

Other pending legislation of a general nature which would affect the program are: S. 2643, directing the ICC not to approve railroad mergers or consolidations unless they conform to ICC-approved regional plans; S. 1681, to provide for uniform relocation payments and various bills dealing with intergovernmental cooperation.

Predictions for social and economic conditions in 1970 all point to a higher percentage of the growing population living in urban areas. The President stated in his message to Congress on the "Problems and Future of the Central City and Its Suburbs," that the equivalent of 15 cities of 200,000 each will be added every year within the coming generation. This will greatly increase pressures on the cities for better public transportation facilities.

Traffic congestion will intensify with the projected growth of the automobile industry. It is estimated that by 1980 the number of private vehicles will pass the 120 million mark, as compared to the present 85 million. (Also, see comments under question 5.)

7. *Coordination and cooperation*

(a) *Within the Office of Transportation.*—The staff of the Office of Transportation is now, and will be for the foreseeable future, sufficiently small that coordination problems among the several program activities are minimal. Communications are direct and informal.

(b) *With other units of HUD.*—Coordination with other HUD programs is essential in order to fulfill the overall objective of encouraging the planning and establishment of areawide urban mass transportation systems needed for economical and desirable urban development.

The principal means of coordination is through the requirement that capital facilities or equipment be found to be needed in carrying out a program for a unified or officially coordinated urban transportation system as a part of the comprehensively planned development of such area.

The Office of Planning Standards and Coordination, under an Assistant Administrator, has been established to coordinate the comprehensive planning requirements of this and other legislation administered by HUD. The Assistant Secretary for Metropolitan Development reviews all applications for capital assistance to determine whether the comprehensive planning requirement has been met and adequately provides a basis for a transit improvement program.

(c) *With other Federal departments.*—Comprehensive urban area planning is a prerequisite for aid under the Federal Highway Act, as well as under the Urban Mass Transportation Act. The coordination of these requirements is carried out through direct liaison between HUD and the Department of Commerce and joint committees at the regional level and in Washington.

The Department of Labor reviews all applications for assistance under the Urban Mass Transportation Act to determine that fair and equitable arrangements under section 10(c) of the act have been made to protect the interests of affected employees.

The Department of Health, Education, and Welfare, pursuant to section 11 of the act, has established air pollution control standards for facilities or equipment assisted through Federal mass transportation grants or loans. These standards are included in the grant or loan contract.