2) To the extent consistent with Federal law and policies of the Fed-
10 eral agencies involved, 3 officers or employees of the Federal Government
11 representing the Bureau of Public Roads in the United States Department of
12 Commerce, the Federal Housing and Home Finance Agency and the Federal
13 Aviation Agency respectively, provided, however, that such representatives of
14 the Federal Government shall not be entitled to vote on any action of the
15 commission but may attend and otherwise participate in commission meetings
16 and may make recommendations to the commission.

17 The representatives of the party States shall be appointed by the respec-
18 tive Governors thereof. The chairman of the planning commission of the city
19 of New York shall be a member by virtue of and so long as he shall hold such
20 office. The Federal representatives shall be appointed by the officer or officers
21 having the power to appoint them to the Federal offices they then hold.
22 Each member shall hold office at the pleasure of the appointing authority.
23 The commission shall elect a chairman from among its members.

24 (b) The commission's functions shall be performed and carried out by
25 said members and by such officers, agents and employees as may be ap-
26 pointed by the commission, subject to its direction and control. All such
27 officers, agents and employees shall hold office at the pleasure of the commis-
28 sion, which shall prescribe their powers, duties and qualifications and fix
29 their compensation and other terms of their employment.

30 (c) A quorum of the commission for the purpose of transacting business
31 at any commission meeting shall exist only when there are present, in person,



32 at least 3 members from each of the party States. No action of the commis-
33 sion shall be effective or binding unless a majority of each party State's
34 representatives who are present at such commission meeting shall vote in
35 favor thereof. Certified copies of the minutes of each commission meeting
36 shall be sent to each of the Governors of the party States within 10 days of
37 said meeting. The vote of any one or more of the representatives from each
38 party State may be vetoed and canceled by the Governor of any such State
39 within 10 days, Saturdays, Sundays and legal holidays of the particular
40 State excepted, after receipt by the said Governor of the certified copy of the
41 minutes of the meeting at which such vote was cast, the intent being to em-
42 power the Governor of each party State to nullify the commission's action
43 upon which such vote had been taken.

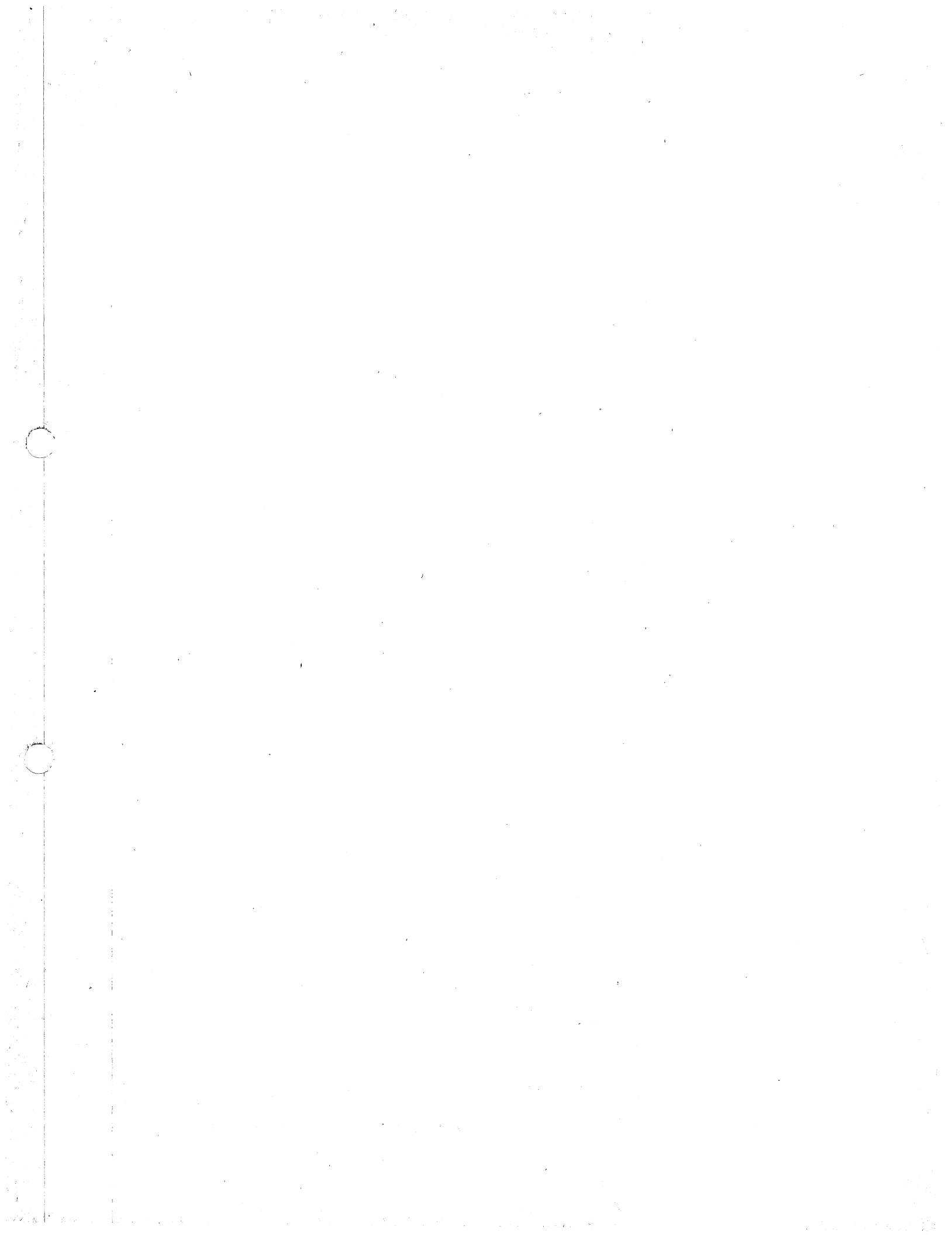
44 (d) The members of the commission shall receive no compensation for
45 their services pursuant to this compact but they shall be entitled to be paid
46 the expenses actually and necessarily incurred by them in the performance of
47 their duties.

48 (e) No member of the commission who is otherwise a public officer or
49 employee shall suffer a forfeiture of his office or employment, or any loss
50 or diminution in the rights and privileges appertaining thereto, by reason of
51 such membership.

ARTICLE IV

POWERS AND DUTIES OF COMMISSION

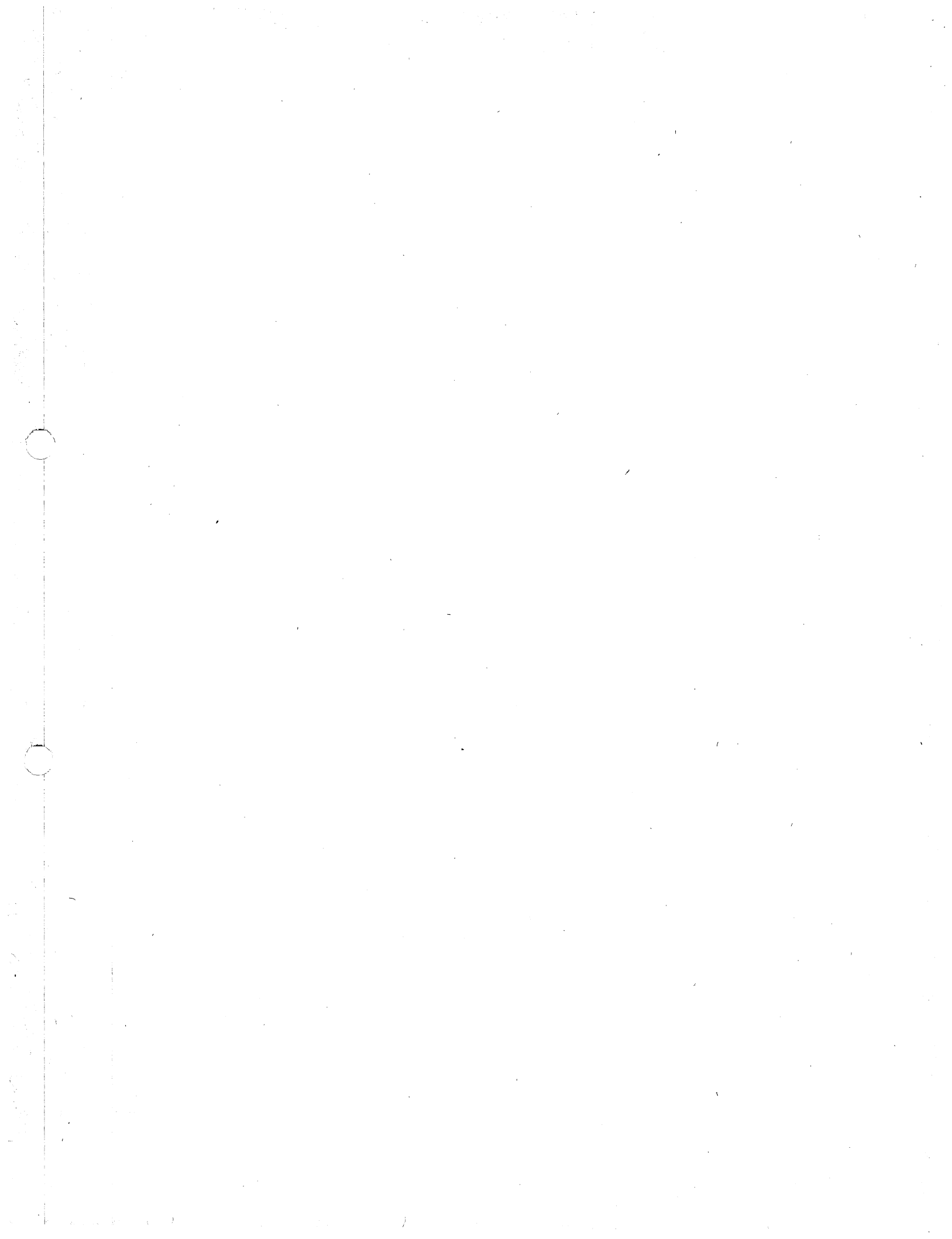
1 1. Primary function of commission. (a) The primary function of the
2 commission shall be to act as an official planning agency of the party States
3 for the compact region. It shall conduct surveys, make studies, submit recom-
4 mendations and prepare plans designed to aid in solving immediate and long-
5 range transportation problems, in facilitating the movement of people and
6 goods and in meeting transportation needs generally. In recognition of the in-
7 teraction of transportation facilities and land use and development generally,
8 the commission is further authorized to perform comprehensive planning
9 which may include but is not limited to the preparation of general physical



10 plans with respect to the pattern and intensity of land use and the provision
11 of transportation and related public facilities in such region and in particular
12 areas thereof, together with long-range fiscal plans for such development. It
13 may also engage in experimental projects relating to any of such matters, in-
14 cluding mass transportation demonstration projects.

15 (b) The commission shall also act as a liaison to encourage co-ordination
16 among and between all agencies and entities, governmental and private,
17 charged with or having a substantial interest in the planning or providing of
18 transportation and other related public facilities within any part of the com-
19 pact region, or in the regulation of such facilities or of their services, or in the
20 solving of problems connected with transportation and land use and develop-
21 ment. In furtherance of this function, the commission is authorized to report
22 to the party States on the regional implications of any transportation plan or
23 program and other related development plans or programs proposed by any
24 such agency or entity.

