

APPENDIX I

CHRONOLOGICAL SUMMARY OF
MAJOR FEDERAL LEGISLATION
AND
EXECUTIVE GUIDELINES
AFFECTING URBAN MASS TRANSPORTATION

<u>Year</u>	<u>Name of Act or Regulation</u>	<u>General Significant for Mass Transit Planning</u>
1961	Housing Act of 1961	<ul style="list-style-type: none">o Authorizes \$25 million for 2/3 Federal-share transit demonstration projects and \$43 million for capital loans.o Establishes transit planning as one of a half dozen eligible activities under the comprehensive urban planning program (Section 701) .
1962	Federal-aid Highway Act of 1962	<ul style="list-style-type: none">o Requires continuing, comprehensive, and coordinated planning to integrate regional highway planning with transit and land-use planning.
1964	Urban Mass Transportation Act (PL 88-365)	<ul style="list-style-type: none">o Authorizes 2/3 Federal-share capital grants to states and local governments for mass transit projects; public or private operator.o Authorizes \$375 million, 1965-1967.o Establishes strong labor-protective policy for Federally assisted transit projects. (Section 13)
1964	Civil Rights Act (PL 88-352)	<ul style="list-style-type: none">o Provides for non-discrimination in all Federally assisted projects.
1965	Housing and Urban Development Act (PL 89-117)	<ul style="list-style-type: none">o Authorizes 2/3 Federal-share planning grants to solve "metropolitan or regional problems."o Recipient is metropolitan planning agency with broad political representation. (Section 701,g.
1966	Department of Transportation Act (PL 89-670)	<ul style="list-style-type: none">o Creates DOT; agency appropriation follows in 1969.o Provides for protection of historic, park, recreation and wildlife lands. (Section 4f.)
1966	Urban Mass Transportation Act amendments (PL 89-562)	<ul style="list-style-type: none">o Increases 1968 and 1969 authorizations for capital program by \$150 million each year.o Allows grants for states and localities for technical studies, provided they are part of a coordinated transportation system; and grants for job training and university research. (Sections 9, 10 and 11.)

- 56 Demonstration Cities and Metropolitan Development Act amendments (PL 89754)
 - o Requires grant review and comment by metropolitan planning agency composed of local elected officials. (Section 204; Superseded by Office of Management and Budget Circular No. A-95).

- 68 Housing and Urban Development Act amendments (PL 90-448)
 - o Increases 1970 authorization for capital grant by \$190 million.
 - o Amends definition of "mass transportation" to include special public transit services, not limited to fixed route services.

- 68 Federal-Aid Highway Act (PL 90-495)
 - o Allows 50% Federal-share demonstration project grants for fringe parking in cities more than 50,000.

- 68 Intergovernmental Cooperation Act (PL 90-577)
 - o Requires consistency with official objectives of cooperative state, regional and local comprehensive plan, as prerequisite for Federal assistance. (Section 401,c.)
 - o Requires notification to governors of Federal assistance to jurisdictions in their state.

- 968 Federal Reorganization Plan #2 (33 Fed. Reg. 6965)
 - o Transfers urban mass transportation functions from Secretary of HUD to Secretary of DOT and creates Urban Mass Transportation Administration (UMTA) within DOT.

- 969 Circular No. A-95 Office of Management and Budget
 - o Sets up detailed project notification and review system (PNRS) to act as an early warning system for state and regional agencies when an applicant first seeks Federal assistance.

- 969 Housing and Urban Development Act amendment (PL 91-152)
 - o Increases 1961 authorization for capital grants by \$300 million.

- 969 National Environmental Policy Act (PL 91-19u)
 - o Requires that, with all Federally assisted projects, methods be drawn up by executive agencies for insuring that environmental considerations rank with economic and technical consideration given in the project approval process.
 - o Requires environmental impact statement with project proposals, including assessment of impact of alternative courses of action.
 - o Gives state, area, and local pollution-control agencies opportunity to comment.

- 1970 Urban Mass Transportation Assistance Act amendments (PL 91-453)
- o Pledges Federal commitment of \$10 billion over 12-year period.
 - 0 Authorizes \$3.1 billion for long-range capital program.
 - 0 Limits *given state* to 12.5% of authorized grant funds= (Section 15.)
 - 0 Initiates DOT study of operating subsidies.
 - 0 Incorporates environmental protection requirements. (Section 14.)
 - 0 Encourages projects for the elderly and physically handicapped. (Section 16.)
 - 0 Requires local public hearing process prior to capital grant approval. (Section 3,d.)
 - 0 Encourages industries affected by space wind-down to compete for project grants.
- 1970 Federal-aid Highway Act amendment (PL 91-605)
- 0 Incorporates requirement for comprehensive transportation planning in cities with more than 50,000 population, in order to receive highway monies under Sec. 105 of the Act. (Section 3,c.)
 - 0 Allows money from Highway Trust for mass transit fringe parking and preferential bus lane project Establishes Federal-share for these at 70% after July 1, 1973.
 - 0 Provides grant for Washington, D.C., to provide accessibility to the handicapped.
- 1970 Uniform Relocation Assistance and Real Estate Acquisition Act (PL 91-646)
- 0 Requires replacement housing for persons displaced by any Federally assisted project.
 - 0 Provides relocation grants up to \$15,000 for homeowners and \$4,000 subsidy to renters.
- 1970 Airport and Airway Development Act (PL 91-258)
- 0 Provides for establishment of national transportation policy in connection with development of airports.
- 1973 Federal-aid Highway Act (amendments) (PL 93-87)
- 0 Increases mass transit, long-term capital program to \$6.1 billion with \$3.0 billion new authority.
 - 0 Increases Federal-share limit on capital grants from 2/3 to 80%. Lifts 2/3 limit on technical study grants.

- 1973 Federal-aid Highway Act amendments (continued)
- o Authorizes \$800 million of urban system funds from the Highway Trust for mass transit capital projects: bus projects in FY 75, rail projects in FY 76.
 - 0 Authorizes use of interstate urban segment funds for transit projects, if Secretary of DOT is persuaded that the need for intraurban roads is not as acute as transit needs.
- 1973 Joint Communique, FHWA, UMTA, & FAA
- o Encourages governors to designate a single agency in each metropolitan area as the Metropolitan Planning Organization to receive FHWA, UMTA, and when possible, FAA system planning funds.
- 1974 National Mass Transportation Assistance Act (PL 93-503)
- o Increases mass transit long-range capital program to \$10.925 billion -- \$4.825 billion new authority.
 - o Authorizes \$3.975 billion for a new formula grant program and sets Federal-share for capital projects under this program at 80%, operating subsidy at 50%.

These funds offer the first Federal operating subsidies for mass transit. (Section 5.)
 - o Specifies state as sole allocator of formula grant monies in cities with fewer than 200,000 people; governor, local officials and public transit companies as co-allocators in cities with populations greater than 200,000.
 - 0 Requires, under formula grant program, that elderly and handicapped persons be charged ~~no~~ **more** than half fare during off-peak hours.
 - o Allows grants for establishment and organization of public or quasi-public transit corridor development corporations; generally encourages joint development between transit and other land uses.
 - o Sets aside \$20 million in FY 74 and again in FY 75 for study of no-fare transit systems; requires Secretary of DOT to report annually on his findings, beginning June 30, 1975.
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