

offer diversified housing and community services; they must attract industry for an economic base. Maryland is fortunate that it can claim an ideal example, Columbia — founded and sponsored solely by private enterprise.

However, few industries have the resources or the right to risk such extensive investment in a single project. For this reason, all levels of government should subsidize in part the foundation of satellite cities in much the same way our urban renewal projects are now financed. Government can buy the land, provide zoning, grading, clearing, roads, sewers and power lines and then turn it over to private developers at a cost offering incentives to guarantee the inclusion of modest income housing.

New *planned* communities prevent urban sprawl. New industry provides work and attracts modest income families. Satellite communities not only eliminate blight and alleviate crowding, they assure an alternative to simply shifting blight through urban renewal dislocation and pose the potential to prevent further neighborhood deterioration ultimately requiring additional urban renewal projects.

Another key to relieve impaction would come by transferring the responsibility for welfare programs to the Federal government alone. Only with Federal controls establishing uniform standards and benefits which will extend from Watts to Harlem — from the Mississippi Delta to Detroit — will the flow of untrained, unemployed and impoverished to the cities stop. The machinery and example to administer such a program already exists in the National Social Security Administration. Once we can stabilize our impoverished population we can initiate meaningful programs at the local level, related to local employment opportunities and manpower needs.

The Federal government's total role in relieving the metropolitan crises merits re-evaluation and redesign. Although the Federal government vociferously expresses acute awareness of its obligations in this area, the 90th Congress has to date been plagued by indecision resulting in failure to act. The national administration is open to justifiable criticism on urban issues.

The President claims to have provided \$30 billion in Federal aid to the cities. Yet in testimony before a Senate subcommittee, his Budget Director, Charles Schultze, set the figure at \$10.3 billion — and even this lesser figure includes \$2.1 billion for the construction of urban expressways which hardly help the poor whose homes lie in interstate highways' paths.