1 2. Contingent functions; operation of transportation facilities. Subject
2 to the future enactment of concurrent legislation by any 2 or more party States
3 specifically authorizing its exercise, and subject to such consents as shall be re-
4 quired under the Constitution and laws of the United States, the commission
5 shall have the further power, on behalf of and at the sole expense of such party
6 States as shall enact such concurrent legislation, in order to insure the oper-
7 ation of any essential transportation facility within the compact region, to
8 contract with any person whatever, including but not limited to any common
9 carrier, any political subdivision of a party State and any other governmental
10 agency or entity, or itself provide, for the operation of such facility or any
11 part or operation thereof; and to that end, pursuant to such concurrent legis-
12 lation, to acquire such facility or any part thereof, or to acquire its use, by
13 gift, purchase, lease or other contract, or by condemnation under the laws of
14 the party State in which located, and to acquire by gift, purchase, lease or
15 other contract, or, where appropriate, by condemnation, such real or personal
16 property, equipment, facilities, supplies and services as may be necessary for



17 the proper operation, renovation, improvement, or extension of or substitu-
18 tion for such transportation facility as may be deemed desirable, and to main-
19 tain, repair and replace such property and equipment.

1 3. Additional powers and duties. (a) The commission shall have power
2 to adopt a corporate seal and to enter into contracts.

3 (b) The commission shall have power to apply for and to receive and
4 accept grants of property, money and services and other assistance offered
5 or made available to it by any person, government, or agency whatever,
6 which it may use to meet capital or operating expenses and for any other
7 use within the scope of its functions, and to negotiate for the same upon
8 such terms and conditions as may be necessary or advisable.

9 (c) The commission shall have power to hire, lease, acquire and dis-
10 pose of property to the extent necessary to carry out its functions, powers
11 and duties as the same may be constituted from time to time.

12 (d) The commission shall have power to conduct investigations and
13 hearings in the furtherance of its general purposes, and in aid thereof to
14 have access to any books, records, or papers relevant thereto; and if any
15 person whose testimony shall be required for the proper performance of
16 the duties of such commission shall fail or refuse to aid or assist such
17 commission in the conduct of any investigation or hearing, or to produce
18 any relevant books, records, or other papers, such commission shall be au-
19 thorized to apply for process of subpoena, to issue out of any court of gen-
20 eral original jurisdiction whose process can reach such person, upon due
21 cause shown.

22 (e) Without diminution of its general power to contract, the commis-
23 sion shall have power to contract with any government or agency whatever,
24 including the respective highway or other departments of the party States,
25 for the performance of services by the commission which relate to its func-
26 tions, powers and duties, and to accept compensation or reimbursement
27 therefor.

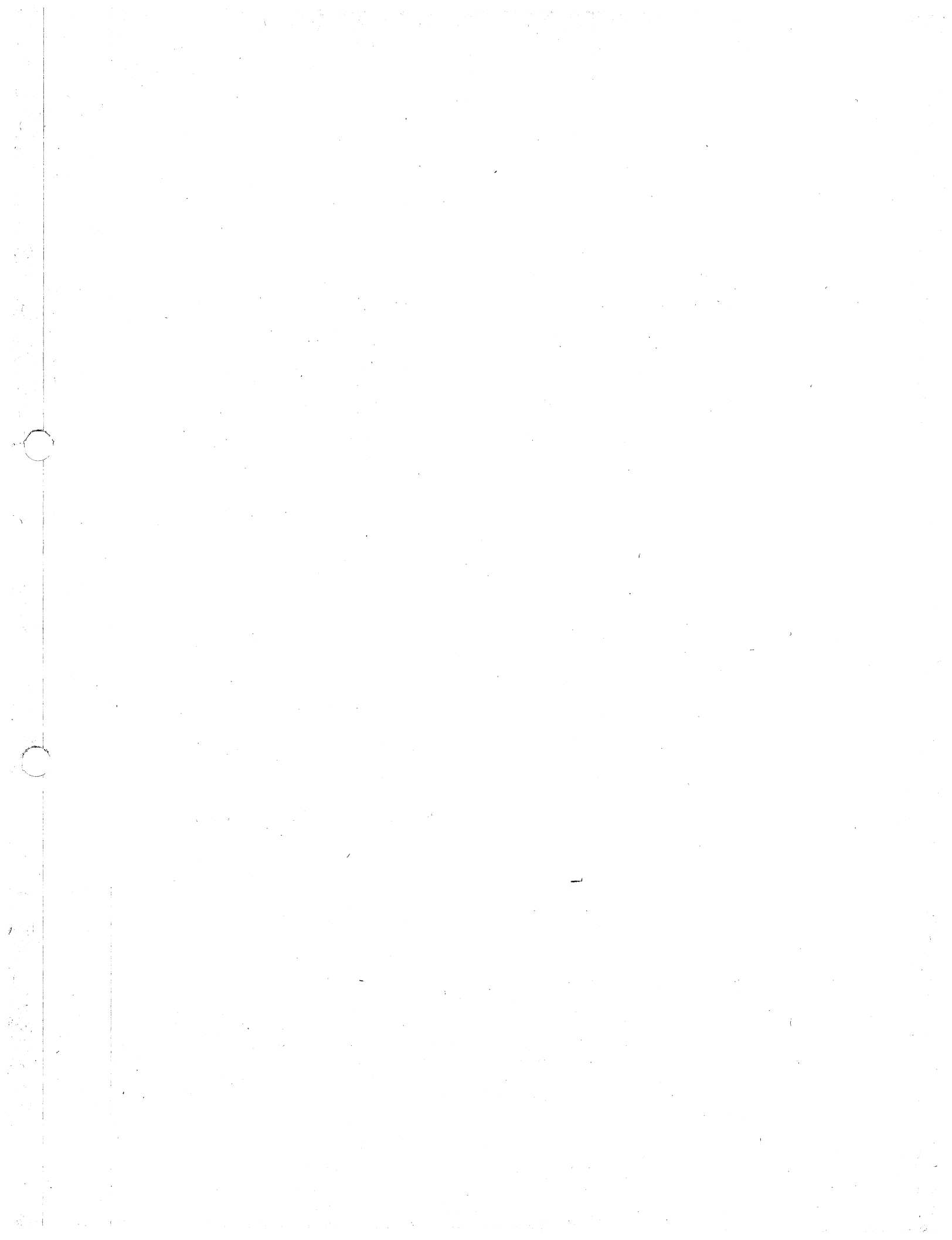
28 (f) The commission shall have power to expend, or to authorize the
29 expenditure of, funds appropriated to it or for its purposes by the party

30 States, but such expenditures shall at all times be within the terms of an
31 annual budget to be adopted by the commission, by resolution, in advance
32 of each fiscal period of the commission, which budget may be amended or
33 modified from time to time. Each of the party States reserves the right
34 to require such audit or audits as such State may from time to time con-
35 sider proper.

36 (g) The commission shall have such additional powers and duties as
37 may be provided by concurrent legislation hereafter adopted by the party
38 States.

39 (h) The commission shall have such additional powers, incidental to
40 the express powers granted to it by this compact, as may be necessary or
41 proper for the effective performance of its functions.

1 4. Co-operation and assistance of other agencies. To avoid duplication
2 of effort and in the interests of economy, the commission shall make use of
3 existing studies, surveys, plans, data and other materials in the possession
4 of the governmental agencies of the party States and their respective po-
5 litical subdivisions. Each such agency is hereby authorized to make such
6 materials available to the commission and otherwise to assist it in the per-
7 formance of its functions. At the request of the commission, each such
8 agency which is engaged in highway or other transportation activities or in
9 land use or development planning, or which is charged with the duty of
10 providing or regulating any transportation facility or any other public fa-
11 cility, is further authorized to provide the commission with information re-
12 garding its plans and programs affecting the compact region so that the
13 commission may have available to it current information with respect
14 thereto. The officers and personnel of such agencies, and of any other gov-
15 ernment or agency whatever, may serve at the request of the commission
16 upon such advisory committees as the commission shall determine to create;
17 and such officers and personnel may serve upon such committees without
18 forfeiture of office or employment and with no loss or diminution in the
19 status, rights and privileges which they otherwise enjoy.



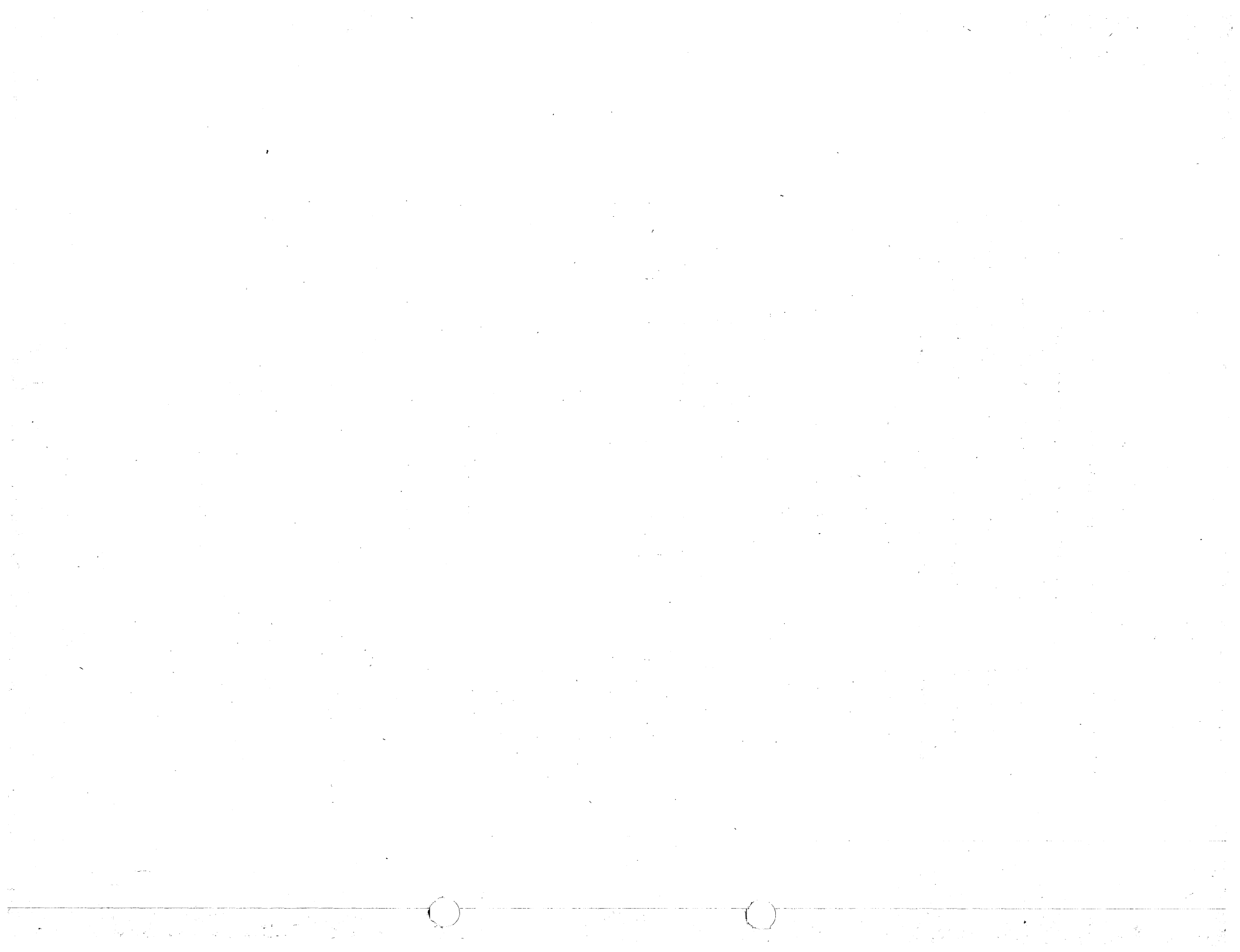
ARTICLE V

COMMISSION FINANCES AND REPORTS

1 1. Appropriations. Subject to the availability of funds appropriated
2 pursuant to the applicable laws of the respective party States, the cost and
3 expense of supporting, administering and operating the activities of the
4 commission shall be apportioned among the party States in the ratio of 10%
5 for the State of Connecticut, 45% for the State of New Jersey and 45% for
6 the State of New York; provided, however, that this apportionment shall
7 not apply to the contingent function of operating transportation facilities,
8 nor shall this apportionment apply to mass transportation demonstration
9 projects. In the case of the contingent function of operating transportation
10 facilities, all expenses for and related thereto, including the proportionate
11 share of the cost and expense of supporting, administering and operating
12 the commission which is equitably allocable thereto, shall be charged to
13 and paid for by the party States authorizing such contingent function by
14 supplemental concurrent legislation, such costs and expenses to be allocated
15 between such States as provided in such legislation. In the case of a mass
16 transportation demonstration project, all expenses for and related thereto,
17 but not inclusive of the cost and expense of supporting, administering and
18 operating the commission, and less any Federal aid or other contributions
19 received therefor, shall be for the account of the party State in which any
20 such project is conducted and shall be paid out of appropriations made
21 available by such party State.

