

In order for this to occur, we have to have a tie-in to the first-class transportation facilities.

Mr. CLAUSEN. Well, actually, I have a sample draft of a bill that I plan to introduce that will call for a study of the ways and means of providing the necessary public facilities, the public works facilities, roads, sewage treatment plants, all the necessary facilities for those communities in rural America to accommodate industry when they go out in the area, when they have the necessary services.

Then I would couple with this an income tax credit for industry to move out into those areas.

I think we can really provide some of the relief to the metropolitan areas.

Mr. HILLENBRAND. I would like to make one comment. There is something just formed in Washington called the Town and Country Alliance.

The Town and Country Alliance is built exactly on this theme, Mr. Congressman, and I know you have been very active in this area, and this is one of the priority items, to explore some of the ways to get over the fact that 140 million Americans live on only 2 percent of the land surface in the United States.

One of the things we have been exploring is Commissioner Lamb's idea of being sure that many of the communities that have now become standard metropolitan areas, and in the back of the statement is a list of 35 of the new standard metropolitan areas, that if you can get them designated on a map, we are not asking for any more money, we are not asking for 90-10 money, not asking for rigid limitation on the mileage allowance; and I think, Mr. Chairman, it would give you an "out" with your fellow colleagues about what kind of a standard we are going to use to add to the Interstate System.

If we can do this, we are really laying the responsibility primarily at the State and local level. We are saying they would have to take these funds out of their State primary system. We are saying it will open up huge areas.

You heard Congressman Waggonner say, and heard Commissioner Lamb say, we do not have enough north and south routes.

If you look at the developments in the western part, these are logical areas for future growth. There are towns that are springing up.

Now is the time to get the land; now is the time to put them on the map, because business and industry look at the map, and if the community is not on an Interstate System or close to it, that community, *prima facie*, becomes less desirable. There is no reason, other than the accident that they got to be a standard metropolitan area after 1956.

Mr. CLAUSEN. Well, the one fundamental point I am going to make, and we do not have enough time to discuss this, I want to get closer to you fellows on this because I want you to take a look at that proposal and maybe ask your support on this.

One additional benefit is simultaneous action in every section of this country, and if that does not do something for economic growth, I do not know anything about economics.

Mr. KLUCZYNSKI. The chairman spoke about that years ago. I am one of the oldtimers. I came from a big city, and I said we cannot live without the farmers and the farmers could not live without us. It has always been my philosophy.