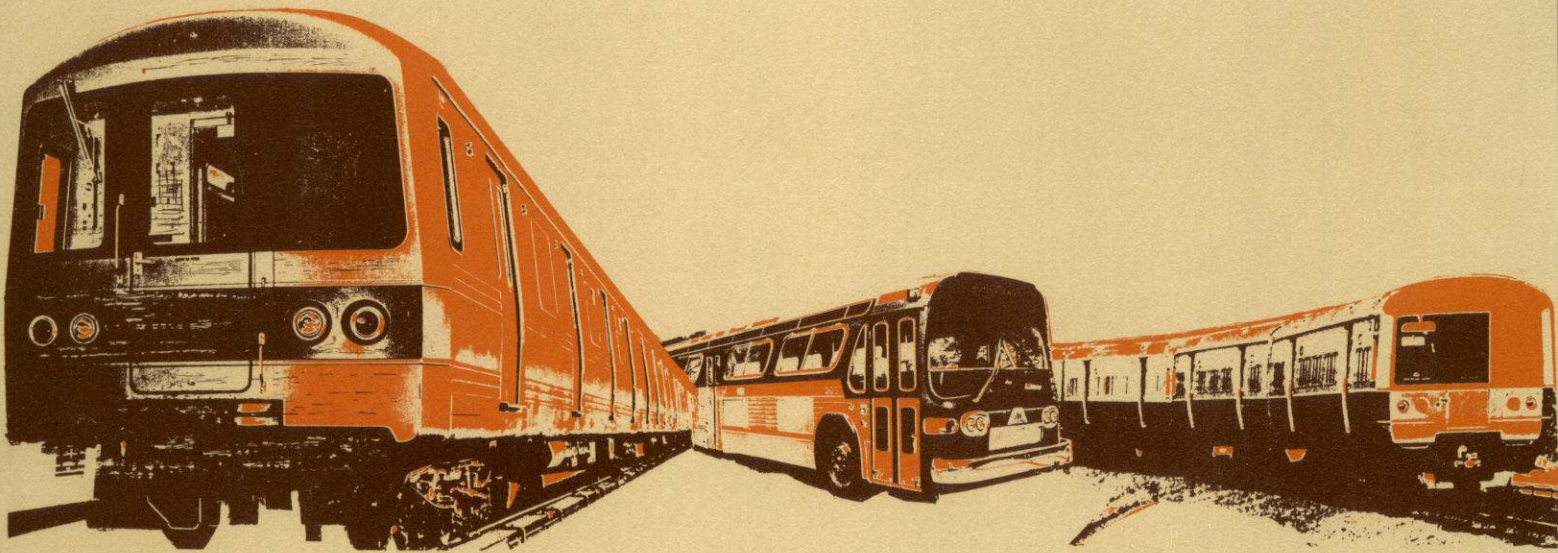


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REGIONAL TRANSIT 1990

the revised and updated regional plan and program



Tri-State Regional Planning Commission

CONNECTICUT • NEW JERSEY • NEW YORK



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THE TRI-STATE REGIONAL PLANNING COMMISSION...

...is an interstate agency that defines and seeks solutions to immediate and long-range problems in the development of land, housing, transportation and other public facilities in the New York metropolitan region covering 21 counties in New York and New Jersey and six planning regions in southwest Connecticut.

Established by legislative action of the states of Connecticut, New Jersey and New York in 1971, the Commission succeeds the Tri-State Transportation Commission formed by the legislatures of these states in 1965.

Designated by the federal government as the official planning agency for the Tri-State Region, the Commission is also a central supporting resource for subregional and local planning. It provides assistance in solving problems that spread beyond local jurisdictional control. It also encourages coordination among all agencies charged with an interest in planning or providing transportation and other federally aided facilities within the Tri-State Region.

The three states and the federal government finance the work of the Commission. Federal funds come from highway and mass-transportation planning and testing grants provided by the Department of Transportation, and also from planning grants provided by the Department of Housing and Urban Development.

Commissioners representing the three states are appointed by the governors in accordance with the laws of their respective states. Federal representatives are appointed by the appropriate officer holding such authority within the Executive Branch.