1 2. Borrowing and expenditures. The commission may accept advances
2 from one or more of the party States or from the Federal Government; but
3 it may not otherwise borrow money nor may it issue notes or bonds. It
4 shall not incur any obligation in excess of the amounts appropriated or
5 otherwise available to it or for its purposes and each of its expenditures
6 shall be within the terms of the annual budget hereinbefore mentioned.

1 3. Immunity. The commission is declared to be an instrumentality of
2 the party States exercising a governmental function. It shall enjoy the sov-



3 ereign immunity of the party States and may not be sued in any court or
4 tribunal whatsoever; nor shall it have the power to pledge the credit of the
5 party States or any of them, or to impose any liability upon them, or any
6 one of them, directly or indirectly, either by tort, contract or otherwise.

1 4. Reports. The commission shall report annually to the Governors and
2 Legislatures of the party States with respect to its operations and finances
3 and shall provide such financial reports as shall be required from time to
4 time under the laws of the party States.

ARTICLE VI

MISCELLANEOUS

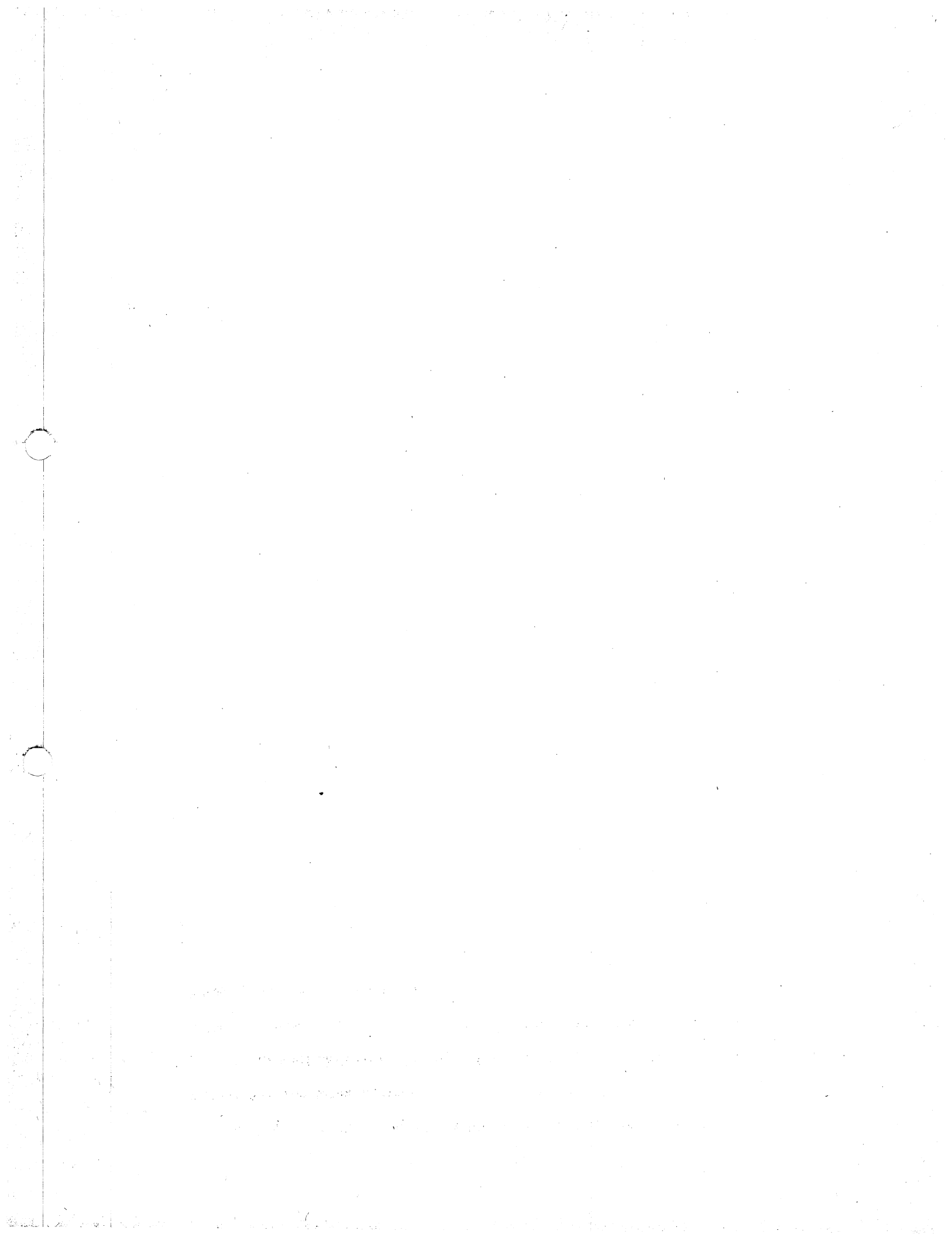
1 1. Duration of commission. The commission shall continue in existence
2 until March 1, 1969. Thereafter it shall continue until one of the party
3 States shall give notice, by legislation, of its intention to terminate this
4 compact on any date not earlier than 1 year subsequent to the enactment
5 of such legislation. On such date the participation of all party States shall
6 cease and this compact shall terminate.

1 2. Amendments. Amendments and supplements to this compact to im-
2 plement the purposes thereof may be adopted by concurrent legislation of
3 the party States.

1 3. Severability. If any part or provision of this compact or the appli-
2 cation thereof to any person or circumstance be adjudged invalid by any
3 court of competent jurisdiction, such judgment shall be confined in its op-
4 eration to the part, provision, or application directly involved in the con-
5 troversy in which such judgment shall have been rendered and shall not
6 affect or impair the validity of the remainder of this compact or the ap-
7 plication thereof to other persons or circumstances, and the party States
8 hereby declare that they would have entered into this compact or the re-
9 mainder thereof had the invalidity of such provision or application thereof
10 been apparent.

1 4. Short title. This compact shall be known and may be cited as the Tri-
2 State Transportation Compact.

1 2. This act shall take effect upon the enactment, on or before June 1,
2 1965, by each of the States of Connecticut and New York of legislation
3 having like effect as section 1 hereof.



APR 12 1964

Exhibit 10

New York Times

Federal Aid to Commuters

After slumbering for a year in the pigeon-holes of the House Rules Committee, the Senate-approved Federal program for aid to mass urban transportation is showing some signs of life. Proponents of the measure are now optimistic that they have the votes to pass a somewhat similar measure in the House.

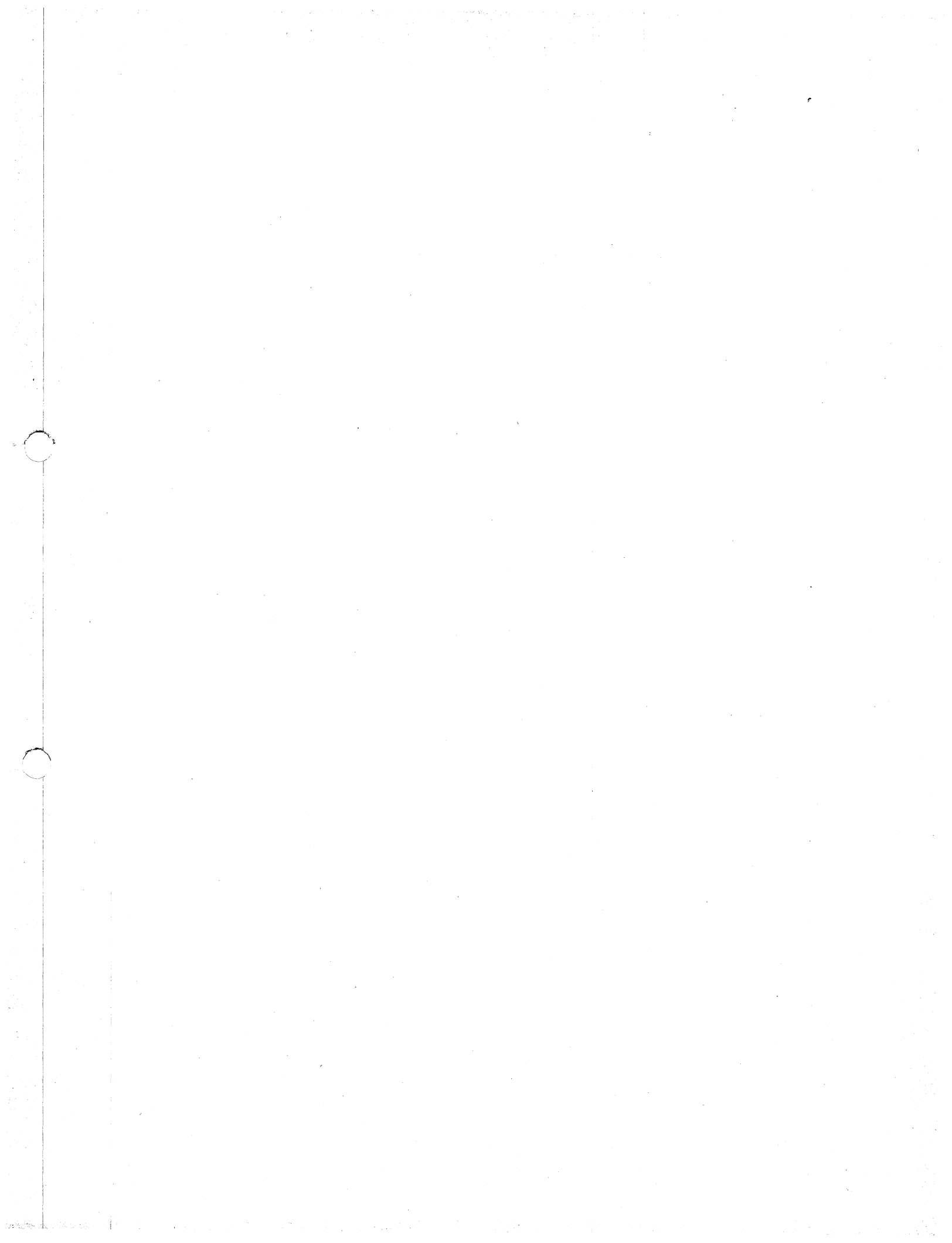
Every serious student of the problem recognizes that Federal aid is indispensable to any rational solution of the complex problems involved. Fifty-three of the nation's 213 metropolitan areas either border or cross over state lines, which complicates the financial difficulties with jurisdictional problems. In the tristate New York-New Jersey-Connecticut metropolitan region alone, the commuter railroads and the New York subway system are together piling up annual deficits of more than \$180,000,000 a year. How long can this go on?

Planning and engineering skills to remedy the mass transit problems are readily available. Needed now are Federal funds to energize them and suitable agencies to direct them. If the Federal Government can, as it does, spend some \$10 billion annually on highways, airports, river and harbor construction and similar measures, it should be able to provide the much smaller amounts requested for restoring the economic

health of a key element in our growing urban society.

The other major need in solving the mass transit problem is effective planning and direction. In the New York metropolitan area the only satisfactory way in sight is through granting to the Tri-State Transportation Committee, created in 1961 by the Governors of New York, New Jersey and Connecticut, the legal status it needs to work effectively with the Federal agencies involved. Even in its present informal state it is doing good work; but its value would be tremendously enhanced by transformation into a statutory agency.

