

Flood Recovery Task Force, Inc.: Subcommittee on
Transportation, 1972 August: Transit Reports

3.24

Transit Rept.

TRANSIT MEETING

AUGUST 31, 1972

AGENDA

LEGAL CAPACITY

CAPITAL FACILITIES

TECHNICAL STUDIES

DEMONSTRATION PROJECT

Demonstration grant -

1st Draft by my committee -
working close

BUS AND PARKING NEEDS

See Kinstlinger's letter of August 14 on National Transportation Needs Study

A. Bus Needs

1. Busses

1970- 41 of the 45 passenger air conditioned busses \$42,153 a bus
\$1,728,273 for Wilkes-Barre Transit 1,728,273

1970 - 1980 White Transit 9 at \$42,153 \$379,000

Eight additional busses Wilkes-Barre Transit 337,224

Subtotal 2,444,497

2. Bus Shelters 70 @ \$3,000 shelter - \$210,000

210,000

3. Improvement Shops, Garages and Service Equipment

1970 - \$684,000

1970 - 1980 none

684,000

45,000

4. Signal and Communication Equipment

\$45,000

1970 - 1980

5. Miscellaneous

Signs 100 at \$30,00

\$3,000

3000

total for buses 3,386,497

B. Parking of Cars

Parking 1970 - 1980

2,472 garage parking signs @ \$3,500 space

\$ 8,652,000

FRTF-

822-7113/4

Roads Bridges & Transportation Sub. Com.

Committee

	8/4	phone	
Tom Kiley ✓		825-4551	686 Govt Dept
Tom Bigler ✓		823-3101	1575 Traffic Control
Leo Corbett x		825-6401	824 0812 Traffic Control
Ed Heinberg ✓		825-2749	823-6161 N. St. B. & Morris
Cliff Bigelow ✓		824-2444	✓ N. X. Valley
Jack Schmidt ✓		825-2734	Mountain Dist
Jim Addanizio x		822-7544	
Jack Cunningham ✓		823-1181	Mass Transit
Jack Holt -		287-2146	

Max Rosen 825-8611 ⁶⁸¹¹
 Ed Weideman 824-5791

Office of Mgt and Budget:

Carlucci - 202-395-4842
 Wm. H. Glberg 202-395-5746
 Bill Boleyn
 Bill Morrill 202 395-4747

Secy. Viv Banks.

Jim Constantino in WB 822-7113

Penn DOT - Harrington
 O&P, F.X. Tobin - F Carady - Carroll.
 825-6811

Frank Henry

Jack Cunningham

Jack Holt

Julius Landau

E. H. Rosenberg

E. S.

Comm: Hec

Tom Kitch

Tom Bishop

Leo Corbett

Ed Hirschberg

Cliff B. Johnson

Jack Schmitt

Tom Rosenberg

Jack Coughlin

Max Rosen

Office of Mgt and Budget

Carlson

Wm. H. Clifford

Bill

Bill Merrill

Gen. Contractor

Gen. DOT - Hamilton

Gen. F. X. Brown

852-0211



O'NEILL HIGHWAY
DUNMORE, PENNA. 18512
PHONE (717) 346-4651

ANTHONY P. DEANGELO, P.E.
DISTRICT ~~CONS-ENGINEER~~

FLOOD COORD

825-7873 825-7490

M 48/31 J. Higgins -

Alternatives available.

Schedules. -

{ Minutes of Mtg. }

OEP Plans (?) 10/18!!

Watkins -

Applicants eligible to receive
must be a public body. -
will recognize innovation
one type.

Can give authority to a county.

However a county cannot operate. -

✓ A county may get a transparency
Will recognize co. as an applicant

A county can apply now under
the assumption that an
authority will be gained
later

known
occurrences

Kistner (Note
1/11/1)

How late is the traffic demand when the
assumption of full lane capacity is -

Caputo:

Trind table - ?

~~~~~  
Political Movement as a German  
strategic project. ?





Transitions?

1) ~~can~~ it be done by  
full form plan

2)

Capital Transition

Initiate  
w/o an authority

Ed Medeiros -

Capital Buy out -

public hearings - } Will take  
advit. - } 8 months.

Proceed w/ application process  
System evaluation Range \$186,000 -  
Cost of

Shopping list.

Where is money coming from?

2/3 Fed Govt Ready  
1/6 State - 10th of a

Prof. 1,940,000.  
14% App.

Fed.

1,400,000

20 20 remaining

$\frac{4242}{46,200}$

16.7 10 State.

3.3 10% gap. ~~~~~ 1,770,000

3.3%

46,200

~~Bank loan~~

Model cities is best bet.  
for matching grant.

Local Share. ~



## Tech. Study

Provides support for UVA's  
Lakshmi Transit ~~Beer~~ Program.  
Available 9/30. -

Meeting of LLIS by 9/30. -

Demonstration Project:  
(Uniform?)

Can not subsidize - can demonstrate -  
Examine techniques and methods  
for reaching demonstration

What's in question?

Notational applicability?

What's afterwards?

# 1. Q.3. Facilities

- 1.1. Life Insurance Agency
- 1.2. Life Insurance Reserve
- 1.3. Public Public Works
- 1.4. Repair Journal Application
- 1.5. Public Works
- 1.6. Submit Journal
- 1-7 Application Report & Submit 13C approved

By

Split Out Notes. Be Ten Feb New Apr. May June Aug

9/15

9/20

9/25

9/20 10/25

10/25

9/20

9/20

## 2. Q.4. Study

- 2.1. Project Report Development Program
- 2.2. Master/LLS and get approval







# Documentation

3.1

Project Population

Review Draft

Substantial

Application

13. C Agreement

with Landmark

Complete by

Sept Oct Nov Dec

0.98

1/9

1/15

10/15

10/15

1. Substantial

1. Substantial

1. Substantial

1. Substantial

Review Program

Not the speaker's available to bring the

the

from adjustment

1. Substantial

Vehicle Adjustment

Red. in 11.

Marketing Program

1. Substantial

1. Substantial

2. from experience

3. no cost

3. no cost

Funding:

Demonstration (Service Sec.)

Policy  $\frac{1}{3}$  local —  
 $\frac{2}{3}$  Federal. — / 100%.



15000 / day

~~150000~~  
2000

7000  
3.5

500,000

2/  
3.5

2.14000

1,300,000 -

150

800

450 -

1,500,000

900,000

800,000 -

sp. cost -

30,000

15

221,000 cost

99,500 -

Max available from

Feds. \$300k

State (1/3?)

?

Model Cities (?)

up to 500k



from the date of expiration of the prior term to succeed the member  
whose term has expired or is about to expire.

Memo

to Ed Schechter

From Ed Hunsburg

In talking with Bill Underwood Monday afternoon, he now believes, because of the emergency situation of the buses, that a County Dept of Transportation would be preferable, because it is quicker to set up.

RECEIVED

AUG 24 1972

STRESSTEEL

8/21/72

Bill Underwood. -

Generally construction

Who will  
breakhead  
the effort  
Designate name

Plan of action  
1. B. Co. Transit Study - Complete revised work  
program.

2. Continued C&P support for W-13 after  
9/30. -

Continuation - no support beyond  
9/30. -

3. As an alternative 100% Fed. \$  
on a Demonstration Project. -

4. MPTA does not require public support.

Public body must be applicant. -



8/21/72

Bill Underwood. -

Generally construction

Who will  
spearhead  
the effort  
Designate man

Plan of action

1. B. Co. Transit Study - Complete revised work program.

2. Continued O&P support for W-13 after 9/30. -

Construction - no support beyond 9/30. -

3. As an alternative 100% Fed. \$ on a Demonstration Project. -

4. MMTA does not require public support.

Public body must be applicant. -



8/2/72

Wm O' Hara.

~~1-346-7071~~ 342-8366

Quinn.

~~223-5771~~

Radowski

~~346-4651~~

P. J. Clark.

~~(288-0502)~~

No Fed. Funds available for  
Cys. Grants -  
no Fed

Purchase of service agreement  
w/ - lease - but  
State will pay 1/yr  
Bill Underwood -

Assumed would be thrown in  
w/ Luz. Co. -

Leasing Co. - in town -  
w/

4 people in dept. -

45000 fee. -

Shining



August 20, 1972

LUZERNE COUNTY PLANNING COMMISSION  
LUZERNE COUNTY COURT HOUSE  
WILKES-BARRE, PENNA.

PROCEDURE NEEDED FOR TRANSIT SYSTEM  
in  
WYOMING VALLEY AREA

1. OEP is urged to continue subsidy of bus program for emergency, which will at least be until temporary bridge for North Street has been completed, and hopefully until the permanent North Street Bridge has been completed, and people have been relocated from mobile home parks and other places to their permanent homes.
2. Consultant to Lackawanna-Luzerne Transit Study completes draft of Transit Development Program, obtains approval of LLTS Committees, and submits to Urban Mass Transportation Administration through Pa. Dept. of Transportation.
3. A public transit agency should be formed by the County, preferably an authority.
4. Application should be made to the Urban Mass Transportation Administration, Civil Rights and Service Development, to determine the possibility of a 100% grant for a demonstration project including new busses and operating money for at least a year, and possibly up to three years.
5. As a backup in case the demonstration project is not funded, investigation should be made of purchase of service agreements with the State, with the local share hopefully funded by the model cities agency temporarily.



6. Investigation should also be made of purchasing new busses, with the possibility of the model cities agency or the Appalachia Program, paying the local (one-sixth share) (four-sixths UMTA, one-sixth Penn DOT), if the Demonstration Grant with new busses is not consumed.



Ref. 1 - LITS 5/31  
2 - LITS 8/11

# Keep The Station Quo Pro. as long as OEP sub.

Can.

- 1.1 No cost to taxpayers
- 1.2 Free or almost free service to riders. -
- 1.3 Bus companies are guaranteed profitable (negotiated) operation. -
2. If OEP drops subsidy:
  - 2.1 State ~~can~~ does not have funds to pick up tab.
  - 2.2 Bus companies had been operating marginally before Hood. (see BLM & W.)
  - 2.3 WB Transit says it will not stay in marginal business
  - 2.4 Increased cat rent
3. Transit is now being considered a public or semi public responsibility - i.e. - DTPA
4. Emergency subsidy continuation with more likely owned col
5. Flexibility of emergency service hampered by private ownership.

9/2 Recommendation



# Organize LUCODOT

Pro.

Con

1. Puts control under ~~control~~ Co. Commissioners who have responsibility for financing.
2. Provides substantial additional jobs for county --
3. Makes operations responsible <sup>person -</sup> for economy & efficiency because must meet county comptroller budget requirements.

1. Involves Co. Com. in all major transit decisions
  - 1.1. Takes time and effort
  - 1.2. Exposes them to risks & responsibilities.
2. Financial



Reports

NSB  
NxVodley

Int?

Notes

Readings

TRANSIT

~~Did you talk to Ed re Hamilton's statement that~~  
~~we got~~

Advantages of Public Ownership  
of LUCODOT or ~~LUCODOT~~ LUCOTA

1. Qualify for Federal ~~Transport~~ Grants  
Equipment
2. Qualify for State Aid  
Operating deficit
3. More sympathetic govt. approach to  
continued subsidy.
- 4.



COMMONWEALTH OF PENNSYLVANIA  
Department of Transportation  
August 24, 1972

RECEIVED

AUG 31 1972

STRESSTEE

*Handwritten signature: Kunkin*

SUBJECT: Lackawanna-Luzerne Transit Study

TO: Mr. L. E. Keefer, Director  
Bureau of Advance Planning

FROM: Jack Kinstlinger,  
Deputy Secretary for Planning

This is to confirm that a meeting will be held at 10 A.M., August 31, in the Luzerne County Court House to discuss the preparation of a transit development program required as a prerequisite for an urban mass transportation administration grant to support free or nominal fare bus service in the Wilkes-Barre area following the elimination of OEP support, estimated to occur on or about September 30, 1972.

Representatives at the meeting will be Dr. James Costantino, Secretarial Representative of U.S. DOT, Mr. Carney of OEP, representatives of the Civil Rights and Service Development Section of UMTA, Commissioner Weidemann of Luzerne County, our consultants, PennDOT representatives, the two bus operators, representatives of the Model Cities Program, representatives of the City of Wilkes-Barre, representative of the Economic Development Council of Northeast Pennsylvania and Mr. Ed Schechter.

The principal purpose of the meeting will be to discuss the preparation of a transit development program including, perhaps, a description of a proposed federal demonstration project and preparation of an application to assure maximum federal support to bus service in the flood devastated area following September 30. It was assumed that the demonstration program would extend over a one-year period while a substantial proportion of the population remains in temporary housing.

Estimates will be prepared by the consultant of the needed public subsidy requirements to support a transit operation with both 15¢ and 35¢ fare levels.

The transit development program will recommend transit services, capital equipment, costs, and needed subsidies to provide whatever transit service is needed over a one-year period to aid in flood recovery. Fringe parking and other measures to minimize center city auto travel and maximize transit patronage will be considered. The report will justify the nominal fare level and the need for maximum federal subsidy requirements.

An additional subject to be discussed with UMTA are necessary arrangements to modify our consultant's contract to allow for the



Mr. L. E. Keefer,  
Director

- 2 -

August 24, 1972

preparation of this additional work.

The contract could be modified to provide for (1) the transit development program for flood devastated areas as well as the work currently provided for in the contract for areas not devastated by the flood at the current contract price or (2) the one-year emergency transit development program for the areas devastated by the flood as well as all of the work currently provided for in the contract for the entire Lackawanna-Luzerne area, but presumably at an increased price. Consultants estimate an increase of five to ten thousand dollars and will provide a more reliable estimate by the August 31 meeting. A further decision will have to be made as to the extent to which the consultants will have to participate in preparation of an application for federal funds and the design of a demonstration project.

Marlene Klein of UMTA advised me today that we should request a change in scope for the Bellante-Gannet contract, but keeping the same price and indicating what items of work currently in the contract would be reduced in scope or eliminated. Indicate the additional cost if the emergency work were additive. UMTA will approve the changed scope but same price request quickly. We can negotiate the price change if agreeable to all parties, later this year.

cc: Mr. Edward Schechter ✓



Travel Meeting August 31, 1972

Name

Who Representing

Ed Kinschler

City of Wilkes-Barre

Joe A. Corbett

UMTA

Jim F. Young

BCMN / G.F.C.C.

Raymond Desrosiers

BCMN / G.F.C.C.

Joseph C. Ostroski

CLAYTON S STEELE

BCMN / G.F.C.C.

Ed Schechter

L. Co. Mass Transit Corp

Gerald O'Brien

Trans - Leader

Linda Watkins

UMTA

J. Kinstlinger

Penn DOT

J. COSTA

U.S. DOT

LOUIS KEEFER

Penn DOT

Franz Gimmeler

US DOT / UMTA

J. Madison

US DOT / UMTA

Bill Vesperman

U.S. DOT / FHWA  
Economic Development Council  
OF Northeastern Pennsylvania

Jerry Higgins

Shirley Miller

W-13 Model Cities

McCauley

Thomas R. McSeck

Consolidated Transportation Co.

Robert J. Williams

- Williams Bus Line owner

Clark Rinehimer

- Mountain Bus Lines

John P. Potts

ATE - Management & Service Co., Inc.

Jackie Randa

Levy Co. Transit Committee

Jack Helt

W.B. Transit Co.

Frank M. Henry

White Transit Co.

Alvin Caputo

Cannel - White Transit Co.



*green file*  
**LUZERNE COUNTY PLANNING COMMISSION**

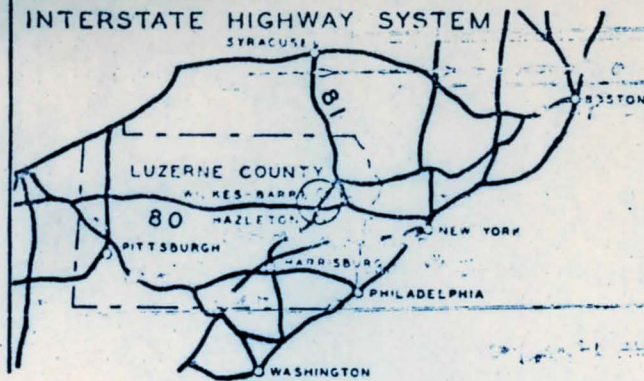
JOHN A. HOURIGAN, JR.  
CHAIRMAN

JOHN L. McDONALD, ESQ.  
VICE CHAIRMAN

NOEL B. CAVERLY  
SECRETARY

MICHAEL GALAIDA  
TREASURER

PAUL CADEN  
STEVE PAVLOVICH  
DONALD D. SMITH  
WILBUR TROY  
FRANK VANORE



*Cut*  
EDWARD HEISELBERG  
CLERK OF PLANNING

CLARENCE M. LAIDLER  
COUNTY ZONING OFFICER

LUZERNE COUNTY COURT HOUSE  
WILKES-BARRE, PENNSYLVANIA 18702  
TELEPHONE: 825-2749  
823-6161 EXT. 226-227

August 24, 1972

Board of Commissioners of Luzerne County  
County Court House  
Wilkes-Barre, Penna.

Attention: P. J. Clark, Chief Clerk

Subject: Mass Transit

Gentlemen:

On August 10, 1972, the Board of County Commissioners of Luzerne County appointed a Committee to study the mass transit problem in Luzerne County, and, in particular, whether county authority or county department of transportation, would be the most appropriate public agency.

This Committee has worked diligently on this matter. On August 24, with all members of the Committee present, a motion was made, seconded, and unanimously carried that the attached Report on Public Transportation in Luzerne County, Pennsylvania, be approved, and submitted to the Board of Commissioners of Luzerne County.

Yours truly,

*Ed Heiselberg*

Edward Heiselberg, Secretary  
Public Transportation Committee

EH:adeg

Enc:



**EDWARD SCHECHTER**

#904 — 69 Public Square  
Wilkes-Barre, PA 18701-2505  
717-824-7562  
FAX 717-826-0149



Report on Public Transportation in Luzerne County, Pennsylvania

To: Luzerne County Commissioners

Special Committee:

E. Schechter, Chairman

Jack Conyngham

Ed Heiselberg

Frank Henry

Jack Holt

Julius Landau

August 25, 1972



DRAFT, August 21, 1972

### 1.0 Objective

At a meeting of the county commissioners on August 10th, statements were made by Bellante, Clauss, Miller & Nolan consultants, by representatives of Penn DOT's Urban Public Transportation Division, and by representatives of the Greater W-B Chamber of Commerce, that public ownership of bus transit in Luzerne County may soon become necessary. Two forms of county supported public operation were discussed:

1.1 Through the formation of a County Department of Transportation (DOT), and

1.2 Through the formation of a county Transit Authority (TA).

This committee was asked to investigate which of these alternatives would best serve the public interest.

### 2.0 Background Information.

It is important to first establish the status of bus transportation at this time, 9 weeks after the June 23rd flood, and to indicate why publicly controlled transportation, which might not have been acceptable prior to the flood, is now so seriously considered.



2.1 Public Transportation Since June 23, 1972.

a) Because of flood related dislocations of highways and bridges, as well as disruption and destruction to residential, commercial, and industrial areas, only very limited bus service was underway one week after the flood. Wilkes-Barre Transit, with over 75% of the potential passengers, was not operating at all. Intolerable traffic jams clogged the streets and interfered with cleanup and rehabilitation efforts.

b) It was apparent that restored bus service was essential to reduce the strangling volume of automobile traffic in the flood affected areas. Therefore, the OEP, through the Corps of Engineers, entered into contracts with White Transit Company and Wilkes-Barre Transit Company for "no fare" bus service.

c) These contracts are costing the Federal government about \$7,000 per day. Ridership has increased from about 9,500 passengers a day prior to June 22nd, to 28,000 passengers a day on August 21st. It is estimated that this free bus service each day reduces by 7,000 to 8,000 the cars that would come into the highly congested metropolitan areas.



- d) Bus ridership has been increasing at the rate of about 500 per day. A continued growth in demand for transportation into downtown Wilkes-Barre area is expected during the next four weeks, when the two colleges will start, major stores will reopen, and entertainment facilities will be restored.

## 2.2 Reasons why public transportation must now be considered.

The current OEP subsidy is providing excellent bus service for the Wilkes-Barre area, at rates satisfactory to the private companies who negotiated the contracts. As a result, a recommendation at this time for a public transit agency, which may eventually create an added tax burden, could be questioned. The following reasons make it evident why public responsibility for buses in Luzerne county must now be considered:

- a) Pennsylvania's experience indicates a rapid drift towards public transportation as the only practical solution to mass transit. Nationwide, from San Francisco to Baltimore, from Portland to Miami, including large cities like Atlanta, and small ones like Decatur, Illinois, the only answer for continued mass transit services has been public operation, (Exhibit I).

- b) Since 1967, when Federal DOT and PennDOT were reorganized to include special mass transit departments, the philosophy that mass transit



page 4.

(bus transportation), is at least a partial public responsibility, has gained acceptance with citizens and political groups throughout the Commonwealth. The Urban Mass Transit Act, (UMTA), provides Federal funds for capital improvements, and PennDOT's Urban Public Transportation Division supports both capital requirements and operating subsidies for public transportation, (see Exhibit II for a summary description of this type of support available).

c) During 1971 and the 1st quarter of 1972, Wilkes-Barre Transit Company and White Transit Company, who are the only carriers serving W-B city, had apparently been operating profitably. However, because of declining riders and continued cost increases, Wilkes-Barre Transit Company had projected that their operations would no longer be profitable after 1972. On April 1, 1973 their present one year labor contract will expire. Any settlement thereafter will add to operating costs. (Ref. 1, page 20).

d) Wilkes-Barre Transit Company is a Division of A. T. E. Corporation. Experience with A. T. E. throughout Pennsylvania, as well as elsewhere, indicates that as a matter of policy, when an operating division is unable to continue on a profitable basis, they file for discontinuance of service and liquidate; (Ref. 1, page 21). Both Wilkes-Barre Transit and White Transit have publicly stated, (County Commissioners meeting 8/10/72), that they will not continue to operate on a break-even basis.



e) The North Street bridge will be repaired and ready for traffic by about April 1973 (Secretary Kassab - 8/18/72). During that time, there is no assurance that OEP will maintain its subsidy so that free service can continue. After April 1973, we must be prepared for an end to OEP's subsidy of the privately owned bus companies.