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Charles J. Urstadt, Vice-Chairman, Commissioner, Division of Housing and Community Renewal, State of New York

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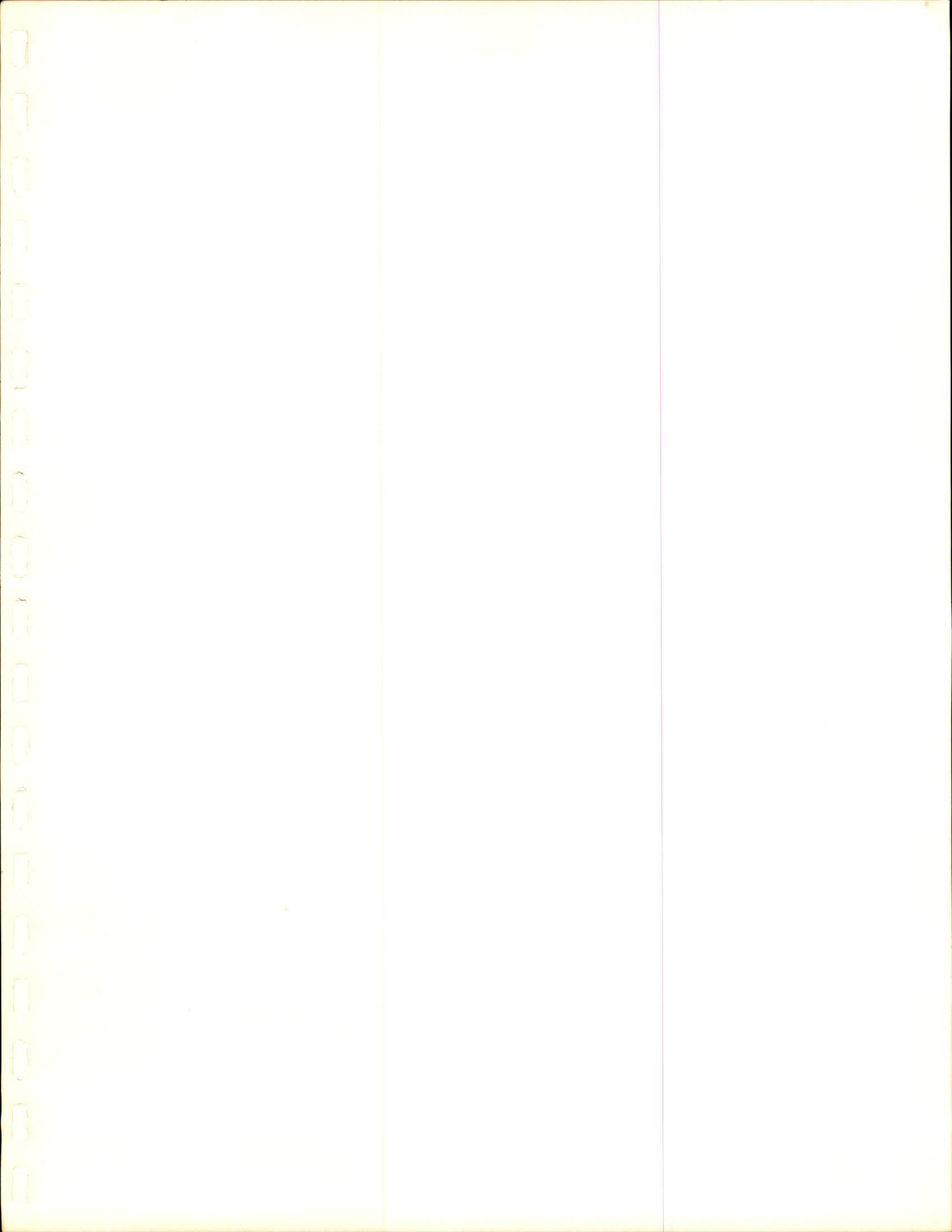
**TRI-STATE REGIONAL PLANNING COMMISSION
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REGIONAL TRANSIT 1990

FOREWORD

The public transportation plan that follows represents the second refinement and updating of the mass-transit portion of *Tri-State Transportation 1985: an interim plan*, published by this Commission in May 1966. The first updating, in October 1968, detailed many of the plan elements, particularly those that were described as sets of alternatives in the original plan. This second revision brings the transit plan into a more intimate relationship with the Commission's comprehensive Regional Development Guide, integrating transit planning with land-development and social objectives.



REGIONAL TRANSIT 1990

The regional transit network, somewhat neglected in recent years, is gaining increased attention as an instrument for attaining widely held social, environmental and land-development objectives.

The network's primary function within the overall metropolitan transportation strategy is to bring great quantities of people together into densely developed business centers in a relatively short time. The economic well being of these business centers – the Manhattan central business district, downtown Brooklyn and Newark, in particular – is vitally related to the continued operation and improvement of the public-transportation network. And the Region's overall economic health as well as its land-development goals require that these central business districts remain important concentrated centers.

The regional transit network's secondary, and perhaps more difficult task, is to provide supplementary transportation throughout the Region for those persons without access to auto transportation. Many individuals, because of age, health or income, have no autos and would be further disadvantaged if no public transportation were readily available. The increasing distance between jobs and residences has also reduced the relative opportunities for autoless citizens, even those living in dense areas with good transit service. While no public-transportation plan can claim to equalize opportunities within the Region, certain changes and improvements are proposed that will reduce significantly some of the difficulty and inconvenience associated with nonbusiness district transit travel. Some of these improvements can also be expected to diminish, but by no means eliminate, the ever-growing demand for auto travel and the resultant pressure for new expressways.