The New York Legislature at its last session unanimously approved a tristate compact, designed to meet the objections raised a year ago when the New Jersey Legislature refused to ratify. Approval of the new compact by Connecticut next year seems probable. But in New Jersey a little group of Republican Senators has threatened it. A public hearing to be held in Trenton next week will, we hope, bring them to their senses.



THE COURIER-NEWS

A Member of the Gannett Group
Main Office:
201 Church St., Plainfield, N. J. (07061)

Wednesday, December 11, 1963

Failure to Act

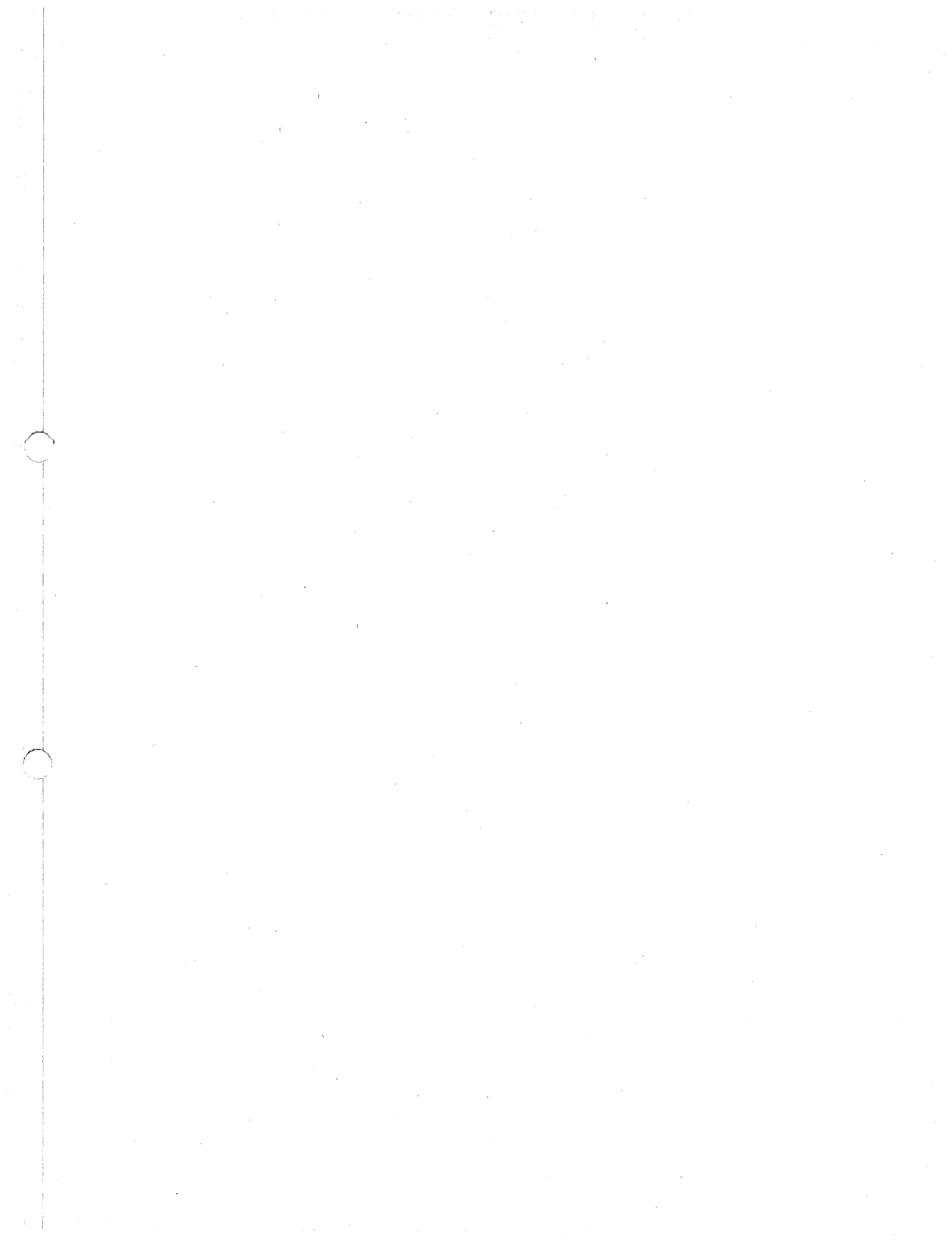
Refusal of the N.J. Legislature to act on the Tri-State Transportation Compact bill disappoints persons concerned about highway and railroad transportation in the New York Metropolitan area. Failure to act could make the state ineligible for federal funds in support of highway and railway transportation facilities. Failure to act in New Jersey will void the action already taken in the Legislature of New York and Connecticut. Failure to act has delayed the whole process of legal status for the tri-state committee established by the governors of the three states to carry on comprehensive, continuous transportation planning.

There is some speculation that the lack of enthusiasm for action on the bill in Trenton on Monday was due to the pre-announcement from the Governor's office in the previous week, that the Tri-State Transportation Compact would be passed. Refusal to act may have been smart politically, but it did nothing to help the transportation problem and has delayed the whole process of government on this subject for at least a year. That year could prove costly. The Governor was probably wrong in talking too soon; the Legislature was also wrong if their

refusal to act was purely a political move.

The opponents of regional planning may find some satisfaction in the Legislature's lack of action. But highways, railroads, airways and waterways transcend and cross municipal and state boundaries. Our pattern of national living today must forgo fierce local pride. Continuing study and cooperation among states and local communities today is a necessity, and federal financing is often a necessary consideration.

The statement by some legislators that there had been too little time to study the measure does not carry weight. The Tri-State Transportation Committee was set up by the Governors of New York, New Jersey and Connecticut in August, 1961. The New York Legislature voted the legal status of the committee last March. Connecticut approved the legislation in June. New Jersey's failure to act before Dec. 31 has now scrapped all of the previous effort and the whole legislative process must start over. Transportation planning has been slowed down by the N.J. Legislature when giving legal status to the Tri-State Transportation Commission might have speeded it.



THE BERGEN RECORD

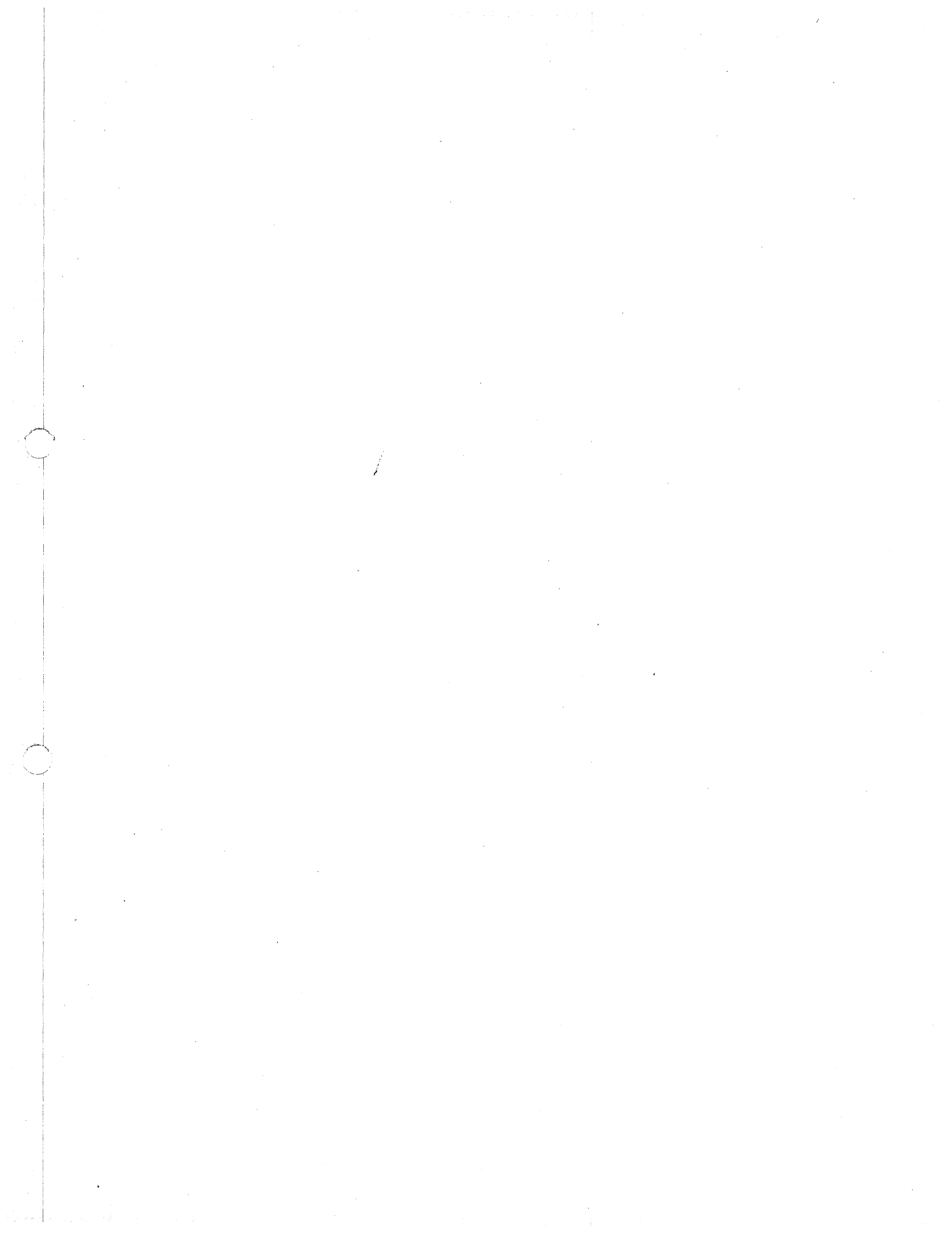
WEDNESDAY, DECEMBER 11, 1963

**Well, Bring On
Your Next Test!**

If the job the Legislature did on the Tri-state Transportation Committee is a sample of the constructive thinking the Republican leadership has promised us for 1964, take to the hills, men! For a variety of inadequate reasons the Republican caucus in the State Senate and the Republican minority in the Assembly repudiated the regional compact so frostily that it could not even be dragged out for the dignity of a public defeat by vote. So what? So, as Highway Commissioner Palmer warned the Legislature in his final appeal for this effort toward regional co-operation in meeting regional problems, companion measures adopted in Connecticut and New York will lapse December 31; the Connecticut Legislature will not reconvene until 1965; this means that at best there'll be a 2- or 3-year delay in any inter-State effort to deal with federal planning, urban, and road-building agencies; and this means millions and millions in aid we shall not ever get.

So that's that. Having enumerated Republican objections to the inter-State compact, Majority Leader Sandman (R., Cape May) acknowledged he's satisfied the bill contained safeguards enough to protect New Jersey's interests. And so the bill is dead. And Mr. Sandman is the statesman who has warned Republicans 1964 will be a test of their powers of constructive thinking.

Did some one say something about taking to the hills? Is it by coincidence that the influential and respected Asbury Park Evening Press is proposing to the Republican Party, which has lost three gubernatorial elections in a row, that it go up to Warren County and draft Senator Wayne Dumont Jr. for Governor next time around? Mr. Dumont has nothing much in common with what's called Republican leadership. That, besides his astonishing habit of talking sense, might suffice as sufficient reason to take seriously for once his candidacy. If what we've just seen is leadership, what's needed is something in sharp contrast. That's Dumont.



The Daily Journal

ELIZABETH, N. J.,
THURSDAY, DEC. 12, 1963

A Setback, Not A Disaster

The voiding of plans for a tri-state transportation compact is a disheartening blow to hopes for an early start on a master setup for the metropolitan area, but the delay is not necessarily fatal.

It is difficult to fault New Jersey's Legislature for its refusal to approve legal status for the commission established by the governors of New York, New Jersey and Connecticut. It was asked to act under pressure of a deadline and without time for proper consideration.