f) When the OEP subsidy is dropped, there are no other Federal or State funds available to continue privately owned free bus service, and no means of obtaining assistance to compensate for operating deficits. Governmental agencies will provide assistance to a publicly owned agency.

g) The repair of the North Street bridge will not solve all the flood related traffic and transit problems. Reconstruction efforts and utility repairs will create major interference with free traffic flow, which even before the flood was often difficult and sometimes intolerable. Thus, public effort by the county will be necessary after April 1973, to discourage the use of cars into the Greater Wilkes-Barre area and continue to encourage the use of public bus transportation.



page 6

h) Flexible service will be required in the county during the post flood period to service the dislocated population. Public ownership can provide greater flexibility than private ownership to handle these continuing emergency needs.

i) Consultants working in this area have previously recommended a public transportation agency for Luzerne County. (Ref. No. 2).



3.0 Reasons in Favor of County Transportation Authority (TA).

3.1 A TA is the principal method employed throughout the U. S. and in the State of Pennsylvania to provide public transportation, (see Exhibit I). Because other communities have taken this action, it does not necessarily follow that it is in the best interests of Luzerne County to also form a TA. However, TA's are used more frequently than DOTs, and in Pennsylvania only Lackawanna County has a DOT.

3.2 The Municipality Authorities Act of 1945 would be the vehicle through which an authority is formed. The law allows considerable flexibility in organization, and authority members can be made responsible to the political base, (see Exhibit III for summary of the Act).

3.3 A TA can, among other powers, own and operate a public mass transit system. On the other hand, some legal opinion indicates that a county DOT, under the existing Pennsylvania law, does not have these rights. A county DOT, or a TA, can purchase services from others, rent equipment, etc., but the limitations on owning and operating placed by law on a county, appear to give to a TA a degree of maneuverability and flexibility in dealing with transit problems which a county DOT would not have.



page 8

3.4 Citizens can serve on the authority board at no cost to the county. Three authority managers in Pennsylvania have recently reported that they have been successful in obtaining a very high caliber of qualified volunteers for this work. It is assumed that the same can be achieved in Luzerne County.

3.5 With a TA the county commissioners are one step removed from making the major policy decisions, and they make no operating decisions of the transit system. Thus, the time and effort necessary for hearings and decision making is the obligation of the TA Board, and this does not become a burden for the Commissioners.

3.6 A TA has the opportunity of obtaining the highest caliber professional manager for operating purposes, which might not be possible, because of interdepartmental salary limitations or political reasons if the alternative of a CoDOT was employed.

3.7 A TA can operate without involving the county in such problems as integrating pension plans, fringe benefit provisions of existing union contracts, union wage negotiations, etc.

3.8 A TA can keep the Commissioners insulated from the frequent abrasive public relations problems of mass transit.



4.0 Reasons in Favor of a County Department of Transportation (CoDOT).

4.1 The operation and control of mass transit will remain with the County Commissioners, who will be responsible for it.

4.2 Full financial control and responsibility remains with the County Commissioners.



5.0 Other Considerations affecting both a Transit Authority or a Department of Transportation.

5.1 Either agency may enter into purchase of service agreements, management contracts, and apply for and acquire grants, subsidies, and special project appropriations.

5.2 As long as the operations of the transit agency remains within the Municipality, (the County), PUC has no jurisdiction over either a TA or a DOT. Service provided outside of the Municipality by either a TA or a DOT, will fall under PUC jurisdiction.

5.3 Both a CODOT and a TA are exempt from the State's liquid fuel tax.



6.0 Recommendations - The County Commissioners should:

6.1 Immediately require of D. E. Clauss, Miller & Nolan, and Gannett, Fleming, Cordry and Carpenter, who are consultants for the Immediate Action Program of the Luzerne Lackawanna Mass Transportation Study that they develop and prepare a Luzerne County Transit Development Program. This Transit Development Program will then serve as the basis for establishing eligibility for Federal and State funding.

6.2 Immediately form a Transit Authority under the Municipality Authorities Act of 1945. Charge this agency with the responsibility of operating the transit system within the county at such time when the privately owned companies can no longer continue operations.

6.3 Recognize that funding through various sources, both Federal and State, is now available for capital grants and operating expenses as well as for special flood related demonstration projects, but that these are only available to a public agency, and cannot be used to support private enterprise transit systems.

6.4 Make prompt application in the name of the county for funding from Federal and State agencies. Use all organizations available to achieve maximum support, including Model Cities, Appalachia Program, Penn DOT and UMTA. (See Exhibit VI - Letter from the City Demonstration Agency of the City of Wilkes-Barre for a suggested Demonstration grant).



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100 % grant Demonstration Projects are possible if properly presented and received for both operating and capital grants for one to three years. Timely submission is important and efforts should be made to file applications while the attention of Federal and State officials is focused on our flood related problems, and normal procedures are waived to save time, and the area is given priority.

6.5 Encourage continued privately owned bus transportation for as long as it is possible; exert all possible influence upon OEP and Federal agencies to maintain the bus grant until after the area's full recovery from the flood.



## APPENDIX

### References

1. Interim Report - Immediate Action Program. - Submitted 5/31/72  
to the Lackawanna-Luzerne Transportation Study by Consultants:

Bellante Clauss    Miller and Nolan, Inc.

Gannett, Fleming, Cordry and Carpenter, Inc.

2. Status Report - 8/11/72 - Immediate Action Program; ibid.

### Exhibits:

- I. List of Public Transportation Agencies
- II. Types of Support Provided to Public Transportation Agencies by  
Federal and State Departments.
- III. Summary of Municipality Authorities Act of 1945.
- IV. Letter of August 18 from City Demonstration Agency (Model Cities)  
of City of Wilkes-Barre.



March 1971

AMERICAN TRANSIT ASSOCIATION  
815 Connecticut Avenue, N. W.  
Washington, D. C. 20006

PUBLICLY-OWNED TRANSIT SYSTEMS

IN THE

UNITED STATES

EXHIBIT I

| City State 1960 Pop.                | Transit System                                                                               | Date Acquired | Predecessor                                        |
|-------------------------------------|----------------------------------------------------------------------------------------------|---------------|----------------------------------------------------|
| Abilene, Texas<br>90,368            | Abilene Transit System                                                                       | 10/23/64      | Abilene Transit System                             |
| Akron, Ohio<br>290,351              | Akron Metropolitan Regional<br>Transit Authority                                             | 8/6/69        | Akron Transportation Company                       |
| Albuquerque, New Mexico<br>201,189  | Albuquerque Transit System                                                                   | 2/1/65        | Albuquerque Bus Company                            |
| Alexandria, Louisiana<br>40,279     | Municipal Bus Lines                                                                          | -/-/16        | Southern Traction & Power Co.                      |
| ✓ Altoona, Pennsylvania<br>69,107   | Transportation & Motor Buses<br>For Public Use Authority                                     | 11/1/59       | Altoona & Logan Valley Electric<br>Railway Company |
| Amarillo, Texas<br>137,969          | Amarillo Transit System                                                                      | 12/27/66      | Amarillo Bus Company                               |
| Asheville, North Carolina<br>60,192 | Asheville Transit Authority<br>(Operated under management<br>contract with City Coach Lines) | 1/1/68        | White Transportation Company                       |
| Ashland, Wisconsin<br>10,132        | Ashland Bus Line                                                                             | 9/-/59        | NA                                                 |
| Ashtabula, Ohio<br>24,559           | City of Ashtabula, Division of<br>Transportation                                             | 8/1/22        | Ashtabula Rapid Transit Company                    |
| Bakersfield, California<br>56,848   | Bakersfield Transit Authority                                                                | 8/1/56        | Bakersfield Transit Company                        |
| Baltimore, Maryland<br>939,024      | Metropolitan Transit Authority<br>of Maryland                                                | 4/30/70       | Baltimore Transit Company                          |
| Baton Rouge, Louisiana<br>152,419   | Capitol Transit Company                                                                      | 8/21/70       | Metro Transit Corporation                          |
| Battle Creek, Michigan<br>44,169    | Battle Creek Coach Company                                                                   | 1/1/68        | Battle Creek Coach Company                         |
| Binghamton, New York<br>75,941      | Broome County Transit System                                                                 | 6/2/68        | Triple Cities Traction Corp.                       |
| NA - Not Available                  |                                                                                              |               |                                                    |



| City, State, F.M.O. No.          | Transit System                                                                                  | Date Acquired                                               | Previous                                                                                                                                                  |
|----------------------------------|-------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Boston, Massachusetts<br>697,197 | Massachusetts Bay Transportation Authority (Successor to Metro. Transit Authority as of 8/4/64) | 8/29/47<br>3/25/68                                          | Boston Elevated Railway Company<br>Eastern Massachusetts Street Railway Company                                                                           |
| Butte, Montana<br>27,877         | Butte Bus Lines, Inc. (a)                                                                       | NA                                                          | Butte Bus Lines, Inc.                                                                                                                                     |
| Cedar Rapids, Iowa<br>92,035     | Regional Transit Authority                                                                      | 4/1/67                                                      | Cedar Rapids City Lines, Inc.                                                                                                                             |
| Chicago, Illinois<br>3,550,404   | Chicago Transit Authority                                                                       | 9/30/47<br>9/30/47<br>10/1/52                               | Chicago Rapid Transit Company<br>Chicago Surface Lines<br>Chicago Motor Coach Company                                                                     |
| Cleveland, Ohio<br>876,050       | Cleveland Transit System                                                                        | 4/29/42<br>5/1/49<br>12/10/54<br>7/1/61<br>3/1/64<br>2/1/68 | Cleveland Railway Company<br>City of South Euclid<br>Lakewood Rapid Transit Company<br>Broadview Bus Line<br>Redifer Bus System<br>Berea Bus Line Company |
|                                  | City of Shaker Heights, Dept. of Transportation                                                 | 9/6/44                                                      | Cleveland Interurban Railway Company                                                                                                                      |
| Columbia, Missouri<br>36,650     | Columbia Municipal Bus Lines                                                                    | 9/1/65                                                      | Columbia City Bus Lines, Inc.                                                                                                                             |
| Columbus, Georgia<br>116,779     | Columbus Transportation System                                                                  | 8/1/67                                                      | Columbus Transportation Company                                                                                                                           |
| Columbus, Indiana<br>20,778      | Columbus Municipal Transit Sys.                                                                 | 3/-/62                                                      | NA                                                                                                                                                        |
| Commerce, California<br>10,000   | City of Commerce                                                                                | NA                                                          | NA                                                                                                                                                        |
| Coral Gables, Florida<br>34,793  | Coral Gables Municipal Bus Sys.                                                                 | -/-/27                                                      | Coral Gables Rapid Transit Corp.                                                                                                                          |
| Corpus Christi, Texas<br>167,690 | Corpus Christi Transit System                                                                   | 9/26/66                                                     | City Transit System (Lessee)<br>Nueces Transportation Company                                                                                             |

NA - Not Available.

(a) Owned by the city; Leased at no cost to private management.

| State 1960 Pop.                    | Transit System                                                                                    | Date Acquired | Predecessor                     |
|------------------------------------|---------------------------------------------------------------------------------------------------|---------------|---------------------------------|
| Culver City California<br>32,163   | Culver City Municipal Bus Lines                                                                   | 3/1/28        | # #                             |
| Dallas, Texas<br>679,684           | Dallas Transit System                                                                             | 1/1/64        | Dallas Transit Company          |
| Daytona Beach, Florida<br>37,395   | Daytona Beach Municipal Bus Line                                                                  | NA            | Daytona Beach Municipal Bus Li  |
| Detroit, Michigan<br>1,670,144     | Detroit, Department of Street<br>Railways                                                         | 5/15/22       | Detroit United Railways         |
| Duluth, Minnesota<br>106,334       | Duluth Transit Authority                                                                          | 2/1/70        | Duluth-Superior Transit Company |
| Elgin, Illinois<br>49,447          | City of Elgin, Dept. of Transp.                                                                   | -/-/68        | Elgin City Lines                |
| ✓ Erie, Pennsylvania<br>138,440    | Erie Metropolitan Transit Auth.                                                                   | 11/1/67       | Erie Coach Company              |
| Euclid, Ohio<br>62,998             | City of Euclid Bus Lines                                                                          | NA            | NA                              |
| Everett, Washington<br>40,304      | Everett Transit System                                                                            | NA            | NA                              |
| Fernandina Beach, Florida<br>7,276 | Fernandina Beach Bus Lines                                                                        | 3/15/60       | # #                             |
| Flint, Michigan<br>196,940         | Flint Transit Authority<br>(Operated under Management<br>Contract with the City Coach<br>Lines)   | 5/1/64        | Flint City Coach Lines          |
| Fort Wayne, Indiana<br>161,776     | Fort Wayne Transit, Inc.<br>(Operated under Management<br>Contract with Public Transpn.<br>Corp.) | 7/19/68       | Fort Wayne Transit, Inc.        |
| Fresno, California<br>133,929      | Fresno Municipal Lines                                                                            | 11/1/61       | Fresno City Lines, Inc.         |
| Gardena, California<br>35,913      | Gardena Municipal Bus Lines                                                                       | NA            | NA                              |



| City, State 1960 Pop.               | Transit System                                                                                  | Date Acquired | Predecessor                                                     |