REGIONAL TRANSIT PLANNING GOALS AND OBJECTIVES

Two basic planning goals are derived from an analysis of the public-transportation, and overall, planning goals:

1. To strengthen and maintain the economic viability of the Manhattan central business district and other dense centers.
2. To provide a reasonable alternative to the automobile for travel outside the Manhattan central business district.

These goals, in turn, lead to a set of ten specific planning objectives that guide the orderly development of the regional transit plan. These goals and objectives and their relationship to regional goals are shown below. The regional goals are fully treated in a separate publication, *Regional Development Guide*, October 1968.

PUBLIC TRANSPORTATION GOALS AND OBJECTIVES RELATED TO ONE ANOTHER AND TO REGIONAL DEVELOPMENT GOALS

PUBLIC TRANSPORTATION PLANNING GOALS	REGIONAL DEVELOPMENT GUIDE GOALS			PUBLIC TRANSPORTATION PLANNING GOALS	
	Smoother Performance	Wider Opportunities	Richer Environment	Strengthen CBD	Alternative To Auto
1. Strengthen and maintain economic viability of Manhattan central business district and other dense centers	◆◆◆◆	◆◆◆	◆◆	—	—
2. Provide reasonable alternative to auto for non-business district travel	◆◆◆	◆◆◆◆	◆◆◆◆	—	—
PUBLIC TRANSPORTATION PLANNING OBJECTIVES					
1. Preservation and stabilization of all vital existing operations	◆◆◆◆	◆◆	◆	◆◆◆◆	◆◆◆◆
2. All physical apparatus in good working order; safe, efficient and reliable operation	◆◆◆◆	◆◆	◆	◆◆◆◆	◆◆◆◆
3. Enough space for a decent level of comfort in rush hours	◆◆◆◆	◆	◆◆◆◆	◆◆◆◆	◆
4. Fastest feasible travel time to central business districts, even from edge of Region	◆◆◆	◆◆◆◆	◆◆	◆◆◆◆	◆
5. Rail service and local bus service to all areas of sufficient density	◆◆◆	◆◆◆◆	◆◆	◆◆	◆◆◆◆
6. Eliminate excessive physical effort, time and inconvenience at central business-district stations	◆◆◆	◆◆	◆◆◆◆	◆◆◆◆	◆
7. Convenient transfer to rail and rapid-transit lines at noncentral business-district stations from all modes of travel.	◆◆◆◆	◆◆◆◆	◆◆	◆◆	◆◆◆◆
8. Coordination and integration of all public transportation operations	◆◆◆◆	◆◆◆◆	◆	◆◆◆	◆◆◆
9. Fiscal stability through equitable financing	◆◆◆◆	◆◆◆◆	◆	◆◆◆	◆◆◆
10. Elimination of environmental nuisances	◆	◆	◆◆◆◆	◆	◆

Goal and Objective Conjunctivity: ◆◆◆◆=high ◆◆◆= medium ◆◆= modest ◆= low

For example, the regional goal of "wider opportunities for full participation" coincides closely with certain transit objectives such as: "8. Coordination and integration of all public transportation operations." A "richer environment for urban life" would be one result of: "3. Enough space for a decent level of comfort in rush hours."

THE PLAN

The public transportation planning objectives lead directly to the plan and its elements. The table on the following two pages shows this development. The degree of attainment of the planning objectives is measured by certain criteria shown in the table. The plan prescribes particular levels of achievement by specific target dates. The current status of the transit system is then described. Finally, priority and "future" projects are listed, which achieve the desired objectives.

Objective 3 might be traced through this chart, for example. The suggested criteria for measuring the comfort level of rush-hour travelers is floor space per passenger. By 1980 the most intolerable crowding conditions must be eliminated, according to the plan. These conditions are found in the Lexington Avenue IRT and the Queens IND lines. Relief will come with the completion of the Second Avenue subway and the 63rd Street tunnel and connections. By 1990 even more space per passenger must be provided.

While most of the plan elements call for engineered constructions, a number of substantial improvements are to be achieved through changes in operation, maintenance and finance. The capital investment projects in the plan are listed in detail on pages 6 to 9. Major elements of the regional transit plan are geographically indicated in the maps that follow on pages 10 and 11.

The maps particularly illustrate the conformance of the public transportation plan with the general regional development plan previously adopted by the Commission. The regional plan calls for gathering economic activities in clusters. The transit plan serves to connect the outlying clusters with the epitome of economic clustering—the Manhattan central business district. These radial connections serve to strengthen the outlying clusters by making them conveniently accessible to the center for occasional business trips, by providing higher quality transit service to the cluster than might otherwise be available from the immediate environs of the clusters and by providing transit access from the densely developed residential areas surrounding the Manhattan central business district outward to the secondary clusters for autoless city residents.