The blame, if any, attaches to those officials who could have had the legislation ready long before the Legislature's last session of the calendar year. New York approved the plan in March and Connecticut voted ratification in June.

If the plan had been submitted earlier under normal conditions, no doubt, with extra sessions, it could have been approved. But the legislators shied away from rushing it through under suspension of the rules as emergency legislation.

It is understandable that many of the lawmakers, both Republican and Democratic, felt there should be clarification of several questions before consent was given. For one thing, the bills passed by the other states pro-

vided for broad powers going far beyond planning.

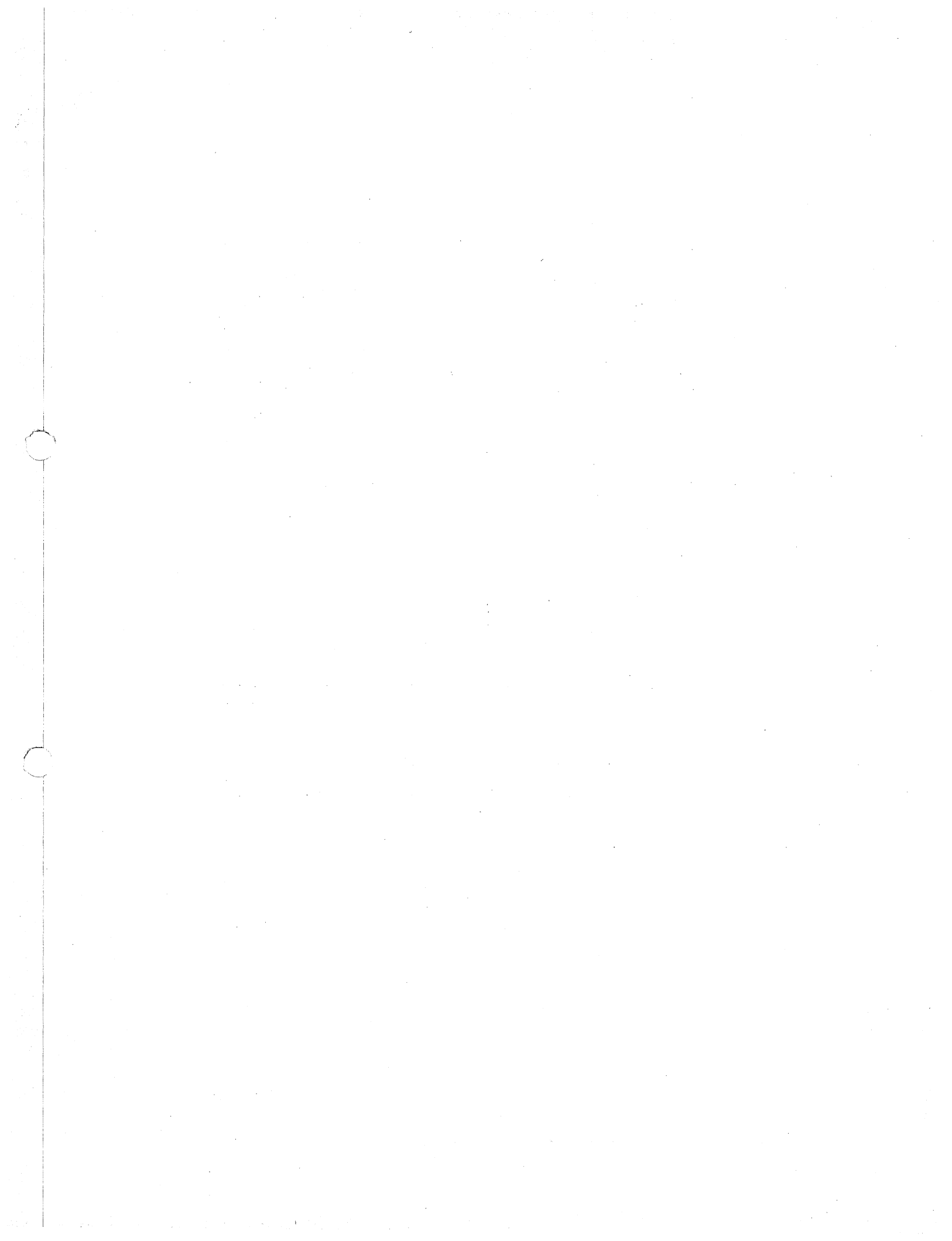
There also was a feeling that New York and New Jersey should have equal representation on the commission because they would share 90 per cent of the administrative costs. Because of a special seat given New York City, New York would have five votes to four each for New Jersey and Connecticut and three for the federal government.

Suspensions also were stirred by a provision committing New Jersey "to insure operation of any essential transportation facility within the region."

The legislators want to make certain there are adequate safeguards in the gubernatorial veto power and the requirement for legislative approval of major transportation projects.

Connecticut may or may not be willing to reconsider the plan in 1964. If it declines it can take up the matter early in 1965 before default on the pact would deprive the states of major federal funds for metropolitan area highways.

The delay is regrettable but it should not discourage efforts for a regional attack on transportation problems that will yield to no other approach.



Wednesday, December 11, 1963

Failure to Act

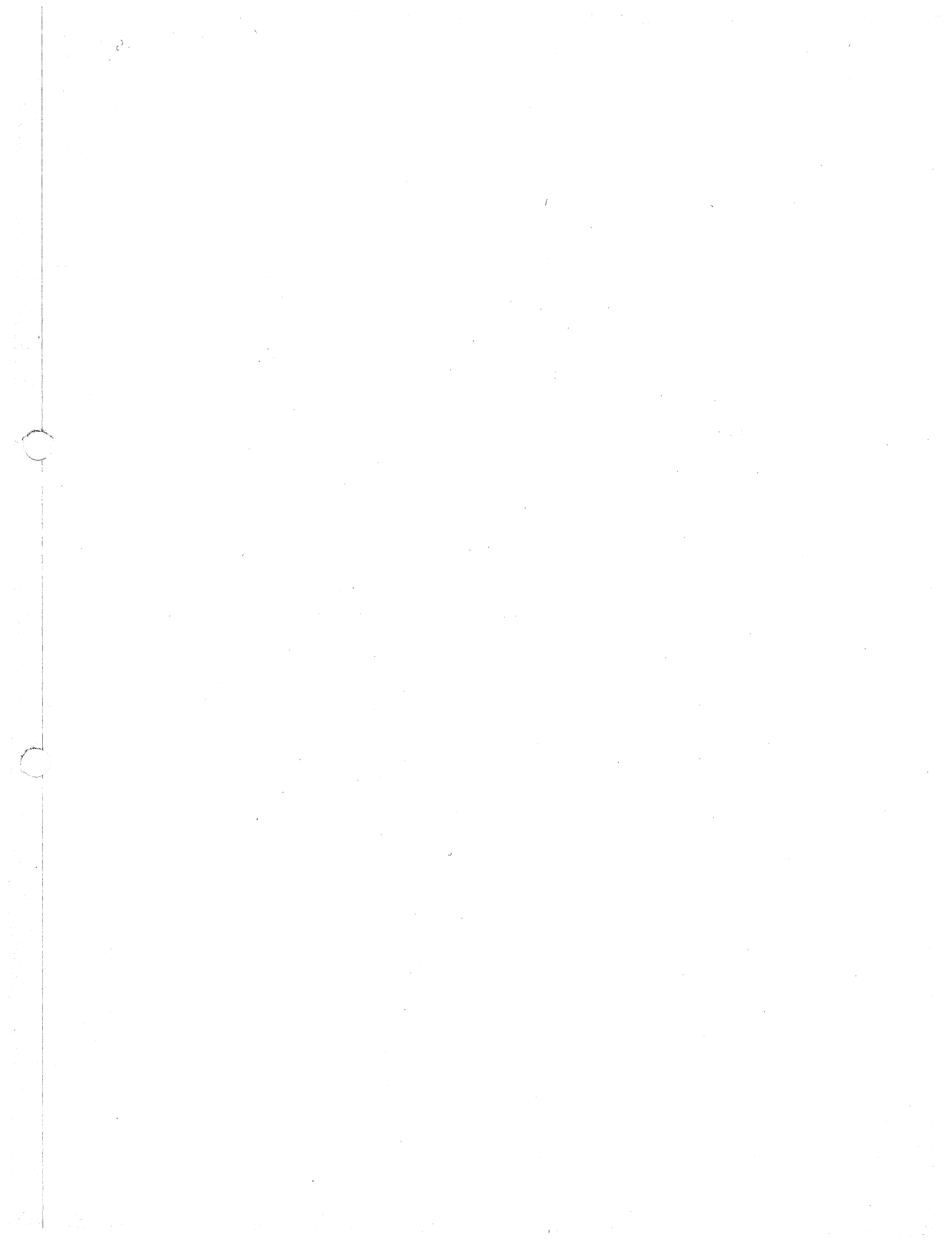
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The statement by some legislators that there had been too little time to study the measure does not carry weight. The Tri-State Transportation Committee was set up by the Governors of New York, New Jersey and Connecticut in August, 1961. The New York Legislature voted the legal status of the committee last March. Connecticut approved the legislation in June. New Jersey's failure to act before Dec. 31 has now scrapped all of the previous effort and the whole legislative process must start over. Transportation planning has been slowed down by the N.J. Legislature when giving legal status to the Tri-State Transportation Commission might have speeded it.



Wednesday, Dec. 11, 1963

Too Late For Study

The refusal of the Legislature to give legal status to the tri-state committee established by the governors of New Jersey, New York and Connecticut is not hard to understand. The compact proposed to empower the group to devise a master transportation plan for the New York metropolitan area.

But whatever surface virtues the compact might claim, there were many questions about the size of this state's involvement. And the legislators simply were not given enough answers, for the obvious reason that they were not given enough time. Handed the bill only last week on a take-it-or-leave-it basis, Republicans balked.

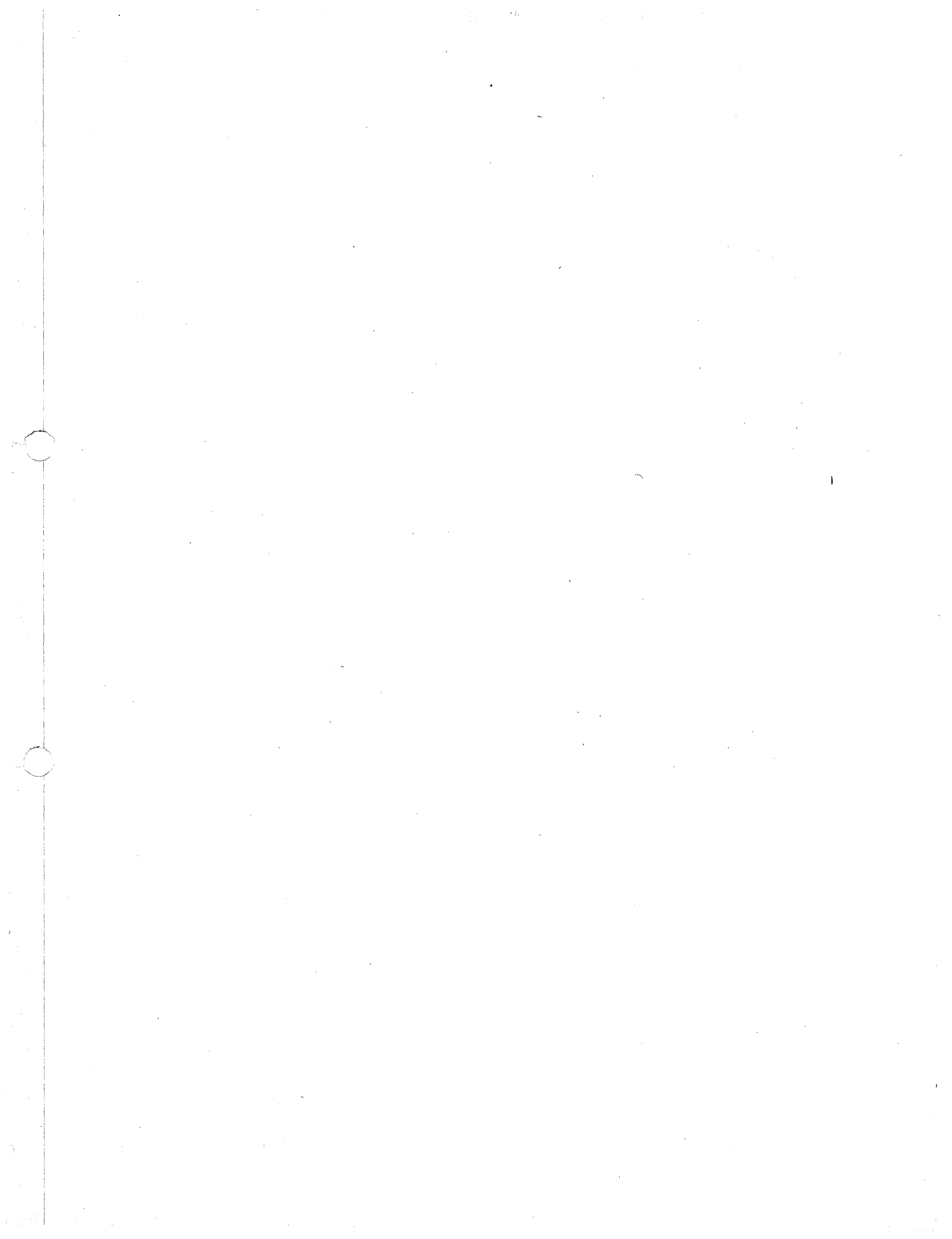
Their reservations were natural. On roll call votes, the three states would own equal representation, four apiece, but the setup was weighted in New York's favor because an extra seat on the group was assigned to New York City.