|-------------------------------------|-------------------------------------------------------------------------------------------------|---------------|-----------------------------------------------------------------|
| Grand Rapids, Michigan<br>177,313   | Grand Rapids Transit Authority<br>(Operated under Management<br>Contract with City Coach Lines) | 2/-/64        | Grand Rapids City Coach Lines                                   |
| Greeley, Colorado<br>26,314         | Greeley Municipal Bus System                                                                    | 11/3/59       | Greeley Bus Company                                             |
| Greenfield, Massachusetts<br>14,389 | Greenfield-Montague<br>Transportation Area                                                      | 8/1/24        | Connecticut Valley Street<br>Railway Company                    |
| Halthom, Texas<br>23,133            | Halthom City Transit Service                                                                    | -/-/58        | Halthom City Bus Company                                        |
| Henderson, Kentucky<br>16,892       | City of Henderson Transit Comm.                                                                 | 7/26/57       | City Bus Lines                                                  |
| Ithaca, New York<br>28,799          | Ithaca Community Transit System                                                                 | 8/14/61       | Ithaca Railway Company                                          |
| Jackson, Michigan<br>50,720         | Jackson Public Transportation Co.                                                               | 12/1/56       | Jackson City Lines, Inc.<br>(Leased to city until 8/31/64)      |
| Jackson, Tennessee                  | Jackson Transit Authority                                                                       | 4/4/66        | Jackson City Lines                                              |
| Jamestown, New York<br>41,818       | Jamestown Motor Bus Operating<br>Acct.                                                          | 7/1/62        | Jamestown Motor Bus Transpn. C                                  |
| Janesville, Wisconsin<br>35,164     | City of Janesville Bus Dept.                                                                    | 6/-/52        | Janesville Bus Company                                          |
| Jefferson City, Missouri<br>28,228  | Jefferson City Transit Authority                                                                | 9/1/66        | Jefferson City Lines, Inc.                                      |
| Joliet, Illinois<br>66,780          | Joliet Mass Transit District                                                                    | 8/-/70        | Joliet City Lines                                               |
| Kalamazoo, Michigan<br>82,089       | Dept. of Transpn., City of<br>Kalamazoo                                                         | 10/1/57       | Kalamazoo City Lines<br>(Under Lease to City until<br>12/31/66) |

| City, State 1960 Pop.                | Transit System                                                                                                     | Date Acquired                                                          | Predecessor                                                                                                                                                                            |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Kansas City, Missouri<br>475,539     | Kansas City Area Transportation Authority                                                                          | 2/1/69<br>4/1/69<br>4/1/69                                             | Kansas City Transit<br>Johnson County Suburban<br>Jefferson Transportation<br>(Suburban Service)                                                                                       |
| Knoxville, Tennessee<br>111,827      | City of Knoxville (Operated Under Management Contract with Knoxville Service Corp.)                                | 10/17/67                                                               | Knoxville Transit Line                                                                                                                                                                 |
| Lafayette, Louisiana<br>40,400       | Lafayette Municipal Transit System                                                                                 | 1/1/66                                                                 | Lafayette Transit System                                                                                                                                                               |
| Lake Charles, Louisiana<br>63,392    | Lake Charles Transit Company                                                                                       | 5/1/67                                                                 | Lake Charles Bus Company                                                                                                                                                               |
| Lexington, Kentucky<br>62,810        | City Bus Lines of Lexington                                                                                        | NA                                                                     | NA                                                                                                                                                                                     |
| Long Beach, California<br>344,168    | Long Beach Public Transportation Company                                                                           | 9/1/63<br>9/1/63                                                       | Long Beach Motor Bus Company<br>Long Beach City Lines                                                                                                                                  |
| Long Beach, New York<br>26,473       | City of Long Beach Bus Dept.                                                                                       | 9/1/51                                                                 | Nassau Bus Lines                                                                                                                                                                       |
| Los Angeles, California<br>2,479,015 | Southern California Rapid Transit District (Successor to Los Angeles Metropolitan Transit Authority as of 11/5/64) | 3/3/58<br>3/3/58<br>3/3/58<br>1/10/61<br>2/15/61<br>7/30/67<br>7/30/67 | Los Angeles Transit Lines<br>Metropolitan Coach Lines<br>Asbury Rapid Transit System<br>Foster Transportation<br>Crosstown Suburban Bus<br>Pasadena City Lines<br>Inglewood City Lines |
| Madison, Wisconsin<br>126,706        | Madison Service Corporation                                                                                        | 5/1/70                                                                 | Madison Bus Company                                                                                                                                                                    |
| Maple Heights, Ohio<br>31,667        | Maple Heights Transit                                                                                              | -/-/35                                                                 | Cleveland Southeastern Bus Company                                                                                                                                                     |



| City, State 1970 pop.                     | Transit System                                                                                                                | Date Acquired                                  | Predecessor                                                                                                                        |
|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| Memphis, Tennessee<br>497,524             | Memphis Transit Authority<br>(Operated under management<br>contract with Memphis Transit<br>Management Company.)              | 1/8/61<br>12/1/61                              | Memphis Transit Company<br>Yellow Bus Lines, Inc.                                                                                  |
| Merrill, Wisconsin<br>9,451               | Merrill City Bus Lines                                                                                                        | 12/4/54                                        | Wausau Transit Lines, Inc.                                                                                                         |
| Miami, Florida<br>291,683                 | Metropolitan (Dade County)<br>Transit Authority (Operated<br>under management contract with<br>National City Lines Mgmt. Co.) | 2/9/62<br>2/9/62<br>2/9/62<br>2/9/62<br>-/-/68 | Miami Transit Company<br>Miami Beach Railway Company<br>South Miami Coach Lines, Inc.<br>Key Transit, Inc.<br>Coast Cities Coaches |
| Michigan City, Indiana<br>36,653          | Municipal Coach Service                                                                                                       | 8/18/55                                        | Michigan City Transit Lines                                                                                                        |
| Minneapolis, Minnesota<br>482,872         | Twin Cities Area Metropolitan<br>Transit Commission                                                                           | 9/18/70                                        | Twin City Lines, Inc.                                                                                                              |
| Mobile, Alabama<br>202,779                | City of Mobile, Dept. of<br>Transportation                                                                                    | 3/9/70                                         | Mobile City Lines                                                                                                                  |
| Monroe, Louisiana<br>52,219               | Municipal Bus Department                                                                                                      | 7/15/06                                        | Monroe Street Railway                                                                                                              |
| Montebello, California<br>52,097          | Montebello Municipal Bus Lines                                                                                                | 7/27/31                                        | Motor Transit Company                                                                                                              |
| Moreheadville, North Carolina<br>Suburban | Gabriel Bus Company                                                                                                           | NA                                             | NA                                                                                                                                 |
| Muskegon, Michigan<br>46,485              | Muskegon Transit Authority                                                                                                    | NA                                             | Muskegon City Coach Lines, Inc.                                                                                                    |

| City, State 1960 Pop.              | Transit System                                                                                                                                                                          | Date Acquired                                                                                               | Predecessor                                                                                                                                                                                                                                                                                        |
|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| New York, New York<br>7,781,984    | *New York City Transit Authority<br><br>Manhattan and Bronx Surface<br>Transit Operating Authority<br>(Affiliate of New York City<br>Transit Auth.)<br>*Port Auth. Trans-Hudson Corp(a) | 9/10/32<br>6/-/40<br>6/-/40<br>2/23/47<br>3/30/47<br>9/23/48<br>9/23/48<br>3/23/62<br>3/23/62<br><br>9/1/62 | ##<br>Brooklyn-Manhattan Transit Co.<br>Interborough Rapid Transit Co.<br>Isle Transportation Company<br>North Shore Bus Company<br>East Side Omnibus Corporation<br>Comprehensive Omnibus Corp.<br>Fifth Avenue Coach Lines, Inc.<br>Surface Transit, Inc.<br><br>Hudson & Manhattan Railroad Co. |
| Niagara Falls, New York<br>102,394 | Niagara Falls Transit System<br>(Operated under management<br>contract with the Cataract<br>Management Company)                                                                         | 1/1/65                                                                                                      | Niagara Frontier Transit Sys.In<br>Niagara Falls Division                                                                                                                                                                                                                                          |
| North Olmstead, Ohio<br>16,290     | North Olmstead Municipal Bus<br>Line                                                                                                                                                    | NA                                                                                                          | NA                                                                                                                                                                                                                                                                                                 |
| Oakland, California<br>367,548     | A C Transit                                                                                                                                                                             | 10/1/60                                                                                                     | Key System Transit Lines                                                                                                                                                                                                                                                                           |
| Oceanside, California<br>24,971    | City of Oceanside Transit Sys.                                                                                                                                                          | NA                                                                                                          | NA                                                                                                                                                                                                                                                                                                 |
| Oklahoma City, Oklahoma<br>324,253 | Central Oklahoma Transportation<br>& Parking Authority(Under Lease<br>to City)                                                                                                          | 9/1/66                                                                                                      | City Bus Company                                                                                                                                                                                                                                                                                   |
| Oxnard, California<br>40,265       | Oxnard Municipal Transit                                                                                                                                                                | 1/1/56                                                                                                      | Harbor Transit Company                                                                                                                                                                                                                                                                             |

\* Initial operation.

\* Created by specific state legislation. (a) Owned and operated by the Port of New York Authority, a public corporation and an agency of the State of New Jersey and New York.



| City, State 1960 Pop.                  | Transit System                                                                                          | Date Acquired                            | Predecessor                                                                                                        |
|----------------------------------------|---------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Panama City, Florida<br>33,275         | City of Panama City                                                                                     | 3/22/56                                  | Panama City Transit Company                                                                                        |
| Pekin, Illinois<br>28,146              | City of Pekin Municipal Bus Sys.                                                                        | 5/15/15                                  | Pekin & Petersburg Interurban<br>Railway Company                                                                   |
| Peoria, Illinois<br>103,162            | *Greater Peoria Mass Transit Dist.<br>(formed 5/1/70)                                                   | 8/17/70                                  | Peoria City Lines (Abandoned<br>6/6/70)                                                                            |
| Philadelphia, Pennsylvania<br>2,02,512 | *Southeastern Pennsylvania<br>Transportation Auth.<br>*Port Auth. Transpn. Corp. of<br>Penn. & N.J. (b) | 9/30/68<br>1/4/69                        | Philadelphia Transpn. Company<br># #                                                                               |