The transit plan also reinforces the regional development plan's concept of dispersing residential activities, yet preserving open land. A major emphasis of the public transportation plan is to provide vastly improved access from the outlying suburban areas to the major central business districts. Residential growth can be dispersed along these transit corridors, while open lands would be retained between the corridors where access is less attractive.

THE PUBLIC TRANSPORTATION PLAN: FACILITIES AND OPERATIONS

OBJECTIVES	CRITERIA	TARGET DATE
1. Preservation and stabilization of all vital, existing operations.	If privately owned, is there a profit or a loss offset by subsidy? Otherwise, public ownership.	Immediate; no vital service should cease, even temporarily.
2. All physical apparatus in good working order; safe, efficient and reliable operation.	Rolling stock age, mechanical condition and degree of air conditioning; track maintenance results and power failure rate; accident rate, on-time performance and unit costs.	Immediate; interim repairs if needed; retirement of overage equipment on 35-year cycle by 1980; immediate improvement in reliability required.
3. Enough space for decent level of comfort in rush hours.	Floor space per passenger.	By 1980 worst conditions alleviated; by 1990 even more space provided.
4. Fastest feasible travel time to central business districts, even from edge of Region.	Travel time related to travel distance.	Significant increase by 1980; further gain by 1990.
5. Rail service and local bus service to all areas of sufficient density.	Rail-station spacing and bus-line frequency as related to transit trip density.	By 1980 provide rail service to all existing dense areas; begin to match new developments with new routes, bus or rail, appropriate to density planned.
6. Eliminate excessive physical effort, time and inconvenience at central business district stations and terminals.	Foot-pounds of work in stair climbing; length of walk; spaciousness of passageways and exits; esthetic design.	By 1980 all new stations with proper design; busiest existing stations improved; walk from central business district terminals shortened or speeded.
7. Convenient transfer to rail transit lines at non central business district stations from all other modes.	Parking supply related to demand; walking time and distance between modes; buildings within walking distance of station.	By 1980 adequate parking; feeder bus service where appropriate; all new stations properly designed.
8. Coordination and integration of all public transportation operations.	Degree to which arbitrary boundaries result in inefficient operations or excessive fares and travel times.	Early integration of New York City Transit Authority and Manhattan and Bronx Surface Transit Operating Authority with joint fare and route maps; integration by 1980 of all fares; unified planning of all operations.
9. Fiscal stability through equitable financing.	Service available at reasonable price level; windfall losses compensated, windfall gains recaptured.	immediate stability; by 1980 equity achieved.
10. Elimination of environmental nuisances.	Noise, loss of light from rail elevated lines; bus noise and exhaust nuisances.	By 1990 excessive nuisances eliminated.

CURRENT STATUS

All existing rail operations in the Region virtually stabilized, along with most bus operations in New York City.

Much progress; most rail equipment ordered or delivered; subways nearly on 35-year cycle; rail plant in need of renewal; bus equipment generally renewed as needed; recent loss of skilled management and staff due to early retirement.

Inhuman conditions on Lexington Ave. IRT and Queens IND subway lines; overcrowding elsewhere; 63rd Street tunnel begun; subway platform lengthening substantially completed.

Current running times on railroads comparable to 1915; subway running times slow; bus lanes demonstrated.

Outer Brooklyn, Queens and Bronx densely developed beyond subway lines; also, Newark, Bayonne, New Jersey Palisades, Yonkers and Paterson lack rail transit; some suburban areas remote from rail lines; airports not served by rail; local bus grid inadequate in some areas.

Few escalators at central business district stations; crowded stairs and passageways; subway distribution from suburban rail inadequate in some cases.

Feeder bus service available at most subway stations, few bus services to rail stations; parking varies, many stations undersupplied; bus stops and parking not always well located with respect to rail stations.

One "low," flat subway fare; some integration in subsystems, such as Brooklyn and Newark buses; very little coordination of operations.

Revenues "nearly" equal expenses (including capital); subsidy comes from New York City, each state, some counties, U.S. government and users of facilities operated by the Triborough Bridge & Tunnel and the Port of New York authorities.

Many miles of elevated railway already removed; many still remain; some progress nationally on bus pollution.

PRIORITY PROJECTS

Appropriate arrangements to preserve vital, outlying bus services in Westchester, Long Island, Connecticut and New Jersey.

Rail and subway equipment on replacement cycle; retrofitting of air conditioning; major track and power-plant renewal; continued bus renewal; strengthened management and better trained staff.