The GOP doubts were no less deepened by the cost of the operation. New Jersey and New York were to share 45 percent of the tab, with Connecticut paying only 10 percent. No time to haggle over terms.

There were other uncertainties. The commission apparently could go beyond its planning function. It would have authority to acquire and operate insolvent but necessary transport facilities. This could apply to the bankrupt New York, New Haven and Hartford Railroad.

Moreover, the men from Morris had some second thoughts. They were hesitant about handing the new group a lever to build a jetport in their county. Their misgivings were well-founded, because the proposed setup would give the Federal Aviation Agency and the Port of New York Authority the assignment of studying airports for the metropolitan area. And it has always been the Port Authority's determination that Morris is the proper place for one.

The legislators should have had time to examine all these provisions. The bill was never even introduced, but was put up for passage at a lame-duck session under suspension of the rules. Its importance is unquestioned. For that very reason it deserved the fullest deliberation it should have had long ago.



THE NEW YORK TIMES

Wednesday, December 11, 1963

Petty Politics in New Jersey

The deplorable shortsightedness of New Jersey officialdom, without regard to party, has resulted in a serious setback to the best hope for coping with the critical transportation problems of the metropolitan area.

Refusal of the New Jersey Legislature to grant the Tri-State Transportation Committee legal status is bad news for commuters, and for all who use the area's overtaxed transportation facilities. Created in 1961 by executive agreement among the Governors of New York, New Jersey and Connecticut, the committee already had made a record of solid accomplishment in a field of complex governmental and community relationships.

New Jersey's inexcusable failure to act negates the moves taken earlier this year by the New York and Connecticut Legislatures to grant statutory authority to the committee, as demanded by the Federal Housing and Home Finance Agency, one of its chief sources of income. Governor Hughes—who must bear a major part of the responsibility for his delay in submitting the legislation until it required a three-quarters vote as an emergency measure—says that the committee will thus lose hundreds of thousands of dollars in Federal funds.

The Republican caucus that refused to permit the bill to come to a vote in the Senate, and the Democratic-controlled Assembly must also shoulder heavy blame for the defeat of the bill.

Most serious of all, failure to establish the Tri-State Transportation Committee as the official planning agency on regional transportation and related matters ignores the clear mandate of the Federal Highway Act of 1962, which provides that after July 1, 1965, Federal highway funds will be cut off from all metropolitan areas that have not established a continuing, comprehensive planning process. That is a high price to pay for petty politics in New Jersey.

Governor Hughes predicted yesterday that New Jersey would pass the bill next year, and that New York and Connecticut would re-enact the measure. We hope that he is a good prophet; but there is no excuse for the bipartisan bungling that led to the defeat of a compact that had been carefully worked out by the Attorneys General of the three states, representatives of the three Governors and the Federal Bureau of Public Roads.

NEW YORK HERALD TRIBUNE

Wednesday, December 11, 1963

Tri-State Co-operation Must Go Ahead

The refusal of the New Jersey Legislature to join at once with New York, Connecticut and the Federal government on a regional transportation planning compact is discouraging.

But the great ideas for co-operation have always proceeded slowly. The Port Authority, back in 1921, was also born only after prolonged argument, and it took long to develop. And the PA treaty involved only two states.

The present legislation creating the Tri-State Transportation Commission, which required only New Jersey's ratification, is of course dead. All states had to approve before the end of 1963, and here New Jersey balked at emergency action that needed more votes than a favorable majority could muster.

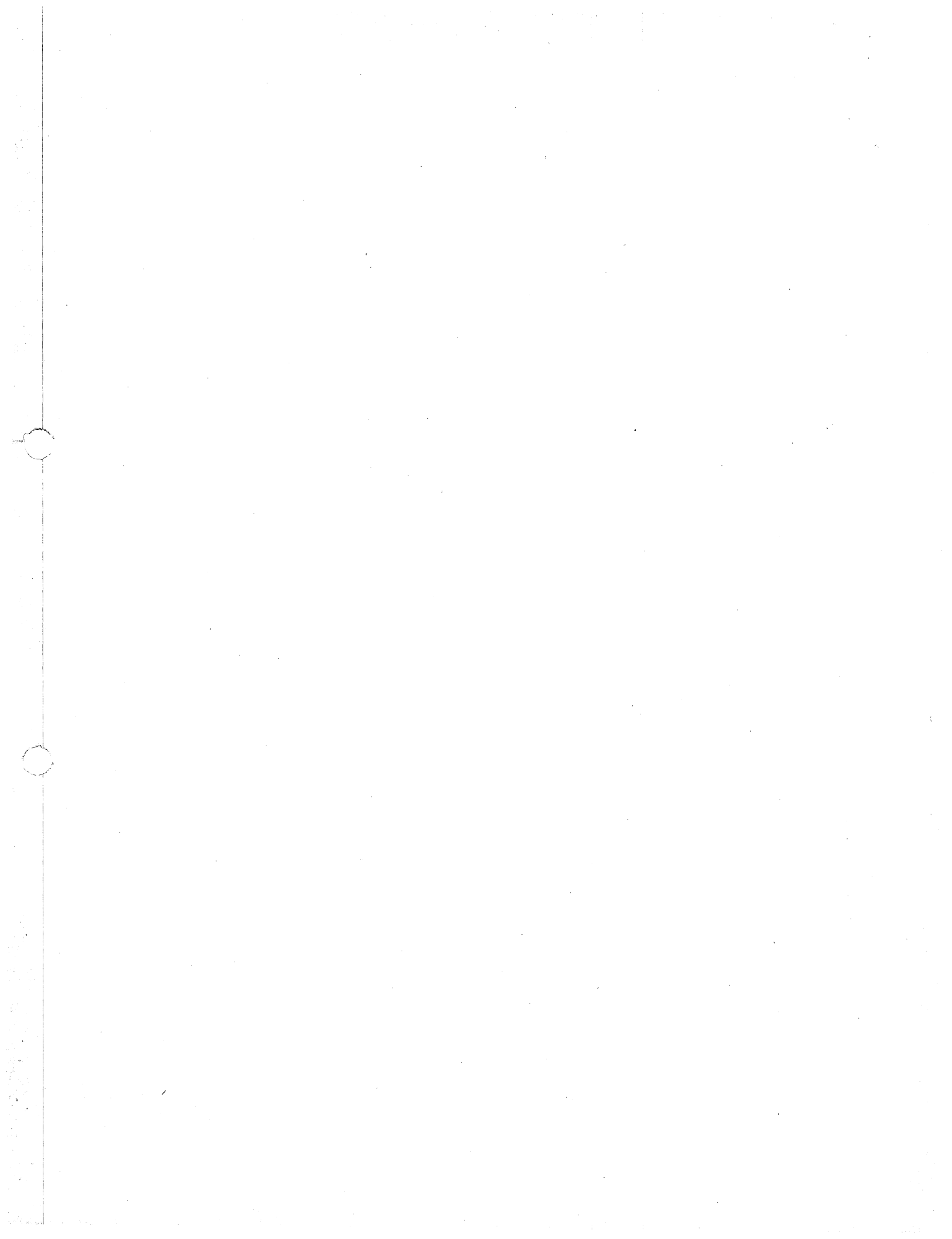
The concept behind the tri-state commission is, however, very much alive. The necessity for co-operation in planning, for finding regional solutions, for creating an effective agency to receive Federal aid otherwise about to be lost, is more urgent than ever.

Now the three states will have to begin over again. But the spadework

has been done. If modifications are required, surely a common ground of acceptance can be found. If New Jersey genuinely fears being hornswoggled by New York City, or that it might have to help rescue the New Haven Railroad, or be inflicted with an undesirable jetport, let the lawmakers across the Hudson relax. For this proposed commission would not be a government in itself; it could operate, say in the extreme case of taking over a railroad, only by the consent of all three states. In short, this politically responsible agency would be exactly what the participants choose to make it.

Of course there are complex relationships between all the various governments, and none is more vexing in our metropolitan area than that of transportation. It is not enough just to talk about the virtues of planning and co-operation. This calls for actual performance.

The momentary setback in New Jersey, while discouraging, can be taken only as an imperative challenge for quick action. We have seen over the years how states can co-operate. Now let that fine spirit, spurred by necessity, take charge.



New York
Journal of American

SUNDAY, DECEMBER 15, 1963

Let's Get Together

A MASTER PLAN is needed to keep the Metropolitan area from being strangled by ever-increasing commuter traffic. This was to have been drawn up by the Tri-State Transportation Commission.

But New Jersey has refused to pass a bill—already passed by New York and Connecticut—that would create the commission.

