

REGIONAL GOVERNMENT

New Jersey. State regional  
planning commission

1932

DEPOSITORY COPY  
Do Not Remove From

Free Public Library, Newark, N. J.

**NORTH GALLERY**

# REGIONAL GOVERNMENT

The Key to the Continued Growth and  
Development of Metropolitan  
New Jersey

**GIFT**  
**NEWARK, N. J. PUBLIC LIBRARY**

**SOLVES NORTH JERSEY'S PROBLEMS**  
**OF**  
**WATER SUPPLY**  
**RAPID TRANSIT**  
**SEWERAGE AND DRAINAGE**  
**MEADOWS RECLAMATION**

**PROPERTY OF**  
**RECEIVED**  
**MAY 9 - 1944**  
**NEW JERSEY STATE LIBRARY**  
**TRENTON**

*Report of*  
**STATE REGIONAL PLANNING**  
**COMMISSION**

**1932**

974.90  
R 336  
1932

974.90  
R 336  
1932



71.8  
118

**STATE REGIONAL PLANNING COMMISSION**

1726 Lefcourt Building, Newark, N. J.

Telephone, Market 3-5517

ARTHUR N. PIERSON, Westfield, *Chairman*  
JOSEPH G. WOLBER, Montclair, *Vice-Chairman*

CHESTER I. BARNARD, East Orange

FREDERICK G. KAUTZ, Newark

GERRISH NEWELL, Kearny

CHARLES A. OTTO, JR., Elizabeth

JOHN RUGGE, JR., Ridgewood

BERTRAM H. SAUNDERS, Paterson

FRANK H. SOMMER, Newark

HERMAN B. WALKER, *Secretary*

3/32

## NEW JERSEY

By WOODROW WILSON

\*\*\*\*\* all the great urban problems, all the great problems of water supply and drainage, all the problems which are created by congestion of population lie here right around us where we are. Jersey has to solve the problem of the home and the problem of the city, and the problem of transportation under conditions which put her character and sagacity to a greater test than the character and sagacity of any other equal population in the country is put. That is what is infinitely interesting about New Jersey. We have got the problems of the country in such a form that they are raised to their highest degree of difficulty and complexity.

Very well—What is the moral? That we in New Jersey have got to show the country how these problems are to be met and settled\*\*\*\*\*

New Jersey is the fighting center of the most important social questions of our time. The whole suburban question, the whole question of such transportation as will serve suburban communities, the whole question of the regulation of corporations and the right attitude of all trades, their formation and conduct \*\*\* center in New Jersey more than any other single State of the Union. And I take it as one of the advantages of New Jersey that these questions have not in them anywhere so far as I can find, a partisan quality.

I do not know of a Democratic way to settle these things, and nobody has apparently found a Republican way of settling them. It is absurd to apply party terms to questions of this sort that are questions of experience, questions of knowledge, questions of good sense. And they are also questions of public spirit.

Extract from speech by Governor Wilson before Newark Board of Trade, Jan. 26, 1911.—*Newark Evening News*.

## THIRD ANNUAL REPORT OF STATE REGIONAL PLANNING COMMISSION

*To the Governor and Legislature of New Jersey:*

Under J. R. No. 13, 1931, this commission was directed to take over and continue the duties previously assigned to the North Jersey Transit Commission and the Meadows Reclamation Commission, and to also continue with the task assigned to it by the two preceding legislatures of devising a form of regional or district authority adequate to finance and construct intermunicipal and intercounty public works, improvements and utilities essential to the welfare of the eight counties and 225 municipalities in the North Jersey metropolitan district.

### COMMISSION ACCOMPLISHMENTS

In 1930 the recommendations of this commission, adopted by the Legislature, were responsible for:

### CO-ORDINATION OF POLICE FORCES

Establishment of the State Identification Bureau at Trenton, where records and finger-prints are recorded of all persons arrested for indictable offenses anywhere in the State. This bureau is the New Jersey link in a national police identification system.

Installation of the statewide police teletype system, as part of a tri-state system covering New Jersey, New York and Pennsylvania, by means of which alarms of crime, criminals wanted, stolen property, missing persons and other bulletins are instantaneously broadcast and recorded by teletypewriters in more than 1,500 police stations. Through the initiative of this commission, teletype receiving instruments connected with the statewide system have been installed in all police stations in Essex and Hudson counties, in all police stations except one in Union County, in municipal police headquarters at Morristown and Vineland, and at the Camden end of the Delaware River Bridge.

### REGIONAL ADMINISTRATION

In 1930 and 1931 this commission recommended to the Legislature the division of the State into four districts, and the immediate creation of the North Jersey Metropolitan Regional District, with authority

to plan, finance, build and operate water supplies, rapid transit lines, and sewerage, drainage and meadows reclamation works for the 225 municipalities in the counties of Bergen, Essex, Hudson, Middlesex, Morris, Passaic and Union. The bill presented for this purpose was laid over each year at the request of municipal officials and others, so that they might give it further consideration.