Second Avenue subway; 63rd Street line; more rolling stock; new tunnel to New Jersey.

Suburban rail high-performance electric cars and high-level platforms; faster subway cars; high-speed express lines and improved junctions; bus priority lanes.

Subway extensions in New York City and Newark; rail service to Newark, Stewart and Kennedy airports; West Shore rail reactivation; Meadowlands rail extension; rights-of-way preserved.

Station improvements; east side terminal for Long Island Rail Road; midtown Manhattan people-mover link.

"Transportation centers"; outlying clusters designed to strengthen local feeder bus and "walk-in" trade and to allow better reverse commuting.

Unified regional operations and planning, including adequate peak-hour service, frequent off-peak service, convenient connections and through or joint services where practical; uniform fare collection machinery.

Equitable cost sharing among riders, motorists, property owners and general public.

Elimination of Jamaica, Third Avenue and Canarsie elevated lines; redevelopment along some elevated lines; application of bus-pollution control technology as it becomes available.

LATER NEEDS

Perhaps taxis, jitneys.

Continuous on-going program.

Additional rail cars; better use of uptown Port Authority Trans-Hudson route.

Suburban rail turbine-electric express service to edge of Region; new tunnel to Staten Island.

Rapid transit for N.J. Palisades, Liberty Park, North Shore of Staten Island and Gateway Park; rail service for Monmouth County; access to other airports.

Separation of vehicles and pedestrians in central business districts; more station improvements.

More "transportation centers"; more clusters.

More of same.

Refinement.

Elimination of all remaining elevated lines that are incompatible with surroundings; replacement with new lines on nearby rail and rapid transit rights of way or improve surface feed to nearby subways, or new subways.

REGIONAL TRANSIT CAPITAL IMPROVEMENT PROGRAM
MILLIONS OF DOLLARS

IMPROVEMENT OR LOCATION	SEQUENCE OF			INVESTMENT	
	1 [FROM 1972 TO 1980]	2	3	4 [1980-90]	TOTAL
CONNECTICUT					
Various Bus Operators					
Fixed Plant	—	—	—	\$ 30	\$ 30
Equipment	6	7	7	15	35
Subtotal	\$ 6	\$ 7	\$ 7	\$ 45	\$ 65
New Haven Rail Line					
Fixed Plant	48	21	—	—	69
Equipment	35	2	—	42	79
Parking	—	—	5	—	5
Subtotal	\$83	\$23	\$ 5	\$ 42	\$153
Transportation Centers					
New Haven	—	10	—	—	10
Bridgeport	—	—	10	—	10
Stamford	—	—	5	—	5
Other	—	—	—	13	13
Subtotal	—	\$10	\$15	\$ 13	\$ 38
TOTAL: CONNECTICUT	\$89	\$40	\$27	\$100	\$256

NEW JERSEY

Various Bus Operators					
Fixed Plant	13	5	5	30	53
Equipment	28	28	28	124	208
Parking	—	5	10	—	15
Subtotal	\$41	\$38	\$43	\$154	\$276
Rapid Transit Lines					
PATH					
Fixed Plant	19	—	—	50	69
Equipment	4	—	—	—	4
Subtotal	\$23	—	—	\$ 50	\$ 73
New Trans-Hudson Tunnel					
Fixed Plant	—	200	—	—	200
Equipment	—	14	—	—	14
Subtotal	—	\$214	—	—	\$214
West Shore Line					
Fixed Plant	—	—	68	—	68
Equipment	—	—	32	—	32
Subtotal	—	—	\$100	—	\$100
Hudson County Line					
Fixed Plant	—	—	—	350	350
Equipment	—	—	—	33	33
Subtotal	—	—	—	\$383	\$383
Meadowlands Lines					
Fixed Plant	—	—	—	450	450
Equipment	—	—	—	14	14
Subtotal	—	—	—	\$464	\$464