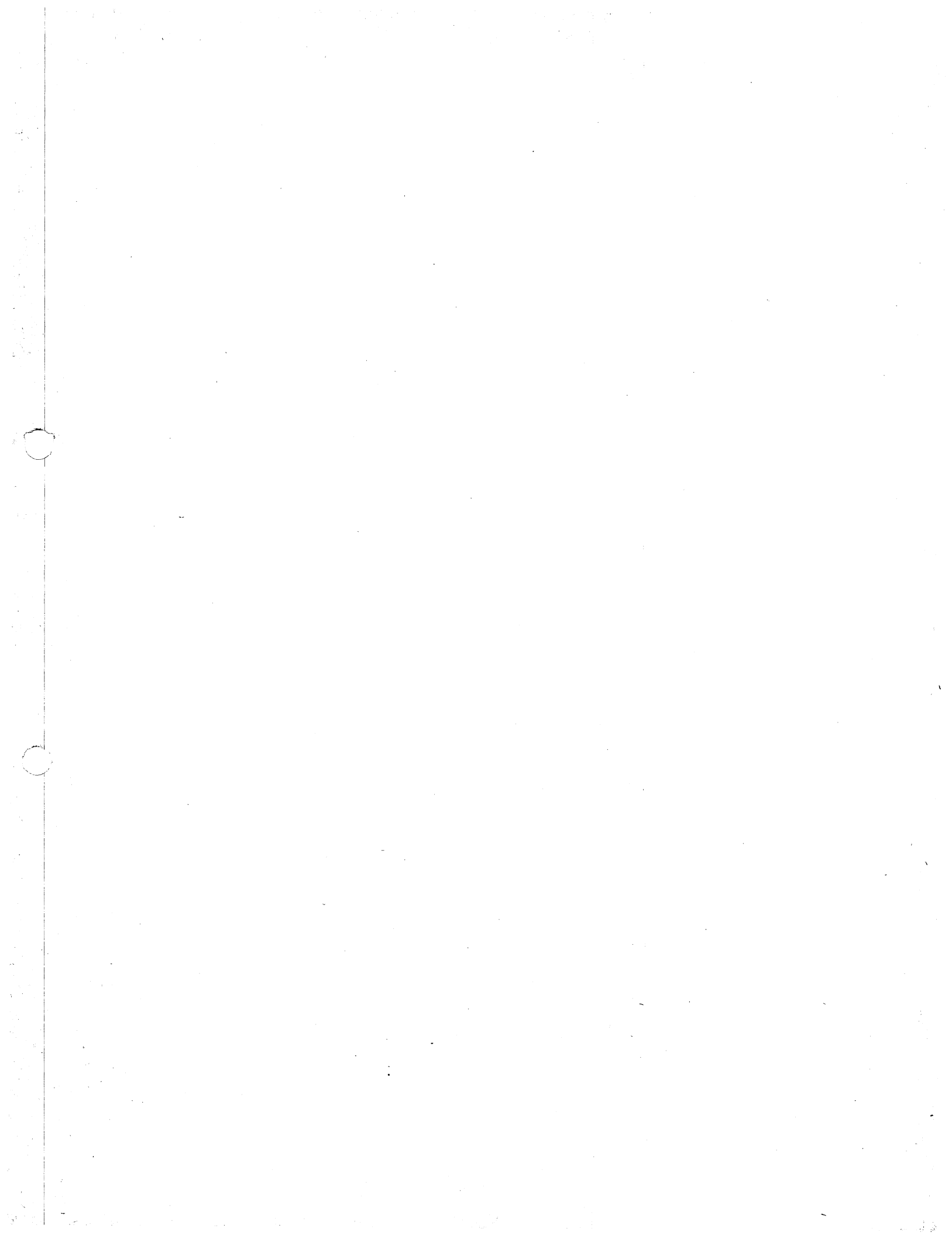
At present, it is only a committee. The earliest it can become a commission, with powers to coordinate transportation and even run insolvent rail and air facilities, is 1965.

If, that is, the identical bills passed by New York and Connecticut are rewritten "to protect" New Jersey's interests.

The delay means a loss of hundreds of thousands of dollars in Federal funds and a critical loss of time.

Ironically, New Jersey is the state which will be hardest hit by inadequate transportation for its growing suburban population.

We urge the three states to iron out their differences. The Tri-State Transportation Commission is an utter necessity.



NEW YORK WORLD TELEGRAM AND SUN
Thursday, December 12, 1963

To the Three Governors

Another try must be made at once to create a commission with authority and power to solve the metropolitan area's mushrooming transportation problems.

And New Jersey's Gov. Hughes should lead the way.

He carries most of the blame in the failure Monday of the New Jersey legislature to approve an interstate agreement on transportation.

The Tri-State Transportation Committee was set up in 1961. It was told to study ways of making life more bearable for commuters.

During the past year, legislation in New York and Connecticut was passed to make this committee a permanent commission.

As such it would do more than just study — it would have the power to take action. It would be able to make contracts, dicker with the federal government for funds, formulate and oversee a coordinated master plan.

Connecticut's legislation was passed only after Gov. Dempsey bargained with Republicans and after a promise was made

that New Jersey would also approve before the end of the year.

The Connecticut and New York bills are void because New Jersey did not keep that promise.

The Connecticut legislature doesn't meet until 1965. Gov. Dempsey, understandably, is unwilling to convene a special session.

Why should he when New Jersey might foolishly repeat this week's performance?

New Jersey must act first. Gov. Hughes should resubmit the legislation early next year and this time make sure it is passed.

In expectation that New Jersey legislators will this time see the urgent need for the tri-state commission and so as not to delay its creation any further, Gov. Rockefeller should resubmit the bill early in the New York session.

And, in Connecticut, as soon as New Jersey passes the bill, Gov. Dempsey should consider going to the expense of calling a special session. He is the one who has already gone to the most trouble for the commission; he's also the one who will now be penalized the most.

Without the tri-state commission, the road jams and rail delays can only grow worse.

All three states will suffer.

It's worth the trouble and expense of starting again—at once.



NEW YORK WORLD TELEGRAM & SUN

Saturday, December 7, 1963

The Transportation Crisis

New York needs a good, over-all strategy to meet the mushrooming transportation crisis.

This sounds so elementary. But up to now it has never been properly done.

Allan Keller, with two dramatic articles in the World-Telegram this week, pointed to the immense dangers of not planning ahead properly.

The city is already suffering from the clogged highways, delayed trains and piled-up air traffic that are the direct results of a lack of forward-looking planning in the past.

What's to be done about the future?

In the absence of federal guidance, the city must fashion its own course and city officials must alter their hodge-podge theories about the city's growth.

Fortunately, we have in this area an organization called the Tri-State Transportation Committee.

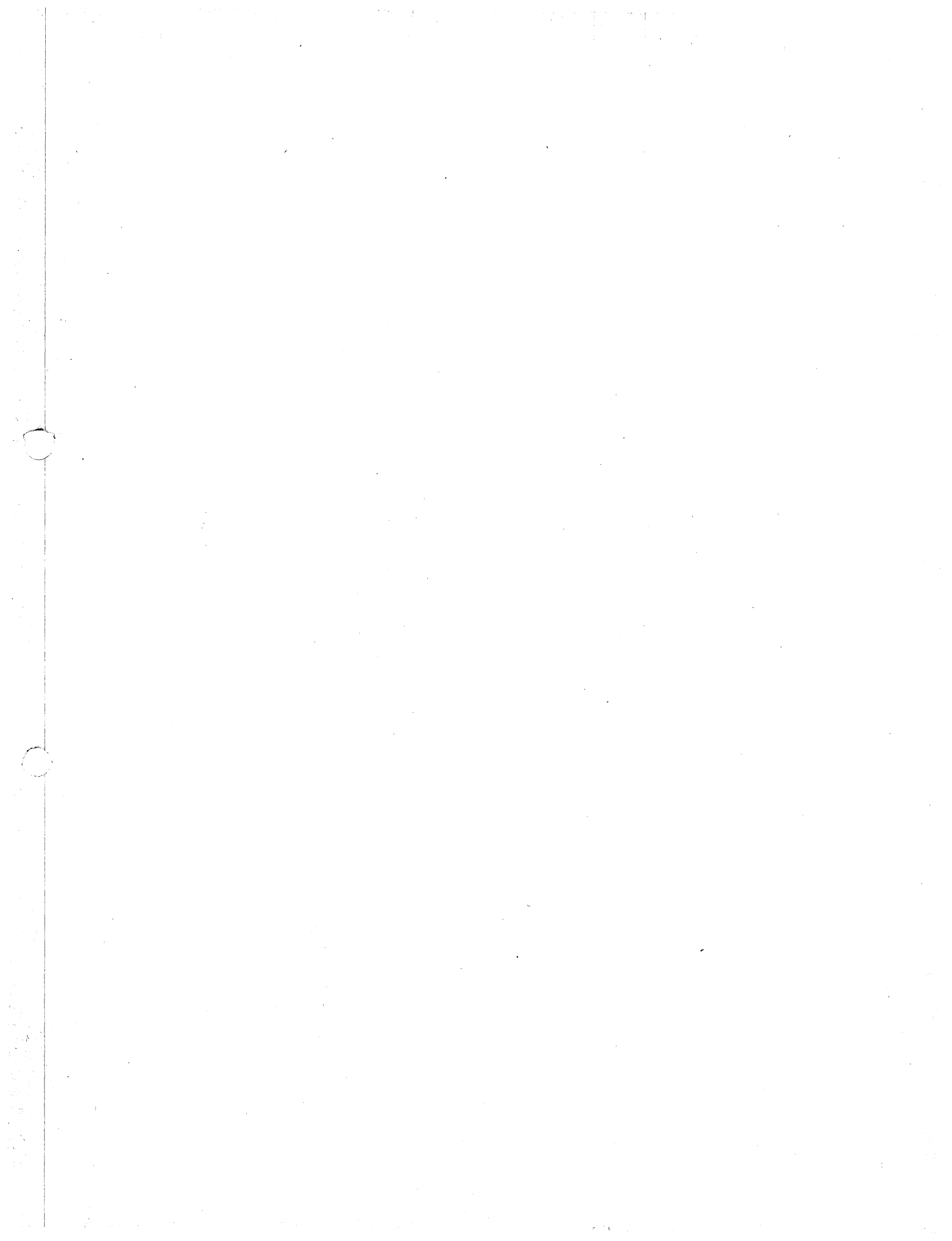
This is a semi-governmental agency financed by public money, set up by the governors of the three states involved in this metropolitan cluster.

Its job is unique in the nation: to search for the best ways to solve the problems of the city's future. To do this it has to do research and planning of a vast and complex sort never considered before.

By 1965, the study will be complete.

And perhaps, at that time, there will be a hint of a solution to the transportation chaos around us.

It's obvious that long-range planning is essential. That someone is doing it is heartening.



Long Island Press

DECEMBER 12, 1963

Who Needs New Jersey?

NEW JERSEY has put a two-year damper on a tri-state transportation commission. Its legislature adjourned without taking any action on the bill which had been adopted in New York and Connecticut on the contingency that New Jersey would pass it too.

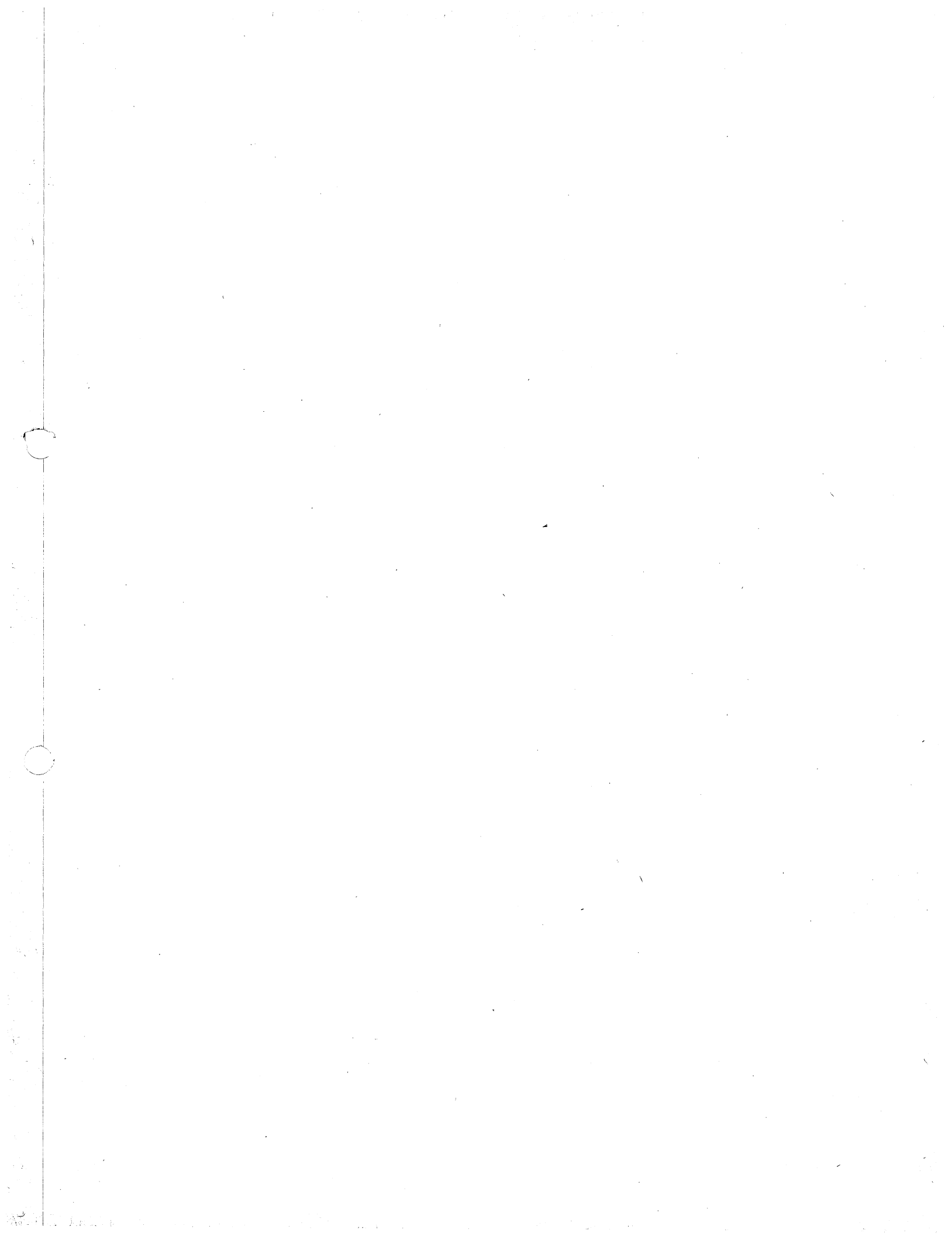
Governor Richard J. Hughes predicts the legislature will approve creation of a commission next time. We hope he's right, but let's not count on it.

