

municipalities engaged in undertaking urban renewal activities including code enforcement projects.

For (d), (f), (g), (h), and (i). None.

8. *Laws and regulations*

Rehabilitation loans:

Public Law 88-560, approved September 2, 1964 (78 Stat. 769, 790, sec. 312). Amended by: Public Law 89-117, approved August 10, 1965, 79 Stat. 451, 479, sec. 312 (see Basic Laws and Authorities, on Housing and Urban Development, 1965, p. 246).

Rehabilitation grants:

Public Law 89-117, approved August 10, 1965, 79 Stat. 451, 457, sec. 106 (see Basic Laws and Authorities on Housing and Urban Development, 1965, p. 284).

Current appropriations:

Public Law 89-128, approved August 16, 1965, 79 Stat. 520 (see Basic Laws and Authorities on Housing and Urban Development, 1965, p. 596). Supplemented by: Public Law 89-309 (rehabilitation grants only) approved October 31, 1965, 79 Stat. 1133, 1135 (see Basic Laws and Authorities on Housing and Urban Development, 1965, p. 603).

PART II. DATA BEARING ON ECONOMIC ASPECTS AND IMPACTS OF THE PROGRAM

9. *Economic effects*

Operations under the rehabilitation loan and grant programs are still too new to permit any valid judgments on economic effects. It is believed that the programs will reduce the costs of housing or provide substantially better housing at the same or slightly higher costs for a significant number of families. As an integral part of urban renewal and code enforcement efforts, it will help arrest and reverse the decline of neighborhoods.

10. *Economic classification of program expenditures.* (Included under Urban Renewal Projects.)

There were no expenditures for rehabilitation loans and grants in fiscal year 1965.

Urban Transportation Administration

URBAN MASS TRANSPORTATION

PART I. DESCRIPTION OF THE PROGRAM

1. *Objectives*

The purposes of the urban mass transportation program are:

(a) To assist in the development of improved mass transportation facilities, equipment, techniques, and methods, with the cooperation of mass transportation companies, both public and private;

(b) To encourage the planning and establishment of areawide urban mass transportation systems needed for economical and desirable urban development, with the cooperation of mass transportation companies, both public and private; and