IMPROVEMENT OR LOCATION	SEQUENCE			INVESTMENT	
	1	2	OF 3	4	TOTAL
	[FROM 1972 TO 1980]			[1980-90]	
Newark Extensions					
Fixed Plant	—	—	200	100	300
Equipment	—	—	18	6	24
Subtotal	—	—	\$218	\$106	\$324
Newark Airport Access					
Fixed Plant	—	200	—	—	200
Equipment	—	9	—	—	9
Subtotal	—	\$209	—	—	\$209
Various Routes					
Advance Right-of-Way Purchase.....	—	91	15	25	131
Subtotal Rapid Transit	\$ 23	\$514	\$333	\$1028	\$1898
Rail Lines					
NY and Long Branch Route					
Fixed Plant	75	—	—	50	125
Equipment	40	—	11	18	69
Parking	—	—	5	—	5
Subtotal	\$115	—	\$ 16	\$ 68	\$199
PC Main Line					
Fixed Plant	17	3	10	—	30
Equipment	30	—	14	—	44
Parking	—	—	6	18	24
Subtotal	\$ 47	\$ 3	\$ 30	\$ 18	\$ 98
CNJ Main Line					
Fixed Plant	5	20	—	—	25
Equipment	24	—	4	—	28
Parking	—	—	1	3	4
Subtotal	\$ 29	\$ 20	\$ 5	\$ 3	\$ 57
EL Morris & Essex Lines					
Fixed Plant	43	12	—	—	55
Equipment	42	—	13	—	55
Parking	—	—	4	25	29
Subtotal	\$ 85	\$ 12	\$ 17	\$ 25	\$139
EL Montclair-Boonton Branch					
Fixed Plant	8	10	—	—	18
Equipment	8	—	13	—	21
Parking	—	—	1	—	1
Subtotal	\$ 16	\$ 10	\$ 14	—	\$ 40
EL Bergen County Lines					
Fixed Plant	6	12	12	—	30
Equipment	19	—	16	—	35
Parking	—	—	4	12	16
Subtotal	\$ 25	\$ 12	\$ 32	\$ 12	\$ 81
EL Pascack Valley Line					
Fixed Plant	2	—	10	—	12
Equipment	—	—	14	—	14
Parking	—	—	3	2	5
Subtotal	\$ 2	—	\$ 27	\$ 2	\$ 31
Various Routes					
Ticket Validation	—	—	11	—	11
Subtotal Rail	\$319	\$ 57	\$152	\$128	\$656

REGIONAL TRANSIT CAPITAL IMPROVEMENT PROGRAM continued
millions of dollars

IMPROVEMENT OR LOCATION	SEQUENCE			OF	INVESTMENT 4 TOTAL
	1	2	3		
	[FROM 1972 TO 1980]			[1980-90]	
Transportation Centers					
Journal Square Completion	14	—	—	—	14
Irvington	—	—	10	—	10
Newark Station	—	—	10	—	10
Other	—	—	10	35	45
Subtotal	\$14	—	\$30	\$35	\$79
TOTAL: NEW JERSEY	\$ 397	\$ 609	\$ 558	\$1345	\$2909

NEW YORK

Various Bus Operators

NYCTA & MABSTOA (equip. & fixed plant)					
	48	48	47	178	321
Private Operators NYC (equip.)	7	7	8	24	46
Private Operators Outside NYC (equip.)..	8	8	9	39	64
Various Operators (fixed plant)	10	—	60	38	108
Subtotal	\$ 73	\$ 63	\$ 124	\$ 279	\$ 539

Rapid Transit Lines

Brooklyn

Nostrand Avenue Extension	150	—	—	—	150
Utica Avenue Line	250	—	—	—	250
Gateway Park Extension	—	—	—	100	100
Canarsie Extension	—	—	—	50	50

Queens

63rd Street Line	230	—	—	—	230
Queens Express Line	150	—	—	—	150
S.E. Queens Line	230	—	—	—	230
N.E. Queens Line	220	—	—	—	220
N.E. Queens Extension	—	—	170	—	170
Rego Park — Rockaway Line	—	—	—	80	80

Staten Island

SIRT Rehabilitation	20	—	—	—	20
North Shore Extension	—	—	—	100	100
Battery — St. George Tunnel	—	—	—	400	400

Bronx & Manhattan

Second Avenue Subway	900	—	—	—	900
Avenue C Loop	70	—	—	—	70
Third Avenue EL Replacement	—	150	—	—	150
Co-op City Extension	—	50	—	—	50
N.E. Bronx IND Extension	—	—	50	—	50
48th Street Crosstown	—	100	100	—	200
Lower Manhattan Crosstown	—	—	50	—	50
Additional CBD Distributors	—	—	—	500	500

Trans-Hudson

PATH	17	—	—	50	67
New Trans-Hudson Tunnel	—	200	—	—	200

Various Locations

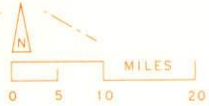
New Lines and Extensions	—	—	—	600	600
EI Replacement	—	—	—	2000	2000
General Improvement to Existing Lines, Including Yards and Shops	400	300	300	1000	2000

