

CHAPTER 3. COORDINATION WITH LOCAL PUBLIC AGENCIES

- 3-1. GENERAL. Where coordinating arrangements are established with local public planning and engineering authorities, and elsewhere when deemed necessary or desirable for a specific subdivision, the Land Planning personnel exchange information with local agencies to obtain useful data and to avoid unnecessary misunderstandings among the local agency, HUD-FHA and the sponsor. The exchange may be by personal conference, by telephone conversation or by written communication over the signature of the Field Office Director.
- 3-2. LOCAL COORDINATING AGREEMENT. Under an established coordinating agreement, HUD-FHA Suggested Revised Plans and copy of Form ASP-9 Preconstruction Analysis Letter may be supplied to a local public agency in advance or concurrently with issuance to subdivision sponsors. A coordinating arrangement may also provide for attendance of HUD-FHA Land Planning personnel at meetings of subdivision coordinating committees of local public agencies. Attendance and participation at such meetings are as a HUD-FHA representative for exchange of information and suggestions, not as an official or voting-member of a local agency's committee. Each continuing coordinating arrangement with a local public agency initiated by Land Planning personnel shall have the written concurrence of the Field Office Director and ADSF/CU before being made effective.
- 3-3. HIGHWAY PROGRAM. The federal highway program has an important impact on housing. The close cooperation of HUD-FHA and the Federal Highway Administration (FHWA) is necessary in each Field Office jurisdiction to assure the best results of the highway program to the cities and communities it serves. Liaison should be maintained in all areas affected by the National System of Interstate Highways including proposed freeway systems. Both urban and rural locations are determined by the states, and the development of more exact locations is in the hands of the states and the cities themselves. Close liaison should, therefore, be maintained with the State Highway Departments and municipal officials in order to be familiar with the situations and progress in each affected community.

- 3-4. PROBLEMS OF THE RELATIONSHIP OF HOUSING PROPOSALS TO THE HIGHWAY PROGRAM. Problems may arise because of the time lapse between tentative designation of right-of-way areas and final approval of acquisition (the availability of payment for property acquired).
- a. Decentralized Program. The program is decentralized and in

the hands of local authorities, i.e., city, county or state, and the Federal Highway Administration FHWA is not always informed as to exact location until the FHWA actually approves the award of contract by the State;

- b. Advance acquisition in some states. Some states are able to acquire rights-of-way well in advance of construction while others do not have enabling legislation;
 - c. Speculation from advance publicity. Local public authorities and district offices of the FHWA realize the avalanche of speculation which might result from advance publicity; and
 - d. Local Pressure. Local pressure might change engineering decisions as to exact right-of-way locations.
- 3-5. SUBDIVISION DESIGN STAGE. When subdivision proposals are received which are believed to involve in any way a proposed taking, immediate contact should be made with the district office of the FHWA, which will be able to advise, as a minimum, who will make the final decision. The Field Office should then contact such authority (city, county, state) and endeavor to get the right-of-way accurately described and the date of acquisition determined. After this information is obtained about the location and date of taking and the latter is found to be in the near future, the subdivision should be designed accordingly. If the location or date of taking is indefinite, the sponsor is expected to make every effort to have the local authorities acquire the right-of-way immediately, again resolving this phase of the problem. If unable to get a resolution, or satisfactory information on these points, the matter should be referred to the Director, Office of Technical and Credit Standards in Washington for discussion with the FHWA.

- 3-6. RIGHTS-OF-WAY. Where a proposed subdivision is within a reasonable distance from the point of connection with the established highway system, the FHWA has agreed to make every effort to promote acquisition of rights-of-way prior to construction. This it believes will be feasible in states where such action is now permitted by statute. In other states the FHWA will urge that enabling legislation be enacted.
- 3-7. COORDINATION WITH VETERANS ADMINISTRATION. To foster good relations with industry and to inform their field activities, the Veterans Administration (VA) and HUD-FHA have established an interagency agreement to coordinate their subdivision analysis activities. The subdivision requirements, procedures, forms and technical data issued to VA and HUD-FHA Field Offices are thoroughly coordinated prior to issuance. In addition, VA and HUD-FHA Field Offices engage in: information exchange; consultation;

and concurrent subdivision analysis. The extent of HUD-FHA participation varies for each coordination method, as does the extent of conclusions with respect to possible HUD-FHA mortgage insurance.

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