| Pittsburgh, Pennsylvania<br>604,332    | Port Auth. of Allegheny County                                                                          | (c)                                      | (c)                                                                                                                |
| Pomona, California<br>67,157           | Pomona Valley Municipal Transit<br>System                                                               | 1/1/66                                   | Pomona Bus Lines                                                                                                   |
| Portland, Oregon<br>372,676            | Tri County Metropolitan Transpn.<br>District of Oregon                                                  | 12/1/69<br>12/1/69<br>12/1/69<br>12/1/69 | Rose City Transit Company<br>Portland Stages Inc.<br>Estacada-Molaala Stages, Inc.<br>Tua Latin Valley Buses, Inc. |
| Providence, Rhode Island<br>207,493    | Rhode Island Public Transit Auth.<br>(Operated under Management Con-<br>tract with National City Lines) | 7/1/66                                   | United Transit Company                                                                                             |
| Pueblo, Colorado                       | Pueblo Transpn. Company                                                                                 | 2/1/58                                   | Pueblo Transportation Company                                                                                      |

(b) Owned and operated by the Delaware River Port Auth., a public corp. and agency of the States of New Jersey and Pennsylvania.

(c) See page

| City, State              | 1960 Pop. | Transit System                                                                                                        | Date Acquired     | Predecessor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------|-----------|-----------------------------------------------------------------------------------------------------------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Radford, Virginia        | 9,371     | City of Radford, Department of Transportation                                                                         | 8/1/22            | Radford Water Power Company                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Redwood City, California | 46,290    | City of Redwood City (Operated under Management Contract with Servicar of Northern Calif., Inc.)                      | 4/10/68           | Peninsula Transit Lines                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Rochester, New York      | 318,611   | Regional Transit Service                                                                                              | 5/23/68           | Rochester Transit Corporation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Rome, Georgia            | 32,226    | Rome Transit Department                                                                                               | 10/1/61           | Georgia Power Company                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Rome, New York           | 51,646    | V.I.P. Transportation                                                                                                 | 3/2/68            | # #                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Sacramento, California   | 191,667   | Sacramento Transit Authority                                                                                          | 9/23/55<br>-/-/68 | Sacramento City Lines, Inc.<br>Gibson Lines                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| St. Louis, Missouri      | 750,026   | Bi-State Transit System ( )<br>(Operated under Management Contract by the Transit Services Corp. of Metro. St. Louis) | 4/1/63            | St. Louis Public Serv. Co.<br>St. Louis, Mo.<br>East St. Louis City Lines, Inc.<br>East St. Louis, Ill.<br>St. Louis County Transit Co.<br>Overland, Mo.<br>Ferguson-Broadway Bus Lines, Inc., Ferguson, Mo.<br>V-K Bus Lines, St. Louis, Mo.<br>(St. Louis local lines only)<br>Belleville-St. Louis Coach Co.<br>Belleville, Ill.<br>Community Coach Co., Granite City, Ill.<br>Vandalia Bus Lines, Collinsville, Ill. (Except St. Louis to Vandalia route)<br>O'Fallon-Belleville Coach Co., Inc., O'Fallon, Ill. |



| City, State                            | 1960 Pop. | Transit System                                                 | Date Acquired     | Predecessor                                                                                                                                                                                                                                                                |
|----------------------------------------|-----------|----------------------------------------------------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |           |                                                                | 4/1/63            | Caseyville Bus Lines, Inc.<br>Caseyville, Ill.<br>Industrial Bus Lines, Inc.<br>Caseyville, Ill.<br>Citizens Coach Co.,<br>Alton, Ill.<br>Brown Motor Lines<br>Alton, Ill.<br>Wood River-Alton Bus Lines, Inc.<br>Wood River, Ill.<br>County Coach Co.<br>Belleville, Ill. |
| S . Petersburg, Florida<br>181,298     |           | Municipal Transit System                                       | 7/1/19            | St. Petersburg & Gulf Railway<br>Co.                                                                                                                                                                                                                                       |
| Saginaw, Michigan<br>98,265            |           | Saginaw Transit, Inc.                                          | 9/1/60            | Saginaw City Lines, Inc.                                                                                                                                                                                                                                                   |
| Salem, Oregon<br>49,142                |           | City of Salem Department of<br>Public Works - Transit Division | 7/1/66            | Capital Transit Lines                                                                                                                                                                                                                                                      |
| Salt Lake City, Utah<br>189,454        |           | Utah Transit Authority                                         | 8/10/70           | Salt Lake City Lines                                                                                                                                                                                                                                                       |
| San Angelo, Texas<br>58,815            |           | City of San Angelo Bus Company                                 | 8/-/32            | Sunshine Bus Company                                                                                                                                                                                                                                                       |
| San Antonio, Texas<br>587,718          |           | San Antonio Transit System                                     | 5/1/59            | San Antonio Transit Company                                                                                                                                                                                                                                                |
| San Bernardino, California<br>91,922   |           | Municipal Transit System                                       | 7/5/61            | San Bernardino Valley Transit<br>Company                                                                                                                                                                                                                                   |
| San Buenaventura, California<br>29,114 |           | Citizens Transit Lines                                         | -/-/42            | NA                                                                                                                                                                                                                                                                         |
| San Diego, California<br>573,224       |           | San Diego Transit Corporation                                  | 7/1/67            | San Diego Transit System                                                                                                                                                                                                                                                   |
| San Francisco, California<br>742,845   |           | San Francisco Municipal Railway                                | 5/1/12<br>9/29/44 | Geary Park & Ocean Railroad Co.<br>Market Street Railroad Co.                                                                                                                                                                                                              |

| City, State                             | 1960 Pop. | Transit System                                                                   | Date Acquired | Predecessor                        |
|-----------------------------------------|-----------|----------------------------------------------------------------------------------|---------------|------------------------------------|
| Santa Barbara, California               | 58,768    | Santa Barbara Metropolitan Transit District                                      | 4/16/67       | Santa Barbara Transit Company      |
| Santa Cruz, California                  | 25,596    | Santa Cruz Metropolitan Transit District                                         | 7/1/68        | Santa Cruz Transit Company         |
| Santa Monica, California                | 83,249    | Santa Monica Municipal Bus Lines                                                 | NA            | NA                                 |
| Santa Rosa, California                  | 51,027    | Santa Rosa Transit System                                                        | 8/4/58        | Motor Streetcar Service, Inc.      |
| Savannah, Georgia                       | 149,245   | Savannah Transit Authority                                                       | 7/7/60        | Savannah Transit Company           |
| Seattle, Washington                     | 557,087   | Seattle Transit System                                                           | 4/1/19        | Seattle Electrical Company         |
| Shaker Heights, Ohio                    | 876,050   | City of Shaker Heights, Dept. of Transportation                                  | 9/6/44        | Cleveland Interurban Railroad Co.  |
| Shelby, North Carolina<br>Suburban      |           | Shelby Bus Lines                                                                 | NA            | NA                                 |
| Sioux City, Iowa                        | 89,159    | Sioux City Transit (Operated under Management Contract with National City Lines) | 4/21/69       | Sioux City Lines, Inc.             |
| South Bend, Indiana                     | 132,445   | City of South Bend Transportation Corporation                                    | 1/2/68        | Northern Indiana Transit, Inc.     |
| Springfield, Illinois                   | 83,271    | Springfield Mass Transit District                                                | 7/1/68        | Springfield City Lines, Inc.       |
| Springfield, Missouri                   | 95,865    | City Utilities of Springfield                                                    | 3/26/45       | Springfield Gas & Electric Company |
| Statesville, North Carolina<br>Suburban |           | Statesville Motor Coach Company, Inc.                                            | NA            | NA                                 |
| Staunton, Virginia                      | 22,232    | Staunton Transit Service                                                         | 9/1/47        | Shanandoah Traction Company        |



| City, State                | 1960 Pop. | Transit System                                                                                | Date Acquired | Predecessor                  |
|----------------------------|-----------|-----------------------------------------------------------------------------------------------|---------------|------------------------------|
| Stockton, California       | 86,321    | Stockton Metropolitan Transit District                                                        | 6/1/65        | Stockton City Lines, Inc.    |
| Tacoma, Washington         | 147,979   | Tacoma Transit Department                                                                     | 2/1/61        | Tacoma Transit Company       |
| Terre Haute, Indiana       | 72,500    | Terre Haute Municipal Transit System                                                          | 9/-/64        | Terre Haute Transit Company  |
| Torrance, California       | 100,991   | Torrance Municipal Bus Lines                                                                  | -/-/41        | NA                           |
| Trenton, New Jersey        | 114,167   | Mercer County Improvement Authority                                                           | -/-/69        | Capitol Transit Company      |
| Tucson, Arizona            | 212,892   | Tucson Transit Company (Operated under Management Contract with American Transit Corporation) | 1/1/69        | Tucson Transit Corporation   |
| Tulsa, Oklahoma            | 261,685   | Metropolitan Tulsa Transit Authority                                                          | 9/1/68        | MK&O Transit Lines           |
| Utica, New York            | 100,410   | Utica Transit Commission                                                                      | 7/1/67        | Utica Transit Corporation    |
| Vancouver, Washington      | 32,464    | City of Vancouver                                                                             | -/-/70        | Vancouver City Lines         |
| Wichita, Kansas            | 254,698   | Wichita Metropolitan Transit Authority                                                        | 12/6/66       | Wichita Transit Company      |
| Williamsport, Pennsylvania | 41,967    | City of Williamsport                                                                          | 8/-/69        | Williamsport Bus Company     |
| Wilmington, Delaware       | 95,827    | Greater Wilmington Transportation Authority                                                   | 1/5/69        | Delaware Coach Company       |
| Winchester, Virginia       | 15,110    | Winchester City Transit Lines                                                                 | 9/30/50       | Winchester Bus Company, Inc. |
| Yakima, Washington         | 43,284    | Yakima Transit Commission                                                                     | 10/1/66       | Yakima City Bus Lines, Inc.  |

| City, State        | 1960 Pop. | Transit System                                        | Date Acquired | Predecessor                      |
|--------------------|-----------|-------------------------------------------------------|---------------|----------------------------------|
| Youngstown, Ohio   | 166,689   | Mahoning Valley Regional Mass Transit Authority       | 8/9/70        | Youngstown Transit Company       |
| Atlanta, Georgia   |           | Atlanta Transit System Division                       | 3/1/72        | Atlanta Transit System           |
| Albany, New York   |           | Capital District Transportation Authority             | Na.           | United Traction Company          |
| Ann Arbor, Mich.   |           | Ann Arbor Transportation Authority                    | Na.           | Ann Arbor City Transit Co.       |
| Aurora, Ill.       |           | Aurora Transit Authority                              | 3/1/70        | Aurora City Lines                |
| Canton, Ohio       |           | Canton-North Canton Regional Transportation Authority | 1/1/71        | Canton City Lines                |
| Charleston, W. Va. |           | Kanawha Valley Regional Transit Authority             | 10/25/71      | Charleston Transit Company       |
| Denver, Colo.      |           | Denver Metro Transit                                  | 4/18/71       | Denver Tramway Corp.             |
| Evansville, Ind.   |           | Evansville-Metropolitan Transit System                | 11/-/70       | McCleary Coach Lines             |
| Eugene, Ore.       |           | Lane County Mass Transit District                     | 11/23/70      | Emerald Transit System, Inc.     |
| * Flint, Michigan  |           | Mass Transportation Authority                         | 5/1/64        | Flint City Coach Lines           |
| Lincoln, Neb.      |           | Lincoln Transit System                                | 7/15/71       | Lincoln City Lines               |
| New Castle, Pa.    |           | New Castle Area Transit Authority                     | 3/1/59        | Shenango Valley Transportation C |
| Palo Alto, Calif.  |           | City of Palo Alto                                     | 12/1/63       | Peninsula Transit Lines          |
| Rockford, Ill.     |           | Mass Transit District                                 | 3/1/71        | Rockford Transit Corp.           |
| Syracuse, New York |           | Central New York Regional Tran. Authority             | 1/17/72       | Syracuse Transit Corp.           |
| Tampa, Fla.        |           | Tampa Bus Company                                     | 4/1/71        | Tampa Transit Lines              |



| City, State            | 1960 Pop. | Transit System                            | Date Acquired | Predecessor                          |
|------------------------|-----------|-------------------------------------------|---------------|--------------------------------------|
| Toledo, Ohio           |           | Toledo Area Regional Transit Authority    | 6/1/71        | Community Traction Co.               |
| West Palm Beach, Fla.  |           | Florida Transit Management Co.            | 8/2/71        | Transit Co. of the West Palm Beaches |
| Wichita Falls, Texas   |           | Wichita Falls Bus System                  | 4/16/71       | Wichita City Lines                   |
