

erties. At the same time, the upgrading of properties in private ownership often results in substantial additions to the property tax assessment rolls, resulting in some instances in after-development property assessments on the order of $4\frac{1}{2}$ times the amount before urban renewal.

The urban mass transportation program, still relatively new, makes available \$150 million a year for grants and undoubtedly is beginning to affect the transportation resources of metropolitan centers. The program report notes that further research activity is needed before quantitative estimates of economic effects can be provided. Such research merits a high priority as a basis for early investment decisions and policy commitments. The provision of rapid, convenient, low-priced transportation is of crucial importance in all urban communities. It affects the movement of people between their homes and places of work. It has been pointed out that residents of the Watts neighborhood in Los Angeles were effectively cut off from available jobs in other parts of the metropolitan area by inadequacies of the transportation system. Similar situations have been reported in other major urban communities where slum dwellers and other impoverished persons cannot travel rapidly and cheaply to and from centers of employment. Efficient arrangements for the transportation and delivery of goods and materials are inextricably interwoven with the arrangements for transporting people, since highways and tracks clogged with vehicles cannot be used efficiently. The transportation network of each community therefore needs to be examined as a whole if solid conclusions are to be drawn.

The Economic Development Administration, Small Business Administration, and Appalachian regional development programs are among others in which economic research and evaluations seem to warrant more urgent attention than has been given. All these programs are directed specifically toward economic development, yet the effects in each case are said to be indeterminate at present.

The Appalachian program was barely started when the questionnaire response was prepared. It is evident that economic analysis will be essential to its future appraisal.

The Economic Development Administration report identifies generally several types of economic repercussion that may be anticipated. It notes that public works spending that will be generated by the program will be predictable within close limits, but the effects on the GNP that may be exerted by Economic Development Administration activities will be difficult to assess. Analyses aimed at such assessments might prove useful.

The Small Business Administration—which has operated on a substantial scale for some years—reported that it has been developing data storage systems to provide information about its loan programs on which it will base a sophisticated economic information system. Using this system, the agency foresees great improvements in data showing the specific economic effects of its programs. It expects, also, in applying the programming-planning-budgeting system concepts to its operations, to improve its analyses of the economic impacts of Small Business Administration programs upon the borrowers and upon various segments of the economy. The results of these analytical undertakings will be of considerable interest to the Joint Economic Committee and to others outside the executive branch.