

haps inhibit valid assessment of desirable priorities, and possibly lead to needless duplication of effort. It would appear desirable, in authorization legislation, to make provision that would insure close liaison between a laboratory utilizing discretionary funds to generate research proposals and the agency that would have program responsibility for carrying on the research. Close communication and exchange of ideas, even prior to the initial generation effort, should operate to improve both the relevancy and the coverage. As indicated in our response to question 3b, we would favor controls that would permit the withdrawal of a discretionary fund authorization in the event of failure to demonstrate progress and accomplishment in its use."

*National Highway Safety Bureau*

"Discretionary funds should be made available to all laboratories, but obviously the amount should be controlled by the past performance of the laboratory. This past performance evaluation should be performed on the general and discretionary funds. Laboratories with prior records of nonquality work may well have found that the lack of discretionary funds had hindered their performance by restricting their response to promising unsolicited work."

U.S. COAST GUARD

"Making discretionary funds available only to laboratories which have demonstrated quality work might stifle efforts to improve other laboratories. A limited award of discretionary funds could be a significant impetus to generate enthusiasm and creativity in the laboratories which have not produced the most outstanding results."

FEDERAL AVIATION ADMINISTRATION

"Making discretionary use of funds available to laboratories on the basis of competence would, in our opinion, be extremely difficult since we know of no widely accepted criteria to judge the competence of laboratories. It appears that all laboratories should be provided some level of discretionary 'quick reaction' capability as outlined in our comment to question 3d above."

7. *The DOD witness proposed the elimination of manpower controls on cross-agency work in order to achieve flexibility similar to that available to the AEC contract laboratories. What is your opinion of this proposal?*

FEDERAL HIGHWAY ADMINISTRATION

*National Highway Safety Bureau*

"Manpower controls need not be eliminated as long as each Agency or Department recognizes requirements for cross-agency efforts."

FEDERAL AVIATION ADMINISTRATION

"Eliminating manpower controls on cross-agency work could be used as a method of circumventing national resource allocation decisions made in the fiscal process. If such controls were eliminated, some other means would need to be used to prevent this."

Mr. ROUSH. Our next witness is Thomas F. Rogers, Director, Office of Urban Technology and Research, Department of Housing and Urban Development.

(The biography of Thomas F. Rogers follows:)

THOMAS F. ROGERS

T. F. Rogers, Director of the Office of Urban Technology and Research in the Office of the Secretary of the Department of Housing and Urban Development, was born in Providence, R.I., on August 11, 1923. He attended elementary and secondary schools there, and received his B.Sc., cum laude, in Physics, from Providence College in 1945. In 1949 he was awarded the M.A. degree, in Physics, from Boston University.

During his professional career, Mr. Rogers has held industrial, university and Government positions.

Among those held were the following: research associate, the Radio Research Laboratory of Harvard, 1944-45; TV project engineer, the Bell & Howell