| Lackawanna County, Pa. |           | Lackawanna County Dept. of Transportation | 1972          | None                                 |

## Exhibit II

### Types of Support Provided to Public Transportation Agencies By Federal and State Departments

- A. Operating subsidies for net loss. Purchase of lease agreement.  
Two-thirds Penn DOT, one-third local. The local share might be paid by model cities.
- B. Capital improvements (busses, maintenance buildings, shelters, etc. for net project cost). Four-sixths UMTA<sup>(1)</sup>, one-sixth Penn DOT and one-sixth local share. The local share might be paid by the model cities agency. If Appalachia money can be obtained, it would be 14 % Appalachia, 66 % UMTA, 10 % Penn DOT and 10 % local.
- C. Demonstration grants.
  - 1. Civil Rights and Service Development Project  
100 percent grant for operating money and new busses from UMTA for at least one year through a public agency. Possibility of extension to three years.

(1) Urban Mass Transit Administration (Federal)



MUNICIPALITY AUTHORITIES ACT OF 1945.

53 P.S. 301. SHORT TITLE

This act shall be known and may be cited as the "Municipality Authorities Act of 1945."

302. DEFINITIONS

The following terms whenever used or referred to in this act shall have the following meanings, except in those instances where the context clearly indicates otherwise:

(a) The term "Authority" shall mean a body politic and corporate, created pursuant to this act or pursuant to the "Municipality Authorities Act of 1935" repealed hereby.

(b) The term "Board" shall mean the governing body of an Authority.

(d) The term "Municipal Authority" shall mean the body or board authorized by law to enact ordinances or adopt resolutions for the particular municipality.

(f) The term "municipality" shall mean any county, city, town, borough, township or school district of the Commonwealth of Pennsylvania.

303. METHOD OF INCORPORATION

A. Whenever the municipal authorities of any municipality singly or of two or more municipalities jointly shall desire to organize an Authority under this act, they shall adopt a resolution or ordinance signifying their intention to do so.

Thereafter the municipal authorities of such municipality or municipalities shall cause a notice of such resolution or ordinance to be published at least one time in the legal periodical of the county or counties in which such Authority is to be organized, and at least one time in a newspaper published and of general circulation in such county or counties. Said notice shall contain a brief statement of the substance of said resolution or ordinance, including the substance of such articles making reference to this act, and shall state that on a day certain, not less than three days after publications of said notice, articles of incorporation of the proposed Authority will be filed with the Secretary of the Commonwealth of Pennsylvania. No such municipality shall be required (any law to the contrary notwithstanding) to make such resolution.



This act shall be known and may be cited as the "Municipality Authorities Act of 1945."

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The following terms whenever used or referred to in this act shall have the following meanings, except in those instances where the context clearly indicates otherwise:

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B. On or before the day specified in said notice the municipal authorities shall file with the Secretary of the Commonwealth articles of incorporation together with proof of publication of the notice as aforesaid. Said articles of incorporation shall set forth:

(a) The name of the "Authority".

(b) A statement that such Authority is formed under this act.

(c) A statement whether any other Authority has been organized under this act or under the act, approved the twenty-eighth day of June, one thousand nine hundred thirty five (Pamphlet Laws 463), and is in existence in or for the incorporating municipality or municipalities, except that where any one or more of the municipalities have already joined with other municipalities not composing the same group in organizing a joint Authority, the application shall set forth the name of the Authority theretofore created, together with the names of the municipalities joining therein.



(d) The name of the incorporating municipality, together with the names and addresses of its municipal authorities, and  
(e) The names, addresses and term of office of the first members of the Board of said Authority.

All of which matter shall be determined in accordance with the provisions of this act. Said articles of incorporation shall be executed by each incorporating municipality by its proper officers and under its municipal seal.

C. If the Secretary of the Commonwealth finds that the articles of incorporation conform to law, he shall forthwith, but not prior to the day specified in the aforesaid notice, endorse his approval thereon, and when all proper fees and charges have been paid, shall file the articles and issue a certificate of incorporation, to which shall be attached a copy of the approved articles. Upon the issuance of such certificate of incorporation by the Secretary of the Commonwealth, the corporate existence of said Authority shall begin. Said certificate of incorporation shall be conclusive evidence of the fact that such Authority has been incorporated, but proceedings may be instituted by the Commonwealth to dissolve any Authority which shall have been formed without substantial compliance with the provisions of this section.

D. When the Authority has been organized and its officers elected, the secretary shall certify to the Secretary of the Commonwealth the names and addresses of its officers, as well as the principal office of the Authority. Any change in the location of the principal office shall likewise be certified to the Secretary of the Commonwealth within ten (10) days after such change. Any Authority heretofore created under the laws of the Commonwealth of Pennsylvania, in addition to powers granted or conferred upon said Authority shall possess all the powers provided in this act.

#### 306. PURPOSES AND POWERS; GENERAL

A. Every Authority incorporated under this act shall be a body corporate and politic, and shall be for the purpose of acquiring, holding, constructing, improving, maintaining and operating, owning, leasing, either in the capacity of lessor or lessee, projects of the following kind and character, buildings to be devoted wholly or partially for public uses including public school buildings, and for revenue-producing purposes; transportation, marketing, shopping, terminals, bridges, tunnels, flood control projects, highways, parkways, traffic distribution centers, parking spaces, airports, and all facilities necessary or incident thereto....

B. Every Authority is hereby granted, and shall have and may exercise all powers necessary or convenient for the carrying out of the aforesaid purposes, including but without limiting the generality of the foregoing, the following rights and powers.....



(d) The name of the incorporating municipality, together with the names and addresses of its municipal authorities, and  
(e) The names, addresses and term of office of the first members of the Board of said Authority.

All of which matter shall be determined in accordance with the provisions of this act. Said articles of incorporation shall be executed by each incorporating municipality by its proper officers and under its municipal seal.

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A. Every Authority incorporated under this act shall be a body corporate and politic, and shall be for the purpose of acquiring, holding, constructing, improving, maintaining and operating, owning, leasing, either in the capacity of lessor or lessee, projects of the following kind and character, buildings to be devoted wholly or partially for public uses including public school buildings, and for revenue-producing purposes; transportation, marketing, shopping, terminals, bridges, tunnels, flood control projects, highways, parkways, traffic distribution centers, parking spaces, airports, and all facilities necessary or incident thereto....

B. Every Authority is hereby granted, and shall have and may exercise all powers necessary or convenient for the carrying out of the aforesaid purposes, including but without limiting the generality of the foregoing, the following rights and powers.....

#### 309. GOVERNING BODY

A. The Powers of each Authority shall be exercised by a governing body (herein called the "Board") composed as follows:

(a) If the Authority is incorporated by one municipality the board shall consist of such number of members not less than five as shall be set forth in the articles of incorporation or amendment thereto. The governing body of such municipality shall appoint the members of the board, whose terms of office shall commence on the date of appointment. One member shall serve for one year, one for two years, one for three years, one for four years, and one for five years from the January first next succeeding the date of incorporation or amendment, and if there are more than five members of the board, their terms shall be staggered in a similar manner for terms of from one to five years from the January first next succeeding. Thereafter whenever a vacancy has occurred or is about to occur by reason of the expiration of the term of any member, the said governing body shall appoint a member of the board for a term of five years



Exhibit IV

# City Demonstration Agency of the City of Wilkes-Barre

148-150 South Main Street  
Wilkes-Barre, Pennsylvania 18701  
Area Code 717 - 823-0147

Leo E. Solomon, Chairman  
Charles E. Johns  
Rev. Msgr. John F. Boll  
Hyman Lieberman  
Walter R. Fox

Robert M. Miscavage  
Executive Director  
Charles Anistranski  
Deputy Director  
Joseph V. Kasper  
Legal Counsel

August 18, 1972

Mr. Jules Landau, Merchant Representative  
Luzerne County Commissioners  
Transit Committee  
Luzerne County Court House  
Wilkes-Barre, Pennsylvania 18701

Dear Mr. Landau:

The City Demonstration Agency of the City of Wilkes-Barre is greatly interested in assisting in the continuation and improvement of a mass transit system for the Wilkes-Barre metropolitan area. In pursuance of this goal, the CDA has made inquiries and originated some concepts which might be considered as one method of approach.

It has been estimated that it will cost anywhere from one to one and a half million dollars a year to operate a mass transit service in the area. The cost will vary with the method and degree of service provided. If one accepts, that because of the present critical state of transportation in Wyoming Valley, the patronage of bus service must be encouraged, then some effort in providing free or subsidized travel is imperative. Therefore, the method of meeting the transit cost is of prime importance.

One means of providing free transportation service might be through the use of an Urban Mass Transportation Demonstration Grant. The Demonstration Grant is federally sponsored and is authorized for experimental programs which "demonstrate" new techniques applicable to the rest of the nation. Under such a grant the Federal Government assumes two-thirds of the cost of a project with the remaining one-third being the local share.

The CDA proposal is that this area initiate a project which could be funded through an UMTA Demonstration Grant. The project would test the concept of prepaid bus service for the consumer by the business and commercial community. Based on the concept that a reduction in the fare to no cost or minimal charge of 10¢ for transit into and out of the core area of the city will increase the volume of business in the core area as a result of



Mr. Jules Landau

August 18, 1972

increasing the volume of people in same.

Specifically, the hypothesis for verification would be that in the future free or subsidized service could be met from the following sources of revenue:

- (1) increase profits of the core area business and commercial establishments resulting from the increased use of transit by residents;
- (2) governmental funds now programmed into transportation; (A recent survey by the CDA estimated that at least \$50,000 is now being expended by local service agencies which could be used in subsidizing bus service).
- (3) if items 1 and 2 could not meet the cost, a minimal fee of 10¢ per ride could be instituted. At the present rate of usage, 27,000 per day, \$800,000 could be generated.

The hypotheses would be tested by furnishing free transit aid.

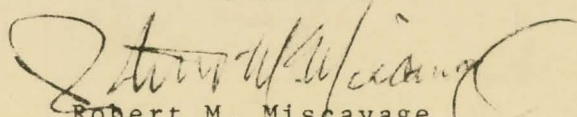
- (1) making a statistical comparison of riders before and after the initiation of free transit;
- (2) a statistical examination of the condition between business profit and increase transit usage.

The estimated cost of this project would be 1.5 million dollars. Of this amount, the local share would be \$500,000. To meet this cost, the CDA has requested the Department of Housing and Urban Development to make available \$500,000. It is believed such a program would not only furnish free service for one year, but also provide a valuable research project.

The CDA is interested in any thoughts you might have on this project or alternative programs.

Feel free to contact us for further discussions on any of the transportation problems affecting Wyoming Valley.

Sincerely yours,

  
Robert M. Miscavage  
Executive Director

RMM/g



COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
HARRISBURG 17120

August 15, 1972

IN REPLY REFER TO

RECEIVED

AUG 18 1972

STRESSTEEL

Mr. Edward Schechter  
Stressteel Corporation  
Box 190  
Wilkes-Barre, Pennsylvania 18702

Dear Ed:

This is in regard to this morning's telephone conversation concerning the pros and cons of establishing either a county department of transportation or a county transportation authority to maintain, control, and improve mass transit service in Luzerne County.

With respect to our discussion concerning the control of costs related to the provision of transit service, we in the Department of Transportation share that same concern. In order to deal more effectively with that problem, we have prepared a preliminary draft of Operating Guidelines for the Mass Transportation Assistance Program (copy attached). These Guidelines come as a result of the recognition that more transit agencies or authorities in Pennsylvania continue to be confronted with a decline in transit ridership, a deterioration of the quality of service and an increase in operating deficits. To deal more effectively with these problems, the Department is developing ways to insure that steps are taken by transit agencies and authorities to maximize transit service in proportion to the existing and potential demands for such service and at minimum cost, to improve efficiency and to minimize the need for public financial assistance. I am sure that local governments also want to be assured that the transit service which they are supporting is being operated as efficiently and effectively as possible.

During our discussion, the question was raised concerning Public Utility Commission jurisdiction over transit service controlled by the County. We have been informed by the Public Utility Commission that service provided within the county by the public body (in this case Luzerne County or a County-wide transit authority) would not be subject to PUC control. Service provided outside Luzerne County would fall under PUC jurisdiction.

With respect to the question concerning the exemption of liquid fuel taxes, any transit operation under the jurisdiction of a municipality, county, or transit authority (organized under the Municipality Authorities Act of 1945) would be exempt from paying such State taxes.



Mr. Edward Schechter  
Page 2  
August 15, 1972

In order to clarify the powers and duties given to transit authorities under the Municipality Authorities Act of 1945, the following is a brief description of the principal projects as related to transit service:

1. To acquire, purchase, hold, lease as lessee and use and franchise property, real, personal, or mixed, tangible or intangible, or any interest herein necessary or desirable, for carrying out the purposes of the Authority, and to sell, lease as lessor, transfer and dispose of any property or interest therein at any time acquired by it.
2. To acquire by purchase, lease, or otherwise, to construct, improve, maintain, repair, and operate projects.
3. To fix, alter, charge, and collect rates and other charges in the area served by its facilities.
4. To borrow money, make and issue negotiable notes, bonds, refunding bonds, and to secure the payment of such indebtedness by pledging any of its revenues and receipts.
5. To borrow money and accept grants from and to enter into contracts, leases, or other transactions with any federal agency, Commonwealth of Pennsylvania, municipality, school district, corporation, or Authority.
6. To have the power of eminent domain.
7. To contract with any municipality, corporation, or any public Authority of this or any adjoining state for the construction and operation of any project which is partly in Pennsylvania and partly in an adjoining state.
8. The Authority shall have no power at any time or in any manner to pledge the credit and taxing power of the Commonwealth or any political subdivisions, nor shall the Commonwealth or any political jurisdictions be liable for the payment of principal or of interest on such obligations.

This Bureau would have no objection to the establishment of either a county department of transportation or a county-wide transit authority in Luzerne County. Under present conditions, we can see advantages and disadvantages to both types of organization. It is really a matter of deciding which public body wishes to assume full responsibility for the sound management and efficient operation of transit service in the area. The local officials will, of course, make the final decision in this regard, not this Department.



Mr. Edward Schechter

Page 3

August 15, 1972

In order for the local area to take advantage of Federal and State transit funding, it will be necessary for local government(s) to commit local matching funds. With respect to capital assistance grants, the United States Department of Transportation will provide up to two-thirds of the net project cost with the balance of funding shared equally between the State Department of Transportation and the local agency or authority. Capital grants may be used to finance new buses, garages, and other capital equipment related to transit operations. In the case of Federal government, authorization is given for grants to be used to assist in the purchase of private transit companies. State law prohibits our participation in such acquisitions.

