

A specific example of a State-developed new community is under-way right now in Wisconsin, where the Wisconsin Federal Surplus Property Development Commission is administering a new community at Brighton, Wis., in Kenosha County.

In 1954, the U.S. Air Force selected over 5,500 acres in Wisconsin as the site for construction of the Richard I. Bong Air Force Base. After considerable work had been completed, the project was abandoned in October 1959, and the land turned over to the State of Wisconsin. It was determined that the surplus Federal land should be developed in accordance with a plan for the entire region, and therefore, the Wisconsin Department of Resource Development was authorized to prepare a master plan of development for the area. This plan was completed several years ago and the Wisconsin Federal Surplus Property Development Commission is now in the process of selling the land to private developers in accordance with the plan.

In this connection, it is interesting to comment that 35 States have now received grants from the Federal Government for comprehensive statewide planning studies. Thus most of the States are well under-way to building up the capability to do just the very thing that is envisioned in section 208.

Of course, municipalities would be eligible to borrow money from the Federal Government if they were willing to develop satellite communities. An example is Oakland East, which has been proposed by the central city of Oakland, Calif., as an entirely new community east of the adjoining foothills. Alert counties also could take advantage of this special assistance.

In summary, we would say that this new provision adds a fine tool in the kit of assisting local government and private industry to provide a better living environment for all the citizens of the metropolitan area. We strongly urge its favorable consideration.

NEW TECHNIQUES OF METROPOLITAN PLANNING AND IMPLEMENTATION

I might add parenthetically that we endorse the proposal for demonstrations in effective metropolitan planning contained in the President's message. The cost was estimated at \$6.5 million per year. We would caution, however, that if the vehicle of urban planning assistance (sec. 701) funds are to be used for these demonstrations, that increased appropriations be provided so as not to disrupt the existing effective program of grants to States, counties, and municipalities.

URBAN MASS TRANSPORTATION

Expansion of the urban mass transportation assistance program is most important to developing a truly balanced and efficient system of metropolitan transportation. We would also be in favor of the amendment proposed by Representative Reuss and others giving more emphasis to research and development of new systems of coordinated urban transport for metropolitan areas. This is especially important in view of possible incorporation of this program in a new Department of Transportation.