

That proposal was introduced quite recently and we have had only a few inquiries as to these metropolitan planning incentive grants.

Let me go back to your first point, however. I think—and I am not going to—

Mr. ST GERMAIN. Excuse me, Mr. Secretary. The first part was an observation that will be brought out by questioning as I go along.

Secretary WEAVER. I beg your pardon.

Mr. ST GERMAIN. In the criteria in section 4:

Provide substantial increase of supply to extant housing, and take care of people in slum and blighted areas, and with a view to reducing educational disadvantages, disease, and enforced idleness.

Not to be facetious, but you know the young damsel from St. Louis, a very charming and hard working individual on this committee, heads the Subcommittee on Consumer Affairs. And I am wondering if perhaps HUD should not ask her to look into the price of bacon, which is up to \$1.18 now. That contributes to disease among underprivileged people when they can't afford the necessities of life.

So perhaps, this could be incorporated also, Mr. Secretary, in the aims of the act.

Secretary WEAVER. I will have to decline that suggestion sir. I think that what we would hope to do here would be able to prepare people better to participate in the economic affluence and well-being of society so that they could pay the price of bacon as well as those who are better off. It is somebody else's job to keep the price of bacon low. This is not something that I feel we have any competence in.

Mr. ST GERMAIN. Thank you.

Mr. Secretary, in line with that, under section 4 once again there is a reference to "providing a good access to industrial or other centers of employment." My question is, Is this limited to access roads? In other words, to highways, the building of highways that would allow these people to get to their places of employment, does it contemplate or take in urban transportation that would get these people to their employment, or does it refer to what it considers industrial parks to bring employment into these areas, so that after the 5 or 6 years when some of these people, it is hoped, are going to be helped by the act, will be working on the renewal of these cities, they will then have permanent employment in industry within the area?

Secretary WEAVER. I think it refers to all of them. Obviously as far as the transit is concerned, it is not only a question of streets and highways and parking facilities, but also a matter of mass transit. These are people, some of whom cannot, and some of whom should not have to purchase automobiles in order to get to their employment.

As far as the industrial park side of it is concerned, this would be more indirectly than direct, because we are concerned here with primarily developing residence areas. Now, there may be some small factories and so forth. But one of the things that would be considered in the cities plan that would make the cities plan more feasible would be if the city also had gone along with some activity to provide industrial employment and industrial parks and places for employment. And au courant this would be certainly a factor that would make this a sound and more desirable program and plan than another city that could not do it—