As you know, the State Department of Transportation can provide up to two-thirds of actual operating deficits incurred by publicly or privately owned transit operations. The remaining one-third must be provided from local sources. The State's Mass Transportation Assistance Program also provides financial assistance for promotion and advertising programs, research and demonstration projects and various types of transit studies. For your information, enclosed is a copy of Act 8 entitled the "Pennsylvania Urban Mass Transportation Assistance Law of 1967." Additional information concerning the State's mass transit program may be obtained by request.

If I can be of further assistance, please let me know.

Sincerely,

*Bill*

William C. Underwood, Director  
Bureau of Mass Transit Systems

Enclosures

# LUZERNE COUNTY PLANNING COMMISSION

JOHN A. HOURIGAN, JR.  
CHAIRMAN  
JOHN L. McDONALD, ESQ.  
VICE CHAIRMAN  
NOEL B. CAVERLY  
SECRETARY  
MICHAEL GALAIDA  
TREASURER  
PAUL CADDEN  
STEVE PAVLOVICH  
DONALD D. SMITH  
WILBUR TROY  
FRANK VANORE



EDWARD HEISELBERG  
DIRECTOR OF PLANNING

CLARENCE M. LAIDLER  
COUNTY ZONING OFFICER

LUZERNE COUNTY COURT HOUSE  
WILKES-BARRE, PENNSYLVANIA 18702  
TELEPHONE: 825-2749  
823-6161 EXT. 226-227

August 25, 1972

Mr. Edward Schechter  
Stressteel Corp.  
221 Conyngham Ave.  
Wilkes-Barre, Penna.

Dear Mr. Schechter:

The Office of Emergency Preparedness indicated on ~~September~~ <sup>August</sup> 22 that it would only fund the bus service until the emergency was over. OEP believes the emergency to be over when everyone is temporarily housed, which they estimate to be September 30, 1972. At that time OEP thinks the longer range agencies may be able to help, such as the U.S. and State departments of transportation.

On August 18, members of U.S. DOT and Penn DOT, meeting with County representatives and the Transit companies, indicated that they would consider a 100 % Demonstration Grant for bus operation and new busses, for at least a one year period, and perhaps as long as three years.

In order to prepare the County in case OEP does cut off the bus grant on September 30, or soon thereafter, a meeting is being held Thursday, August 31 at 10:00 A.M. in the Commissioners Meeting Room in the Court House at Wilkes-Barre, Pennsylvania, to determine the kind and type



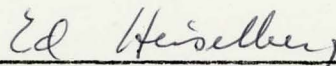
Page 2.....  
August 25, 1972

of application to be submitted to insure the continuation of bus service  
in the Wyoming Valley Area.

The top people from U.S. DOT and Penn DOT will be present at this  
meeting including Dr. James Constantino and Mr. Jack Kinstlinger, and  
members of their staff, and the County Commissioners.

Please try to be present at this important meeting, so that we can  
keep the busses running in the Wyoming Valley Area.

Yours truly,

  
\_\_\_\_\_  
Edward Heiselberg, Secretary  
Transit Committee of Luzerne County

EH:adeg

## LUZERNE COUNTY PLANNING COMMISSION

JOHN A. HOURIGAN, JR.  
CHAIRMAN  
JOHN L. McDONALD, ESQ.  
VICE CHAIRMAN  
NOEL B. CAVERLY  
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STEVE PAVLOVICH  
DONALD D. SMITH  
WILBUR TROY  
FRANK VANORE



EDWARD HEISELBERG  
DIRECTOR OF PLANNING

CLARENCE M. LAIDLER  
COUNTY ZONING OFFICER

LUZERNE COUNTY COURT HOUSE  
WILKES-BARRE, PENNSYLVANIA 18702  
TELEPHONE: 825-2749  
823-6161 EXT. 226-227

August 23, 1972

RECEIVED

AUG 24 1972

STRESSTEEL

Mr. Jerry Keefer  
Bureau of Advanced Planning  
Penna. Dept. of Highways  
Highway Safety Building  
Harrisburg, Penna.

Dear Jerry:

There was a meeting today between the Civil Defense head of Luzerne County, the Office of Emergency Preparedness, the managers of Wilkes-Barre and White Transit companies, and the County Commissioners concerning the bus situation.

Mr. Frank Carney of OEP stated that busses would only be subsidized until the flood victims were housed, which in his opinion, was the end of September in Luzerne County. After that time, other Federal and State help would have to be used. General Townend, Civil Defense head, stated that some public agency better have an alternative plan prepared which can be ready when OEP stops subsidizing the busses, if the County is not to be strangled by traffic.

After a recent meeting of the County Recovery Task Force, attended by Frank Constantino, Alex Della-Valle and Edward Madison of UMTA, and Secretary Kassab and Bill Underwood of Penn DOT, it was suggested that UMTA would consider an application to its Civil Rights and Service Development Section for a demonstration project for operating money and capital



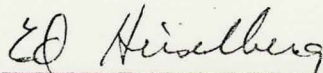
Page 2.....  
Letter to Mr. Keefer  
August 23, 1972

improvements under a 100 % grant for a period of a year, and perhaps longer, but not to exceed three years. This grant would have to be to a public agency, rather than a private company, and a Transit Development Program was required as a prerequisite to the Grant, with a draft copy being acceptable.

The UMTA people present stated that the Status Report of the Immediate Action Program of the Lackawanna Luzerne Mass Transit Study would be most helpful to them in starting to analyze the Luzerne County situation. It is hoped that you can send them a copy.

In revising your contract with Bellante-Clauss, it is imperative that this Transit Development Program be prepared before Sept. 30, 1972 and sent to UMTA as soon as possible. Also, do not forget the Hazleton section of the Transit Study to be done afterwards. It is believed that the County Commissioners will direct the County Planning Commission, or Transit Authority or Department, to submit an application for a demonstration project as outlined above, at the earliest possible time, so that it could be approved by UMTA by the end of September.

Yours truly,



Edward Heiselberg, Director of Planning  
Luzerne County Planning Commission

EH:adeg

cc: Secretary Kassab, Jack Kinstlinger, Ed Wideman, Frank Crossin, Ethel Price, Frank Constantino, Joseph Ostroski, Ed Schechter, Bill Underwood, P. J. Clark, Alex Della-Valle, Edward Madison, Jim Holt, Ed Henry

Gen. Townend, Frank Soundwell, Frank Henry, Jack Harty  
Frank Carney OED, Frank Chaderly, Cyd from Orgon

8-22-72 (1)  
to Ed Schuchter.

## Bus Situation Meeting - Gen. Townend.

Gen. Townend proposed that

- (1) a partial payment system be initiated (10¢ fare) and the OED through Engineers would pick up the subsidy beyond what the fare brings in.
- (2) Revision of the Bus Schedule (1/2 hour / 1 hour)  
Peak hour service (7:30 AM - 10 AM;  
3 PM to 6 P.M.) should be on a 20 minute schedule, with off peak hours running on a 45 minute schedule.

Present revenues are 14.50 per bus



- General Townend proposed that
- (1) a partial payment system be initiated (10¢ fare) and the OEP through Engineers would pick up the subsidy beyond what the fare brings in.
  - (2) Revision of the Present Schedule ( $\frac{1}{2}$  bus/hour) Peak hour service (7:30 AM - 10 AM; 3 PM to 6 P.M.) should be on a 20 minute schedule, with off peak hours running on a 45 minute schedule.

Present revenues are 14.50 per bus hour. The new contract would be 14.50 per bus hour less what is collected in fare.

General Townend stated that he felt the need for subsidized Bus service will exist till the "Temporary North St Bridge" is completed to March or February. He also stated he is not interested in providing Bus transportation for everyone — or to every trader park, but to keep traffic down.

Frank Carney, OEP director, rejected

(2)

General Townend's proposal,  
stating that OEP is not going  
to get involved in any long term  
subsidizing, partial fare or otherwise.  
OEP will subsidize the Buses  
100% until the emergency is over,  
and this is until everyone is  
housed, namely the end of September.

At this time U.S. Dept of Tran.  
(Jim Constantino) who is in the area  
now, will have analyzed the  
bus situation, what comes  
out of this study won't be  
clear till its completed.



stating that OEP is not going to get involved in any long term subsidizing, partial fare or otherwise

OEP will subsidize the Buses 100% until the emergency is over, and this is until everyone is housed, namely the end of September

At this time U.S. Dept of Tran. (Jim Constantino) who is in the area now, will have analyzed the bus situation, what comes out of this study won't be clear till its completed.

Carney's personal opinion was that DOT probably not subsidize a Commercial operation, possibly a County authority

Frank Carney wants to see state & local government do more to take over. OEP wants out.

Long term rehabilitation agencies of the federal government will be in the area as OEP winds down

General Tournend indicated that the Planning Commission or one better have an alternative plan

(3)

ready for when OEF pulls out  
because with the opening  
of school and stores reopening,  
- Jack Holt + Frank Henry agreed, the  
rader ship would probably will  
swell to 30,000 per day.

Williams Bus line has applied  
for subsidy to take care of  
mountaintop into the city.

Frank Henry pointed out that a possible  
legal question is involved as to  
his right to pick up in the city.  
Corp will check with Williams



# STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702  
717-825-7381

August 21, 1972

To: Flood Recovery Task Force Inc.  
Transit Study Group

Re: Report to the County Commissioners

Gentlemen:

Enclosed is the latest draft. This is pretty much the final draft. We will have one more opportunity to discuss it - on Thursday, August 25th at our meeting at the Treadway at 8:00 A. M.

I look forward to seeing you at that time.

Sincerely,



E. Schechter

ES/k  
enc.



August 20, 1972

LUZERNE COUNTY PLANNING COMMISSION  
LUZERNE COUNTY COURT HOUSE  
WILKES-BARRE, PENNA.

PROCEDURE NEEDED FOR TRANSIT SYSTEM  
in  
WYOMING VALLEY AREA

1. OEP is urged to continue subsidy of bus program for emergency, which will at least be until temporary bridge for North Street has been completed, and hopefully until the permanent North Street Bridge has been completed, and people have been relocated from mobile home parks and other places to their permanent homes.
2. Consultant to Lackawanna-Luzerne Transit Study completes draft of Transit Development Program, obtains approval of LLTS Committees, and submits to Urban Mass Transportation Administration through Pa. Dept. of Transportation.
3. A public transit agency should be formed by the County, preferably an authority.
4. Application should be made to the Urban Mass Transportation Administration, Civil Rights and Service Development, to determine the possibility of a 100% grant for a demonstration project including new busses and operating money for at least a year, and possibly up to three years.
5. As a backup in case the demonstration project is not funded, investigation should be made of purchase of service agreements with the State, with the local share hopefully funded by the model cities agency temporarily.



6. Investigation should also be made of purchasing new busses, with the possibility of the model cities agency or the Appalachia Program, paying the local (one-sixth share) (Four-sixths UMTA, one-sixth Penn DOT), if the Demonstration Grant with new busses is not consumed.

8/14/72

Telephone conversation with Victor Ankaitus of LANTA, Bi-county Authority from the Allentown area (phone 215-253-6811 or 717-586-1631).

Ankaitus is former secretary of transportation PennDOT, and is a principal in Northeast Engineering Company, Van Storch and Buskavage in Scranton. He is the chairman of the authority. Five men from each of the two counties involved run the authority. He believes strongly in the needs for an authority rather than a department of transportation. He said the latter involves the bus operations and a great deal of problems which are not related to it, and that with responsible citizens on the authority there is no reason why it cannot be run at the most economical basis. At the present time they have a \$200,000 annual subsidy, funded 2/3's by the state and 1/3 by the two counties involved. They are charging 45¢ fare with an off peak rate between 10:00 A. M. and 2:00 P. M. of 25¢. They operate on a purchase-service agreement with the transit companies, but have recently made application with UMTA for \$4,000,000 of new equipment.

I asked him what he thought of a strong recommendation by Ed Bickhart that the Luzerne county commissioners form a department of transportation and organize their transit problems that way, and he said without my offering any comment, that the people to talk to in Harrisburg were Bickhart's boss - either Ed Tennisson or a Mr. Underwood, both of whom are much more knowledgeable than Bickhart, and do not "shoot from the hip" as much as Bickhart does. He sees no reason why Bickhart should have offered this recommendation. He does not agree with Bickhart's recommendation and again repeated his strong feeling that a public citizens transit authority is the way to go.

LANTA has just hired a general manager. Planning for LANTA is done by the joint planning commission of the two counties. For more information consult Armand Greco or Mike Kaiser, whose office are located at the Allentown airport.



8/14/72

Telephone conversation with Tom Burke, Erie City Authority,  
phone 814-525-4287.

Mr. Burke is a professional general manager, hired in 1967 to take over the operations of the Erie Coach Company, and to operate the authority. As I understand his operation the authority owns and operates their own equipment and they do not have any management contract with any operators. He is a professional who claims to have had 30 years experience in the field, including the operation of transit systems in Fresno, California and Albuquerque, New Mexico. In both of these instances he served under city owned transportation systems, and he finds the transit authority type of operation far superior to city - political ownership.

At the present time they are handling about 4,000,000 passengers per year, which is up about 17-1/2% since their first full year of operation - 1968. Since that time they have acquired all new buses, most of them are '68 and '69 vintage, but some of '71. At the present time they have an application in for six additional buses. Their fare base is 30¢ a ride or four rides for \$1.10 (tokens). Their school rate is 20¢ per ride. They have an off peak rate which is 20¢, which is applicable between 10:00 A. M. and 2:00 P. M., after 6:00 P. M. and all Sundays and holidays. Occasionally they also run free bus service on special shopping days to encourage people to come into downtown. They are closely coordinated with the downtown merchants association.

Operating losses are funded through grants of 2/3's from the State Department of Transportation and the local governments picking up the balance, 1/3. This is divided 60% to the city and 40% to the county. In 1972 this deficit is estimated to be between \$150,000 - \$160,000, which means that the state will supply \$100,000 and the city \$30,000 and the county \$20,000. This deficit does not appear to be one which creates any hardship on the local political level and Burke said they have had no difficulty getting this support from the tax payers.

New equipment is funded through UMTA loans in which the state and local agencies also participate, that is, 2/3's UMTA, 1/6 PennDOT, and 1/6 local - this local is again broken up on the 60 - 40 ratio between the city and the county. Thus, \$1,000,000 worth of equipment costs the city about \$100,000 and the county about \$60,000.

Burke firmly supported authority type operation because he felt this was the best way to keep politics out of transit. His experience in city transit management had indicated that when a political body runs a transit group, every decision must go through that political body, a continuous political exposure does neither the politicians nor the transit operation any good, decisions are not always based upon merit but upon other considerations, and the constant exposure of the political people to the transit problems is a major source of irritation to them.

Burke also discussed inter-related problems of unions , insurance , pension plans , etc. , and publicity and public relations , all of which are made much more simple with an authority than if transit remains part of the local government agencies .

On my question concerning Bickhart , Burke's reply was almost the same as that of Ankaitus . He suggested that Bickhart often talked on subjects without knowing the facts , and that we should have much more confidence in Tennisson and Underwood than in Bickhart .



8/15/72

Telephone conversation with William Underwood, PennDOT Director, Mass Transit Systems, phone 1-787-7540.

Underwood was very friendly and anxious to help. On the major question of a T. A. vs DOT he said it depends very much upon local circumstances and political problems in the community. As he understands the situation he agrees that probably a bi-county agency is not practical today and he agrees with our assumption that A.T.E. will want to get out of ownership of the company. Under these circumstances he believes our best option is to set up a T.A. He indicates that this should be a county level authority without taking in the local municipalities. Such an authority can operate and make funding decisions without local involvement and problems. He believes that a T. A. can have a better chance of gaining a professional manager; a T. A. may have a better chance of picking up available funding; a T. A. may have exemptions from liquid fuel tax not available to DOT, (he said he would research this item and call me back); A T. A. can make decisions without exposing county commissioners to each hard question, and would be available to keep them away from unfavorable publicity.

He suggested we get legal advice on the question of the fuel tax, as well as on the question of public utilities control, which is certain for DOT but may not have to come under the control of a T. A.

He said that they presently have draft operating guidelines for transit and T. A. in the state and he will send me a copy. On the question that T. A.'s may be less responsible managers of public tax money, he said he doubted this - the state is as concerned as the county on this problem and he felt a properly run authority could operate as well in the public interest without over-spending of the public dollars as a DOT.