Subtotal Transit Lines	\$2637	\$ 800	\$ 670	\$4880	\$8987
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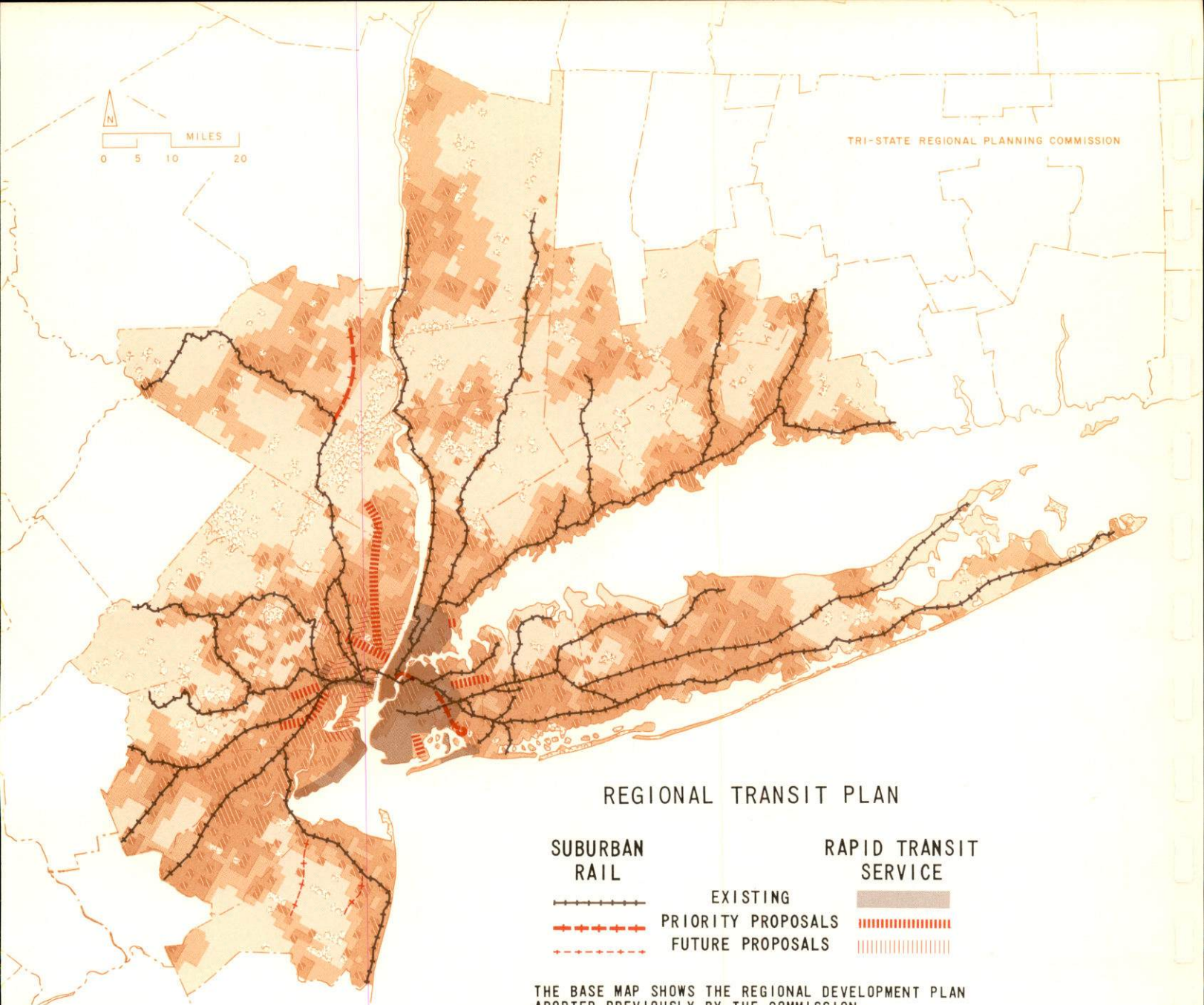
IMPROVEMENT OR LOCATION	SEQUENCE OF			INVESTMENT	
	1	2	3	4	TOTAL
	[FROM 1972 TO 1980]			[1980-90]	
Rapid Transit Equipment					
NYC Transit Authority	250	250	250	600	1350
SIRT	—	—	—	—	—
PATH	4	—	—	13	17
New Trans-Hudson Tunnel	—	13	—	—	13
Total Rapid Transit	\$2891	\$1063	\$ 920	\$5493	\$10367
Staten Island Ferry	\$ 23	—	—	—	\$ 23
Rail Lines					
LIRR					
East Side Terminal	100	200	—	—	300
Downtown Terminal	—	—	—	130	130
Airport Access	210	10	—	100	320
Fixed Plant	153	93	66	22	334
Equipment	57	155	—	55	267
Subtotal	\$520	\$458	\$ 66	\$307	\$1351
PC New Haven Line					
Fixed Plant	15	—	4	—	19
Equipment	35	—	—	—	35
Subtotal	\$ 50	—	\$ 4	—	\$ 54
PC Hudson & Harlem					
Fixed Plant	57	10	68	32	167
Equipment	28	14	—	10	52
Subtotal	\$ 85	\$ 24	\$ 68	\$ 42	\$ 219
EL Bergen County & Pascack Valley					
Fixed Plant	10	—	30	3	43
Stewart Airport Extension	10	—	—	—	10
Equipment	16	—	—	—	16
Subtotal	\$ 36	—	\$ 30	\$ 3	\$ 69
Various Lines					
Right-of-Way Acquisition	—	89	—	55	144
Fringe Parking	—	—	—	20	20
Subtotal	—	\$ 89	—	\$ 75	\$164
Subtotal Rail	\$ 691	\$ 571	\$ 168	\$ 427	\$ 1857
Transportation Centers					
East Side Terminal	—	—	100	—	100
Republic Field	25	—	—	—	25
Various Locations In NYC	—	—	15	225	240
Various Suburban Locations	10	10	40	25	85
Subtotal	\$ 35	\$ 10	\$ 155	\$ 250	\$ 450
TOTAL: NEW YORK	\$ 3713	\$ 1707	\$ 1367	\$ 6449	\$ 13236

