

Up to that time only \$62 million for a biennium had been appropriated for capital improvements. This program was for \$175 million over a triennium. Literature describing the items in this program are also submitted to you.

Now, in most cities our experts who are with us and who will make a presentation to you on the screen will tell you there are about 500 acres in the core, perhaps less than half of that must be viable and full of life. We are fortunate, we have about a thousand acres in the core, and I will ask our next witnesses to describe to you how we wish to reconstruct it, what we wish to accomplish and why.

The basic point will, of course, tie into the program about which we are here today, in that if men are to live in cities and if indeed they are to decide the work that they do and the fruits of it in some equitable way, they really will not accomplish much if they are not mobile. And this mobility must consist not only of the ability to get from one city to another, but about within a city so they can really get something done at the time of their disposition and their resources.

So, if I may, I would like now to present to you Mr. Vincent Ponte and Mr. Warren Travers, who are our consultants.

Mr. Ponte will describe the core itself, and some of the proposals to be done with it.

Mr. Travers is associated with him in traffic studies, and I think both of them can make very clear to you what our needs are.

Mr. CLAUSEN. Mr. Chairman.

Mr. ROBERTS. Mr. Clausen.

Mr. CLAUSEN. Mr. Jonsson, while these gentlemen are coming to the witness stand, I just want to say, on behalf of the minority, that your comments and the material that you have brought with you relating to the goals for Dallas and your illustrations on Dallas at the crossroads is not only going to be a benefit to your area, but certainly it is going to be a benefit to the entire country.

Because you as an individual have obviously taken into account the problems as a whole in your given area, and I want to share with you what I just said to the gentleman sitting here as chairman, Mr. Roberts, I just wish more industrialists in this country had your kind of attitude toward community development.

Mr. JONSSON. Thank you, Mr. Clausen. I appreciate that much more than you know. I thank you, Mr. Chairman, and gentlemen of the committee, for the opportunity to be here.

This is Mr. Ponte and this is Mr. Travers.

Mr. PONTE. Mr. Chairman, before I show you our visual material, a very exciting story I have of one American city, I would like to set the stage of the principals in which we engaged ourselves, if I may.

Today when we hear the loudest noises across the Nation as a ceaseless litany of urban crime and racial crises, poverty and protests, municipal disorder and fiscal grief, the physical setup and function of our city, as it works, gets less attention from day to day. And yet even as our cities gird themselves for another long hot summer, cities continue, they remain the focus of civilized living in our society, the concentrated articulation of our cosmopolitan world.

Let us then look a little bit further today, in greater focus on what the city may contribute in terms of a better life for Americans.