He disagreed with Bickhart's position recommending a county DOT. He said that as he understands the circumstances at the present time, he would favor the formation of a T. A.

He promised to get back to me later this week for further discussion.

8/16/72

Spoke to Ed Wideman and he has agreed to come to Friday ~~morning's~~ meeting. I advised him of my positive statement to Underwood, reported earlier, concerning the lack of local funding in this community. He seemed very happy that I had made this point with Underwood. I also advised him of the information concerning regional and state coordination in this area.

8/16/72

Telephone conversation with John Mauro, Port Authority, Pittsburgh.

Mr. Mauro said that until very recently he believed strongly in the T. A. route - because this allowed debt outside of the limitations of the county debt; would provide a cohesive way of achieving consolidation of heterogeneous communities; and would provide a level of independence which could not be achieved by county control.

Mauro feels that at least a portion of these advantages have been wiped out by the new law (Constitutional Amendment?). The debt of an authority is now included within the debt limits of the county. As a authority must borrow money at perhaps 1 or 1-1/2 % more than a county, the advantage no longer lays with an authority on this issue.

In addition, the question of independence is no longer so clear cut; it depends very much on the county commissioners, who they are and how they work. He points out too that even if a T. A. is placed between the county commissioners and the public, it doesn't take long to make the public realize that this is a curtain that can be pierced and they may take their complaints directly to the commissioners.

He said if he were to do this today he would probably think very strongly about a county transportation department which could encourage <sup>in pass</sup> control not only of mass transit, but roads, parking, bridges, and other matters. This would allow a closer degree of comprehensive planning than is possible now. Coordinated comprehensive planning is the essence of State and Federal concepts in transportation and more money would be available to that type of coordinated transit system than one without the coordination.



8/16/72

Mauro continued

On the question of continuity of staff, he felt that might be as easily achieved if you had the same salary levels with the DOT as with a T. A.

He did agree that an authority operates without PUC control. As a DOT requires operation within PUC control, then this may be a very strong reason for an authority. He is not aware of PUC jurisdiction for county transportation departments.

Discussion of a County Transit Authority (TA).

1. TA is the principal method employed throughout the U. S. and in the State of Pennsylvania to provide public transportation. (See Exhibit        for list of State TA's and County DOT's).

2. The Municipal Authority Act provides a legal procedure for authority foundation. It allows sufficient flexibility in organization so that authority members can be held responsible to the political base. (See Exhibit        for summary and discussion of Act).

3. An authority may borrow money and issue notes and bonds, and it has the power of eminent domain.

4. Responsible ~~cities~~ citizens can be obtained to serve on this authority at no cost to the county.

5. An authority would make independent decisions concerning operations, without involving the county commissioners in operating problems.

6. An authority could be counted upon to operate economically without the employment of a large staff or politically related employees.

7. An authority can operate without involving the county in the difficult and complicated problems of union negotiations.

8. An authority can obtain insurance for operating needs on a base dependent upon its experience, and not become part of the insurance base of the county itself.

8.1  
OK

Authority is <sup>answerable</sup> responsible to county only -  
Dept of Trans; is responsible to P.O.C.  
Control vs Control -  
NO P.O.C. jurisdiction



Public Trans.

either

Dep't

either

either

either

ing if  
owned  
& operated

County  
owned  
& operated



*Integration necessary w/ DOT  
not necessary*

9. Using an authority, the county compensation and fringe benefit plans for county employees need not be extended to authority employees.

10. Public relations efforts of the authority are separated from the public relations problems of the county.

*John  
London*

*Model  
cities  
with  
money  
available*

11. The authority could be formed in a compact with the principal city, Wilkes-Barre. In such an arrangement the city and the county may share in the responsibility for operating deficits, and would be responsible for appointing members to the authority in proportion to their contributions to the authority support. This could not be accomplished with a County DOT.

*CHS ① Authority avoids financial limitations  
on municipalities. Bond issue  
no debt issue*

*② Less political concerns.*

*③ - a better bus system*

*④ - new*

*Funding is available, but there is a  
limit of money available  
w/ DOT.*



Reasons for a Department of Transportation.

1. Personnel control remains with county commissioners - responsibility for hiring, firing, and operational performance of all employees.
2. Financial control remains with county commissioners.
3. Department of Transportation provides substantial additional jobs.

.....

Reasons Against Department of Transportation.

1. County commissioners are involved in all major transit decisions, using time and effort and forcing them to make decisions on which they may not be fully informed.
2. County commissioners are constantly exposed to these responsibilities in the public eye and they must absorb all adverse publicity.
3. It may be difficult to obtain adequate professional management for transit operation through County Department of Transportation because of political implications.

# STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702  
717-825-7381

August 8, 1972

Mr. E. Wideman  
County Commissioner  
Luzerne County Court House  
Wilkes-Barre, Pa. 18701

Re: Bus Transportation, Luzerne County

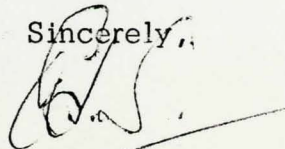
Dear Commissioner Wideman:

Some additional thoughts which did not come out at our August 4th meeting may be useful to you in further consideration of this problem:

1. Federal DOT and State DOT funds for equipment, plant, and improvements are available on a 2/3 Federal, 1/6 State, and 1/6 local matching basis.
2. The 1/6 local (county) share could be funded in other ways than public financing, such as special applications to other Federal agencies, through special appeal at flood relief agencies, etc. Prompt action in this regard may be more effective today than it would be two or three years from now, after the flood emergency was over, in obtaining help in funding the local share.
3. A summary of Federal DOT - UMTA grants of a typical one week period in June 1972 is attached for your review. Note the variety of uses to which the Federal matching funds are put.

Many thanks for giving me the opportunity to discuss Luzerne County's bus transit situation with the Commissioners. I look forward to seeing you and the other Commissioners at our meeting on August 10th.

Sincerely,



E. Schechter  
President

ES/k  
attach.





Grants June 1972  
U. S. Department of Transportation  
Urban Mass Transportation Administration

| <u>1972</u> |                                                                        | <u>(\$ 000)</u> | Money used for<br>Buses (New) |            | Other Uses                                                                                                                            |
|-------------|------------------------------------------------------------------------|-----------------|-------------------------------|------------|---------------------------------------------------------------------------------------------------------------------------------------|
|             |                                                                        |                 | No.                           | Passengers |                                                                                                                                       |
| 6/8         | Chattanooga,<br>Tenn.                                                  | 3,698.7         | 74                            | 45         | Assets of Southern Coach Lines<br>a rail line and three suburban<br>bus lines.                                                        |
| 6/8         | Shreveport, La.                                                        | 1,753.7         | 32                            | 45         | Assets of private transit<br>company, fare collections<br>system, 12 bus shelters,<br>rotate markers, signs,<br>transit improvements. |
| 6/8         | Metropolitan<br>Dade County<br>Transit<br>Authority, Fla.              | 2,184.0         | 74                            | 53         |                                                                                                                                       |
| 6/9         | Billings, Mont.                                                        | 115.0           | 5                             | -          | Purchase private bus company.                                                                                                         |
| 6/9         | Decatur, Ill.                                                          | 552.4           | 12                            | 45         | Land, renovation of interior<br>garage, 3 bus shelters.                                                                               |
| 6/12        | Escambia<br>County, Fla.                                               | 549.0           | 24                            | 33         | Spare parts, shelters, special<br>services for elderly and<br>handicapped.                                                            |
| 6/12        | Tri-County<br>Metro<br>Transportation<br>District,<br>Portland, Oregon | 2,400.0         | 40                            | -          | Renovate 75 buses, shelters,<br>signs.                                                                                                |

E. Schechter

Notes for Discussion at mass transit meeting, County Commissioners, 8/4/72

Reasons for need for new solutions.

1. Rate base destroyed by flood.

*O. & D.*

*1. Buses necessary to move people and keep downtown from impossible volume - 20<sup>th</sup>/day vs 10<sup>th</sup>/day*

2. Logical bus movement destroyed by flood (North Street bridge), and hampered by congested traffic flow.

3. OEP will not continue indefinite subsidization of transit.

*Must be kept in mind Br. are back profit now + 2m/day*

4. Wilkes-Barre Transit Company, reputable managers but owned by a major company which has demonstrated in many cities before that when transit is no longer profitable, they will discontinue service at first opportunity.

5. Transit needs in the community during next 18 months to 2 years will not relate directly to economically sound transit routings, and must be government supported, (example, transit needed from Slocum Mobile home park to downtown Wilke-Barre).

*O. & D. changes*

Alternatives available.

1. Continued Federal subsidization - illogical to assume for more than 3 - 6 months.

2. Throw transit back to the private companies - they will fold on or before March 31, 1973.

3. Wilkes-Barre city to organize new transit system - illogical because of inter-relationship with 42 other local government communities.

4. No transit system - chaos.

5. Bi-county transit authority organized in cooperation with Lackawanna County.

*6. Luzerne Dept of Transp. - similar to Lack. Co. -*

- ~~7.~~ Luzerne County transit authority.

Possible scenario for Luzerne County Transit Authority.

1. Appoint counsel for 10 day report on legal considerations in creating a transit authority.



Agree w/ Weickman on  
BCRIS W.

Against Authority  
Tax payer problem

Authority - to keep  
groups. now in power

No tax of increase.

Weickman Downtown St  
Flood plan

Tam  
Gandy

TORIN

OEP will provide continued  
support to Transit. Will investigate  
possibility of part fares.

WILKES-BARRE TRANSIT CORPORATION

315 NORTHAMPTON STREET

KINGSTON, PA. 18704

August 14, 1972

Mr. Edward Schechter  
Transportation Committee

Dear Mr. Schechter:

With the never-ending passenger decline throughout the transit industry affecting both private and public operators alike, we are seeing more and more private and suburban transit operators reaching the "no cash return." More are going public and a number are receiving full subsidization from city or county government.

It is my personal opinion that the Luzerne County Department of Transportation would function with a number of advantages:

1. The County Department of Transportation would be an arm of the local government under the control of the County Commissioners or an appointed mass transit expert to co-ordinate the operation between the Department of Transportation and the County Commissioners.
2. Tax Relief. The Pennsylvania Liquid Fuel Tax is a big burden for the transit operator. Approximately \$22,000 per year would be saved, plus other taxes that are not applicable to local governments.
3. Better co-ordination between county, city and municipal officials.
4. Park and ride locations.
5. Special bus lanes for peak hour traffic.
6. We find marketing and ride promotional gimmicks are more acceptable to the merchant associations, banks and other businesses under public ownership as opposed to private ownership.
7. PEP Program (public employment program).
8. Purchase of service from PennDOT. Two-thirds of operational losses.



August 14, 1972

- 12 Bu
9. To participate in federal or state funding for capital improvements it is necessary for city or county involvement, public ownership or control in some form.
  10. The Washington County Transportation Commission, Hagerstown, Maryland, (Managed by ATE M & S Company) is funded 100% for all operating and office personnel by PEP Program. Charleston, West Virginia, is another county authority where a large per cent of the operating labor costs is funded by PEP.

Lackawanna County is investigating the PEP Program to assist in the up-start of county-wide mass transportation service.

Now, for the other side of the ledger:

1. Federal and state moneys are not available for the purchase of yellow contract school buses; however, in line haul the Department of Transportation would be permitted to transport school students on a fare basis under the same conditions as Wilkes-Barre Transit Corporation's contract, whereby a contract with the local public schools is renewed each year.
2. Federal and state governments will in no way fund for deluxe charter equipment.
3. In the event the local transit companies go to a form of public ownership and a professional management team is desired, the management selected could form a corporation to control the company employees thus avoiding an unhappy marriage between city or county and transit employees.
4. In conclusion, I can see no way for the private carriers in Luzerne County to continue serving the general public without some form of assistance.

Very truly yours,

A. J. Holt  
Vice President.

AJH:MLJ

- EST  
COH
2. Direct Bellante, Clauss, Miller & Nolan, through PennDOT, to give immediate recommendations on organization of county transit authority.
  3. Select a 5-man authority Board.
  4. Give broad powers and direct them to establish within 90 days a transit authority capable of taking over the mass transit operations in the county. *In Charter - have open Bi-Co. agency -*
  5. Authorize immediate investigation with UMPTA of funds available for new equipment. *DO NOT use old equip.*
  6. Simultaneously review with consultants <sup>means</sup> ~~possibility~~ of obtaining professional management and solicit professional management proposals for transit authority. *operation of*
  7. Appeal, through OEP and ~~all~~ political means available to community, for special government subsidization of transit facilities in this community as flood emergency needs for the next 18 - 24 months. *ca*

UMTA will:

1. Provide equip grants
2. Finance pilot projects
3. Help with surveys & study
- 4.

Will not:

1. Subsidize operations
- 2.

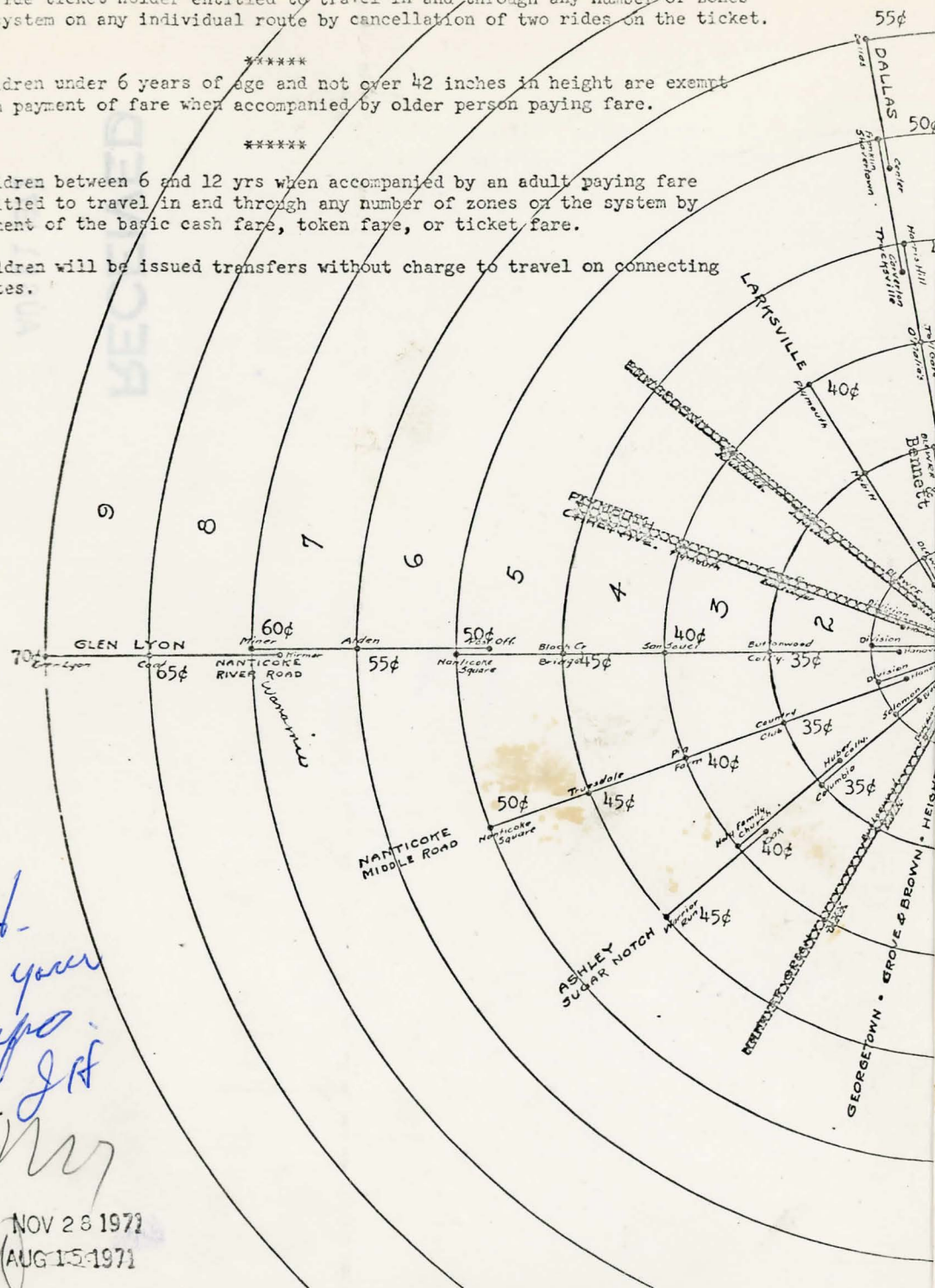


10-ride ticket holder entitled to travel in and through any number of zones on system on any individual route by cancellation of two rides on the ticket.

\*\*\*\*\*  
Children under 6 years of age and not over 42 inches in height are exempt from payment of fare when accompanied by older person paying fare.

\*\*\*\*\*  
Children between 6 and 12 yrs when accompanied by an adult paying fare entitled to travel in and through any number of zones on the system by payment of the basic cash fare, token fare, or ticket fare.

Children will be issued transfers without charge to travel on connecting routes.



Ed.  
for your  
info.  
JH

NOV 28 1971  
AUG 15 1971



NOV 26 1971

holder entitled to travel in and through any number of zones  
any individual route by cancellation of two rides on the ticket.

\*\*\*\*\*

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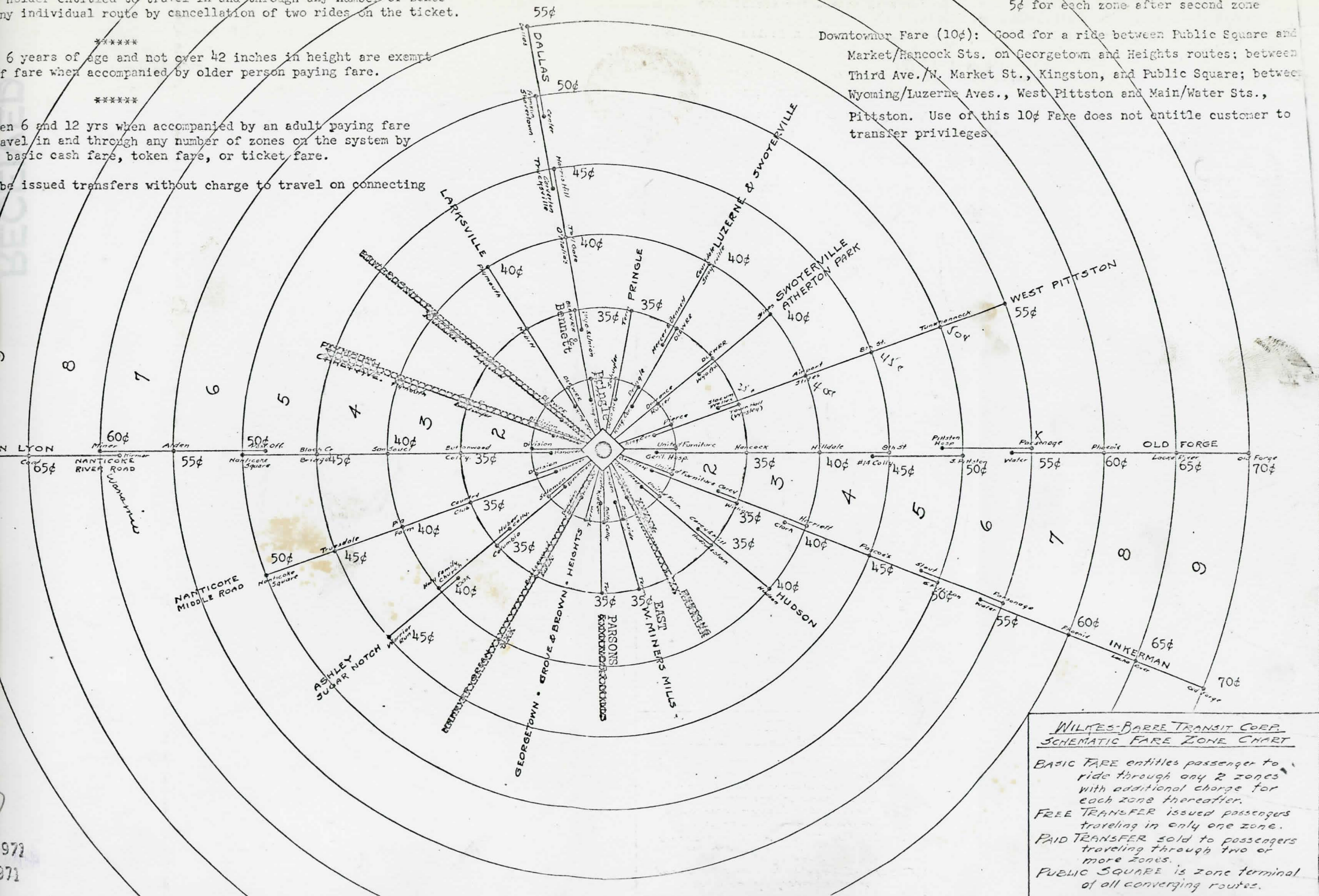
\*\*\*\*\*

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travel in and through any number of zones on the system by  
basic cash fare, token fare, or ticket fare.

be issued transfers without charge to travel on connecting

RATE OF FARE (8/15/71): 35¢ for one or two zone ride  
5¢ for each zone after second zone

Downtown Fare (10¢): Good for a ride between Public Square and  
Market/Hancock Sts. on Georgetown and Heights routes; between  
Third Ave./N. Market St., Kingston, and Public Square; between  
Wyoming/Luzerne Aves., West Pittston and Main/Water Sts.,  
Pittston. Use of this 10¢ Fare does not entitle customer to  
transfer privileges.



WILKES-BARRE TRANSIT CORP.  
SCHEMATIC FARE ZONE CHART

BASIC FARE entitles passenger to  
ride through any 2 zones  
with additional charge for  
each zone thereafter.  
FREE TRANSFER issued passengers  
traveling in only one zone.  
PAID TRANSFER sold to passengers  
traveling through two or  
more zones.  
PUBLIC SQUARE is zone terminal  
of all converging routes.