THE REGION

TOTAL: TRI-STATE REGION	\$ 4199	\$ 2356	\$ 1952	\$ 7894	\$ 16401
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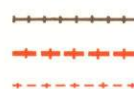


TRI-STATE REGIONAL PLANNING COMMISSION



REGIONAL TRANSIT PLAN






SUBURBAN RAIL



RAPID TRANSIT SERVICE



THE BASE MAP SHOWS THE REGIONAL DEVELOPMENT PLAN ADOPTED PREVIOUSLY BY THE COMMISSION.

-  PRIMARY, SECONDARY AND NEW ECONOMIC CLUSTERS
-  CLUSTER RESIDENTIAL
-  INDEPENDENT RESIDENTIAL
-  OPEN LAND, INCLUDING LOW-DENSITY RESIDENTIAL
-  RECREATION

The plan for public transportation reinforces the pattern of land use set forth in the Commission's Regional Development Guide, adopted in 1968.

The Guide calls for concentrating future human settlement on relatively flat land along existing transportation routes and surrounding these clusters with

residential communities housing most of the population. This strategy would leave the steeper slopes and heavy woodlands dotted with some homes, but used mainly for parks, golf courses and watersheds.

Economic clusters are dominated by stores, offices, restaurants, factories, warehouses, libraries,

ADAPTING TO CHANGE

No plan can be expected to remain intact, without change, in a rapidly advancing technological society. The very nature of the planning process is to recognize changes over time and to make adjustments accordingly. This plan represents the second such adjustment, and further refinement can be expected in the future. In particular those plan elements listed as post-1980 requirements can be expected to be detailed and modified as the more urgent needs are met. The immediate plan improvements are grouped into three priority steps for early implementation.

FINANCING IS CRITICAL

It is increasingly clear that passenger revenues from the Region's public transportation system cannot be expected to offset day-to-day operating costs, let alone long-term, capital-improvement expenditures. New sources of revenue to meet operating deficits are being explored by state and municipal agencies, by a special three-state public transportation finance commission appointed by the three governors and also by federal agencies. A stable, long-range funding scheme that equitably divides the financial burden among the beneficiaries of continuing and improved public transit — the riders, the motorists, the business community and the general public — must be devised.

The "priority" program of the public transportation plan calls for a capital outlay of \$8.5 billion, hopefully, by 1980. Another \$7.9 billion is required to complete the "future" proposals in the succeeding decade. Even with the 1967 and 1968 bond issues in New York and New Jersey and other locally generated funds, monies for all of the "priority" program are not now in sight. The table below shows this shortfall in detail. One real difficulty is the limitation on federal mass transit grants where no state may receive more than 12.5 percent of the total fundings. For New York State with 80 percent of the nation's rapid transit service, this is an unreasonable limit. Since this urban region supports agricultural, rural development and extensive federal highway programs in all states, some federal recognition of the special needs of this Region for public transportation investment must be sought. Furthermore, some form of contractual authority or assurance of federal funding should be provided so that large-scale projects, with their great lead time, may be locally pre-financed if necessary. In this way, future federal assistance can be earmarked for approved projects, which can be constructed early and paid for while being used.

**FINANCING THE REGIONAL TRANSIT
CAPITAL IMPROVEMENT PROGRAM**
millions of dollars

PRIORITY PROJECTS (1972 TO 1980)

	Connecticut	New York	New Jersey	Total
Priority Programs	\$ 156	\$6787	\$1564	\$8507
Financing Available				
Federal	\$ 76	\$1113	\$ 318	\$1507
State Bonds	—	863	169	1032
Other State	42	—	—	42
City of New York	—	1100	—	1100
Other Local	13	100	71	184
Authorities	—	182	160	342
Private	25	116	65	206
Total	\$ 156	\$3474	\$ 783	\$4413
Shortfall	—	\$3313	\$ 781	\$4094