Why, indeed, even wait for New Jersey? Who needs New Jersey?

New York and Connecticut should move to set up a compact of their own. Both are strongly for the idea. Therefore, rather than adopt the old bill all over again, we think New York and Connecticut legislatures should pass a new measure calling for a bi-state commission, with provision for Jersey to come in when it wakes up. Meanwhile, the two states could go full steam ahead. Such a bi-state lever might be just the thing to get Jersey moving.

With either two states or three, a metropolitan-area transportation setup offers real promise. Such an agency could command more attention before the federal agencies which deal out funds for transportation projects. As an independent agency, not subject to a skein of other bureaus in the separate states, it could acquire, operate or build transportation systems, not just study them.

New Jersey shouldn't be let to exercise a veto power over a plan of such promise. Let the two states who like the idea get going.



BRIDGEPORT POST

Jersey Vetoes Compact

The New Jersey legislature has dealt a sharp blow to the tri-state transportation compact, when it adjourned until January 14 without taking action on the proposal that would have linked the state with New York and Connecticut in an effort, among other things, to save the ailing New Haven Railroad.

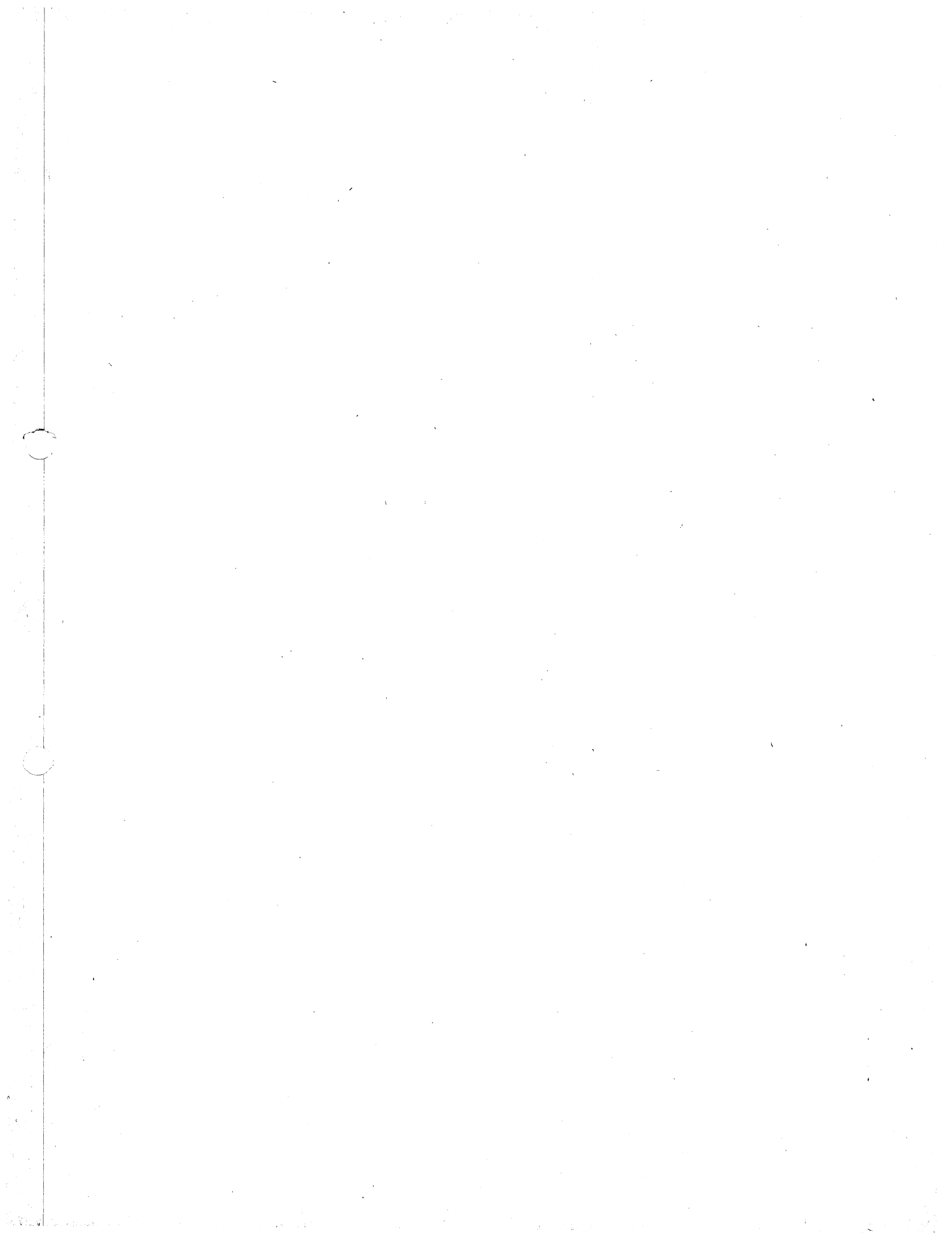
The agreement was approved last March by New York and by Connecticut in June. There is some hope being expressed, and even more than hope, that New Jersey will, however, act favorably on the plan next year. But agreement between the three states because of the dates of their sessions, could not be effective in any case until 1965.

The idea behind the transportation agreement was to give the three states authority to receive and spend local, state or federal funds for complete study of transportation needs in the metropolitan area. It originated in a move by former Governor Meyner of New Jersey, Governor Rockefeller of New York and our Governor Dempsey.

Connecticut's major interest was, and is, the New Haven. New Jersey has had the feeling that some of its funds might go to help a railroad in this state, when its principal interests are in New Jersey and New York. The decision not to act on a measure introduced as emergency legislation in New Jersey is a step backward in a sound effort to seek a solution to broad transportation problems in the area, not merely to find a way to aid the stricken New Haven.

Governor Dempsey, quite naturally, is disappointed. He had been most anxious to get the minds of the three states working on a solution of the problem which involves three, not merely one or two, states.

That does not mean that Connecticut officials will stop thinking and probing. Other methods will be in operation at once, for if there is one thing the state's executives are interested in, it is the saving of the road, most vital to Connecticut's economy.



HARTFORD COURANT
December 12, 1963

New Jersey Delays the Regional Transit Plan

Hartford Courant 12/12

It is natural that regional problems should appear on the scene before regional thinking has had time to catch up with them. New Jersey legislators are not satisfied that the three-state transportation plan for traffic centering on New York City is in that state's best interest. Connecticut and New York legislators have given their approval to the tri-state pact. The failure of the New Jersey bill providing for the final step in giving legal status to the committee is a disappointment. It may delay the program until 1965.

A regional transportation plan is needed to coordinate railroads, highways, and airports. It can be made effective only if the committee in charge has real power. Services must be arranged to meet overall needs. If each state or community starts figuring how much it will gain or lose by every step, a general plan will be impossible.

New Jersey legislators were reported to be concerned over the possibility that the committee would take over the New Haven Railroad. This does not serve New Jersey, so why should New Jersey get involved? It might be pointed out that New Jersey's welfare depends upon the health of the whole region and cannot be separated from it in every step taken to improve the region.

Connecticut has agreed to put up 10 per cent of the tri-state committee's budget, with the other two states sharing 90 per cent equally. This state put a roadblock in the committee's way by requiring in its law that approval of the others must be given by December 31. The New Jersey Legislature will not meet again until January 14. Unless Connecticut calls a special session on the issue, no action will be possible until the 1965 regular session. The pact is now farther from realization than it was before. New Jersey's short-sightedness may delay but will not block regional transportation control. The necessity for it becomes more manifest every day.

Wednesday, December 11, 1963

THE EDITOR'S OPINION

A moving problem

A tri-state compact to deal with mass transit problems on a regional basis has been sidetracked in Trenton.

And it may be at least a year before the transit program really gets moving again. By failing to pass the Legislature, the proposal will die for the year, voiding similar legislation passed by New York and Connecticut law-making bodies.

The Jersey Legislature has adjourned for the year and won't return until Jan. 14. This means that the legislatures of the three states will have to go through the same thing all over again, possibly with modifications that are being considered by Jersey legislators.

* * *

THE DELAY on this vital proposal is extremely unfortunate, particularly in view of the reasons advanced for the failure to pass in N.J. Legislature.

One of the reasons given by the Republicans for their opposition was that Gov. Hughes had submitted the bill only a week ago for study. Another was that some legislators had reservations about certain phases of the transit compact.

These reasons would have validity if the legislation was suddenly dropped in the laps of the legislators. Permissive legislation creating the transit compact was passed early this year by New York and Connecticut, and Jersey lawmakers could have studied these bills.

There were no last-minute surprises in the bill submitted by the governor.

* * *

THE BILL approving the compact does not make any commitments on New Jersey or the other participating member states beyond the planning stage. This is one of the objections raised by legislators who opposed passage of the compact bill.

Regional transit planning has become a must under federal concept, an enlightened method for dealing with a problem that has been paralyzing movement of large numbers of people daily in the nation's urban centers.

New Jersey no longer can stand alone in dealing with this problem. There is a definite inter-dependence among the three states in solving this nagging, frustrating situation.

IT IS SIGNIFICANT that the federal government is making regional planning a requisite for aid, with the deadline set for 1965. Highway Commissioner Dwight R. G. Palmer, in appealing for passage of the compact bill, said New Jersey would not be eligible for U.S. aid unless it participates in an integrated, regional transit planning program.

Some GOP legislators are concerned about the cost arrangement, a formula that has New Jersey and New York assessed 45 per cent each and Connecticut 10 per cent. But this does not cover mass transportation facilities or demonstration projects. It is restricted to planning.

In addition, there are safeguards available beyond this point. The compact provides for gubernatorial veto and for legislative approval to operate any major transportation facility.

* * *

THIS ALSO would cover another objection raised by Republicans in the Legislature . . . the possibility that the compact would authorize the tri-state commission to go into the airport business. The fear here is that Morris County might be selected as an airport, as it was by the Port of New York Authority. This obviously is a groundless fear, because of the safeguards.

If New Jersey is to expand and develop, it must look beyond its own state-lines, particularly in the transit field. It must plan on a tri-state basis for the orderly movement of thousands of its residents who work in other states. And it must be prepared to do this with federal assistance, since the problem is primarily regional in nature and must be dealt with in that manner.

