

that this is accomplished. The Office of the President, through the Bureau of the Budget, is firmly in support of a vigorous implementation of Section 7. The latter agency has directed in its instructions to all Federal departments and agencies, that in preparing budget estimates for the design and construction of new Federal facilities, they include provisions for air and water pollution controls in accordance with technical instructions issued by the Public Health Service. Such instructions have now been developed by the Public Health Service for the guidance of Federal agencies. In addition, technical instructions, in the form of guides of good practice, for the use of Federal agencies in dealing with pollution from existing facilities are now being prepared.

The administrative and operational procedures for the operation of the permit system by the Department of Health, Education, and Welfare are being developed. The first class of pollution sources to be given attention is open burning of material for disposal or salvage. After an inventory of atmospheric emissions from Federal installations is completed, it will be possible to adequately classify the potential sources of other pollution from Federal installations.

If one were to assess the potential for success, from a strictly classical and theoretical management viewpoint, of the Department of Health, Education, and Welfare effectively operating a control program where sister departments are the objects of control, and where no administrative, bureaucratic, or hierarchical advantage exists for the Department of Health, Education, and Welfare, one might indeed be somewhat pessimistic. Classical theory notwithstanding, our experience to date gives us every reason for optimism on the future success of this program. Initial responses from the many Federal agencies which operate installations have indicated a clear recognition of their responsibilities and a desire to cooperate with the Department of Health, Education, and Welfare in carrying out Section 7 of the Clean Air Act. The Division of Air Pollution, of the Public Health Service, has established a Federal Agencies Section in its Abatement Branch, which is now implementing this program on a full-time basis. This type of program administration, involving practically daily contacts with the Federal agencies, is in contrast to the research contract type of relationship, where a Public Health Service technical monitor periodically reviews the work of the contractor agency, and consults on an intermittent basis.

There is continuing interest by the Congress in the problem of effective programs to insure exemplary air pollution control practices by Federal agencies. At this writing, the Senate has passed S. 560, which calls for the Secretary of Health, Education, and Welfare to establish automotive emission standards for Governmentally purchased vehicles. The Act would also provide for greater authority for the Secretary through a program of certification as to acceptability of proposed air pollution control measures in Federal installations.

URBAN MASS TRANSPORTATION ACT

Another area where the Department of Health, Education, and Welfare has entered into new relationships with another Federal agency, concerned with air pollution prevention and control, is in the field of urban mass transit. Section 11 of the Urban Mass Transportation Act (P.L. 88-365), enacted by Congress in 1964, directs the Administrator of the Housing and Home Finance Agency, in reviewing applications for Federal financial assistance, to take into consideration whether equipment and facilities financed under the Act will be designed and equipped to prevent and control air pollution in accordance with criteria established by the Secretary of the Department of Health, Education, and Welfare. The legislative history of this Act reveals the intent of the Congress, in encouraging needed solutions to the difficult problems of city traffic congestion, to avoid an aggravation of air pollution problems associated with the several forms of mass transit—such as bus operation and power stations for rail systems.

Technical criteria have been developed and transmitted to the Administrator of the Housing and Home Finance Agency for his use in reviewing applications for Federal financial assistance for transit equipment and facilities.

Technical representatives of the Division of Air Pollution and the Housing and Home Finance Agency plan to meet periodically to review the program under Section 11 of the Mass Transportation Act. Amendment to the air pollution criteria will be made as experience indicates a need therefor. The Division of Air Pollution anticipates being called upon periodically for specialized technical consultation in connection with special problems or questions of interpretation, which are likely to arise in the course of the administration of the mass transpor-