

I realize, Mr. Chairman, that the appropriations are not in your hands. You did provide this authorization, and we are grateful for it, but we want to do a little following up on that to see that it is implemented; it is urgent and it has been delayed.

Let me turn to the problem of new communities. As I have already pointed out, it is imperative that a sufficient additional housing supply be provided to meet the needs of our growing population and to provide good homes for those who would be displaced in the course of carrying out the demonstration cities program as well as other urban renewal and governmental programs, and who cannot be adequately housed within these cities and towns.

To produce this additional supply of housing, particularly for moderate-income and low-income families, it is necessary to utilize large areas of vacant and undeveloped land which can be acquired at reasonable prices. This includes housing in the undeveloped areas around cities and housing in new communities which would be developed and located far enough from existing cities to become largely independent and self-sufficient communities.

Such new communities should be planned, developed, and operated to accommodate a cross section of families, both in terms of their income and their racial composition.

So conceived, new communities would not siphon out of the cities just the higher income families, as the suburbs now do, leaving behind the increasing proportions of low-income people in the central city. Instead, new communities would provide a balanced outlet for the massive growth of our urban population. They would afford a means for an orderly dispersal of population to relieve the congestion of existing cities.

The instrument appropriate to undertake necessary land acquisition and carry out their development would be a public authority. It should be empowered to carry out the development either directly or through long-term leasing of its land to private enterprise or to other appropriate public agencies. Vesting the responsibility in a separate public corporate authority for land acquisition and disposition is an important safeguard against land speculation and profiteering. As far as land acquisition, Mr. Chairman, is concerned, I think that some thought and exploration should be given to the possibility of adding to our highway construction program a provision that would enable those who are planning and developing new highways to go beyond the right-of-way limit and, in connection with that acquisition, to acquire the land adjacent to these highways and work with the local public agencies in connection with that land acquisition to provide new opportunities in the strategic areas and at points where the public transit authorities can best use it.

We recommend the enactment of such a new communities program containing these safeguards and prescribing other necessary and appropriate standards, as title II of the proposed Urban Development Act, and also its inclusion, either substantively or by reference, in the proposed demonstration cities program. This enactment should include authorization of the necessary Federal grants for planning and preliminary work and Federal long-term loans at low interest rates for land acquisition and improvement.

Let me turn to the problem of urban mass transportation. The AFL-CIO strongly supported the enactment of the Urban Mass