

Highway Act of 1962 as a basis for urban qualification for Federal highway aid are prepared, analyzed, and concluded completely unreported and unrelated. A similar fault can be found with the utilization of community renewal plans. It is an unwarranted waste of valuable talent to have such detailed analysis of urban areas and other detailed studies, such as the economic analysis of the New York region prepared under the direction of Dr. Ray Vernon, produce such limited results because there is no device for comparing the research methods, data, or the conclusions with other related studies.

I wish to stress once more the importance of a program such as the urban observatory and urban information program as being essential to improving the certainty with which we identify our urban problems, the deftness with which we select our weapons of treatment and the skill with which we apply them.

Mr. CAVANAGH. It is, of course, our general policy to support coordinated metropolitan area development and, for that reason, it would appear to us that incentive grants made available to metropolitan area projects which conform to adequate development plans would be fully justified. We would like, however, to review these procedures set forth in more detail and provide the committee with further observations on this title.

Just as was the case in 1965, we do not wish to take the position that we took a year ago on the new community title in this legislation which I had the opportunity of discussing with you gentlemen a year ago.

Title III of the Urban Development Act of 1965 extends the Urban Mass Transportation Act for 1 year beyond its termination, and makes available an additional \$95 million of authorization for grants under the terms of the act. This proposal would fall far short of the needs in this field. It is particularly appropriate that urban mass transportation projects benefit from long-term fund availability for at least a 3-year period. We would recommend that both the funds to be made available and the duration of the program be substantially increased. It is clear to us that this action is vital in order to assure those cities which are about to undertake heavy capital investment programs for mass transportation facility that funds will be available in the future.

We find title IV of the act, "Grants for Urban Information Centers," to be most intriguing. It would seem to us that this program could assist greatly in the development of adequate information programs locally on Federal and local governmental activities. We would welcome this proposed activity and we would believe that the funds would be appropriate to initiate in a modest program.

Let me conclude by saying, Mr. Chairman, that I think the President's message on demonstration cities and the proposed legislation pending before this committee at this time is really one of the most significant, and can be one of the most exciting and dramatic pieces of legislation which this or any other Congress has considered, because it holds out a great deal of hope for the American city. And I would strongly urge support of the legislation and the concept of the legislation with the changes that have been suggested.

Thank you, Mr. Chairman.

Mr. BARRETT. Mr. Mayor, I notice that you brought an associate with you.

Mr. CAVANAGH. Yes.

Mr. BARRETT. Would you introduce him for the record in case the members desire to ask him a question or two?

Mr. CAVANAGH. Excuse me, Mr. Chairman, for not having done so.

The gentleman on my right is Mr. Robert Knox, who is the director of our housing and urban development in the city of Detroit.