

There is general agreement, however, that public mass transportation (whether bus, rail rapid transit, or commuter rail) is a significant factor in shaping the developing urban complexes of the Nation, providing maximum mobility and choice for people living in these complexes, and preserving the economic vitality of downtown areas. The urban mass transportation program aids in the preservation and improvement of such systems through research and demonstration projects and through the provision of capital assistance where new facilities or equipment cannot be fully supported by transit revenues.

In major cities public transportation is critically essential to the movement of people. Without it, the daily flow of people between their homes and places of work would be virtually impossible. Even if it were physically possible to move these people by private automobile, the expenditures for street and parking facilities would exceed by many times the cost of providing adequate mass transportation facilities, and the land needed for streets and parking would divert land from other uses essential to the maintenance of the public and private economy of the urban area.

In smaller cities, the need for public transportation may be less dramatically apparent than in the great urban centers. This need still exists, however, in providing mobility to that large segment of the population which does not have ready access to private transportation—the young, the elderly, the physically handicapped, and the economically underprivileged.

The employable person who, for whatever reason, does not have an automobile is, in the absence of public transportation, restricted in his ability to seek or hold employment outside a relatively small area. This restriction adversely affects his individual earning power and choice of employment. It likewise restricts the ability of business enterprises to recruit from the entire labor force in the urban area.

The absence of public transportation may remove other choices from sizable groups of people, who are restricted in where they can shop, or where they can go for recreation, or in their participation in civic affairs. This adversely affects both the people whose mobility is restricted and the economic and social structure of the urban area in which they live.

10. *Economic classification of program expenditures.* (See table 2.)

Program: Urban mass transportation.

Department or agency, and office or bureau: Department of Housing and Urban Development; Urban Transportation Administration [formerly Office of Transportation].

TABLE 2.—*Economic classification of program expenditures for fiscal year 1965*

(In millions of dollars)

Federal Government: Grants to State and local governments (total Federal expenditures).....	11.1
Non-Federal expenditures financed by State and local governments ¹	6.0
Total expenditures for program.....	17.1

¹ Estimated.

Housing Assistance Administration

HOUSING FOR THE ELDERLY AND HANDICAPPED

PART I. DESCRIPTION OF THE PROGRAM

1. *Objectives*

Under the senior citizens housing loan program authorized by section 202 of the Housing Act of 1959, as amended, financial assistance