

The cities desperately need help. New methods, new techniques must be developed to enable them to deal with their problems.

I believe this legislation is the cities' best hope. It will prove that focusing and coordinating massive programs of physical construction and social services can revitalize the deteriorating cores of our cities.

I believe that these demonstration programs will prove that, with State and Federal assistance, cities are capable of mobilizing local energies and resources on the scale required to create a totally new living environment.

I believe that these demonstration programs will show the people who live in slum and blighted neighborhoods that their local, State, and Federal Governments are concerned with their condition, and will do what is necessary to provide a decent environment and an opportunity to participate in the mainstream of American life.

Enactment of this legislation could make 1966 "the year of rebirth for American cities."

Let me turn now from the problems of urban blight to the problems of urban growth. This is the subject of the bill referred to as the "Urban Development Act."

The first title of the bill would provide the new incentives for effective metropolitan planning and development recommended by the President in his recent message on city demonstration programs.

In brief, the incentive consists of increased aid to federally assisted projects of types which generally affect the growth of metropolitan areas. This incentive would be given only within metropolitan areas where all public and private development having a major areawide impact is consistent with full comprehensive and current metropolitan planning.

This represents a new approach to making planning effective. It will not deprive any project of aid it would receive under existing programs. It will simply increase assistance to cities and other State and local bodies that actually develop projects and administer local zoning and subdivision controls consistently with metropolitan plans.

This aid is distinct from existing aids to planning bodies for preparing the plans. It is also distinct from Federal financial aids the purpose of which it to help provide specific types of well-planned public works.

This new aid would consist of grants supplementing other Federal assistance to projects for transportation facilities (including mass transit, roads, and airports), water and sewer facilities, and recreation and other open-space areas. The supplementary grant could not exceed 20 percent of the cost of these projects.

Grants will be available only for projects in metropolitan areas which had established areawide comprehensive planning and programming. This must be adequate for evaluating and guiding all public and private actions of metropolitanwide or interjurisdictional significance.

Also, the grants will be available only to public bodies in the eligible areas which are carrying out, in accord with the areawide planning and programming—

1. The location and scheduling of their public facilities;
2. Their zoning and other subdivision actions; and