

TABLE 1.—*Level of operations or performance, fiscal years 1964-67*

[Dollar amounts in millions]

	Fiscal year 1964	Fiscal year 1965	Fiscal year 1966 estimate	Fiscal year 1967 estimate
Number of approved projects.....	11	28	55	55
Participants:				
Multistate authority.....	3	1	(1)	(1)
State government or agency.....	2	5	(1)	(1)
Local government or agency.....	6	22	(1)	(1)
Federal finances:				
Grant amount authorized.....	² \$25	\$75	\$150	\$150
Grant amount appropriated.....	\$4.8	\$60	\$130	\$130
Grant funds committed.....	\$4.3	\$59.6	\$130	\$130
Matching expenditures: Funds committed by local and State bodies ³	\$2.1	\$37.6	\$65	\$65
Number of Federal employees engaged in pro- gram administration at yearend.....	16	23	40	55
Number of non-Federal employees of partici- pating public bodies.....	(1)	(1)	(1)	(1)

¹ Not available, or indeterminate.² 1961 authorization.³ The proportion of the Federal grant to the net project cost varies, depending upon the status of comprehensive and transportation planning in the urban area. These figures show the local contribution when all planning requirements are met, since fund reservations are made on this basis.

NOTE.—No loans were approved in fiscal years 1964 and 1965. In fiscal 1966, 1 loan of \$3,100,000 has been approved. No appropriation for loan program is being requested for fiscal 1967.

5. *Estimated magnitude of program in 1970*

It is not possible at this time to predict with any accuracy the 1970 program level. The authorization for appropriation in the 1964 act is only through 1967. Sufficient data concerning the industry is not yet available to project its long-term capital requirements or the portion of these requirements which can be met without grant assistance.

It is clear, however, that the needs by 1970 will be greater than those which have existed in the past. The vastly increased numbers of people who will live in cities and the absolute limits to which existing urban areas can be turned into roadway and parking areas make it inevitable that substantially larger numbers of persons must be moved by some type of public mass transit. Local government will place increasing dependence upon mass transit as an element of orderly and rational growth.

6. *Prospective changes in program orientation*

Modifications of the urban mass transportation program may occur as a result of anticipated legislation to amend and extend the authorization of the Urban Mass Transportation Act of 1964, or in connection with the organization of the new Department of Housing and Urban Development. The President's proposal for a new Department of Transportation, as mentioned in his recent state of the Union address, may also have a significant effect on the present program.

Several bills were introduced in the last session of Congress directly affecting the program. H.R. 9200 and 21 other identical bills were introduced in the House and S. 2599 in the Senate to establish a 2-year, \$20 million federally supported research program for the development of new urban transportation systems.

Bills have also been introduced (S. 2339 and H.R. 10126, 10170, 10171, and 10172) to increase the Federal funds available for urban mass transportation by permitting a State to use some of the highway trust funds for this purpose.