

(d) and (e) *With State and local governments.*—Where State mass transportation agencies have been established (notably Massachusetts, New York, and Pennsylvania) liaison is maintained between HUD and the State agency. In general, however, no overall State agencies exist for the purpose of providing State assistance or coordinating assistance to local agencies on a statewide basis.

Financial assistance under the Urban Mass Transportation Act is in all instances channeled through a public agency, which may be a State or local governmental body, public authority, or an interstate body. The public agency must show that the assistance is needed to carry out a continuing transit improvement program based on adequate comprehensive planning. The public agency must also be able to provide sufficient continuing control to assure that the facilities and equipment are used for the purpose for which the grant or loan is made.

(f) *With foreign governments.*—There is a continuing exchange of ideas and experience through discussion with visiting officials of foreign countries who are interested in transportation problems. These contacts are coordinated through the Office of International Housing and with other Federal agencies, such as the Bureau of Public Roads in the Department of Commerce.

(g) *With nonprofit organizations.*—Such groups as the American Transit Association, Institute of Rapid Transit, Railway Progress Institute, National League of Cities, and the conference of mayors frequently request information and program data with regard to the urban mass transportation program for dissemination to their members. In turn, these organizations keep the Department informed concerning the views and needs of their constituents.

(h) *With business enterprises.*—Private companies providing urban mass transportation service participate in the program under contract or other agreement with the State or local public agency to which a Federal grant or loan may be made.

8. *Laws and regulations*

Urban Mass Transportation Act of 1964, Public Law 88-365, July 9, 1964.

Housing and Urban Development Act of 1965, Public Law 80-117, August 10, 1965, which repeals section 9(c) of the Urban Mass Transportation Act of 1964 relating to the use of American-made products (sec. 1109).

Independent Offices Appropriation Act of 1966, Public Law 89-128, August 16, 1965.

"Information for Applicants: Mass Transportation Demonstration Program."

"Information for Applicants: Capital Grants and Loans for Urban Mass Transportation."

"Urban Mass Transportation Program Planning Requirements Guide."

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

9. *Economic effects*

Data quantifying the economic effects of the urban mass transportation program are not currently available. This is an area in which further research activity, both public and private, is needed.