#### COMMISSION MERGERS RECOMMENDED

The Regional District Bill recommended by this commission in 1931 provided for the abolishment of the North Jersey Water District Commission and the Passaic Valley Sewerage District Commission, and the merging of these bodies and of a number of joint sewer commissions with the North Jersey Metropolitan Regional District Commission. This merger, the commission represented, would accomplish a saving to the taxpayers of a considerable portion of the aggregate overhead expenses of these existing commissions, which are in excess of \$200,000 a year.

In its 1931 report the commission recommended the abolition of the North Jersey Transit Commission and the Meadows Reclamation Commission and the transfer of their powers and duties to the State Regional Planning Commission. These recommendations were adopted by the Legislature.

#### RECOMMENDATIONS FOR 1932

This commission earnestly recommends to the Legislature:

1. Enactment at the present session of the Legislature of the Regional District Bill (Assembly No. 76), and reference of the question of the creation of the North Jersey Metropolitan Regional District to the voters of the counties of Bergen, Essex, Hudson, Middlesex, Morris, Passaic, Somerset and Union, at the general election this fall.
2. Reference to the voters of a proposed amendment to the constitution validating beyond question the power of the Legislature to create intermunicipal and intercounty improvement and public works districts.

#### NEED FOR PUBLIC WORKS IMPERATIVE

There is imperative need for the immediate creation of authority adequate to plan, finance, construct and operate, with economy and efficiency, major public works, improvements and utilities essential to the continued growth and development of the entire North Jersey metropolitan area, which will add new wealth, attract new industries

and residents and create new ratables to relieve the tax burdens and enhance the prosperity and well-being of the 3,000,000 population in the urban and suburban sections of the counties of Bergen, Essex, Hudson, Middlesex, Morris, Passaic, Somerset and Union. These greatly needed public works are:

A unified North Jersey water supply system to serve all municipalities on equal terms.

A comprehensive metropolitan system of sewerage and drainage.

A modern rapid transit system to connect centres of population in North Jersey with each other and with Manhattan Island, and to accelerate development of now inaccessible sections desirable for industrial or residential use.

The reclamation, development and utilization for industrial and residential purposes of the 40,000 acres of waste marsh lands along Newark Bay, the Hackensack River, the Kill von Kull and the Elizabeth, Rahway and Raritan Rivers and Raritan Bay.

#### PROGRAM NEEDED TO RELIEVE UNEMPLOYMENT

Students of economics generally agree that programs of useful and necessary public works, planned far ahead and capable of being speeded up in times of depression to relieve unemployment and to minimize panic, hysteria and wage reductions in private industry, are necessary and desirable industrial safety valves.

It is strongly urged that to avert the need for doles and for employing jobless men and women at "made" work in times of depression, all governments, federal, state and local, should seek to employ the maximum number of persons possible on public works and improvements which are necessary to the public welfare, and the construction of which will add to the wealth and prosperity of the community. It is urged with equal emphasis that governments, to the limit of their ability to finance such works, should set the example to private industry of maintaining rather than reducing wages and standards of living, and of expanding construction operations instead of increasing unemployment by curtailing them, during depression periods.

In a declaration on unemployment recently made by a joint commission of the Federal Council of Churches of Christ in America, the National Catholic Welfare Conference and the Central Conference of American Rabbis appeared this sound, timely and wise statement:

"We hold that it is now time that the engineering principle of PLANNING, which has so successfully been introduced into individual factories, should be extended to the control of entire industries and of industry in general."

This sane advice applies as well to the activities of government, which is the common business of the entire population, as to private business. The way to bring about true economy and efficiency in public business is to plan public works and expenditures, instead of making them the football of politics and political expediency. The way to bring about the utmost in economy and relief to the taxpayers in Metropolitan New Jersey is to co-ordinate the major public works plans and expenditures of the numerous counties and municipalities which so far have co-operated mainly in costly planless blundering.

Creation of the North Jersey Metropolitan Regional District would make available the initial financing needed for the construction of the works proposed, without adding to the bonded debt of the municipalities and without adding to tax burdens, since the projects contemplated, without exception, would be paid for either out of revenues or from special benefit assessments against land values enhanced by the improvements, or both. An immediate borrowing power of \$80,000,000 would be created, and as the payment of bonds for any project was provided for out of revenues or from special benefit assessments, the borrowing power they represented would be released for additional works. Such a financing program would make possible the employment of thousands of men on works whose construction would add to the wealth and prosperity of all communities in North Jersey.

The immediate problem in this connection is not the financing and construction of these works, but the creation of authority adequate to their planning, financing and construction. It may be agreed that the present times are unpropitious for financing such works, although the employment their construction would provide in fabricating materials and actual building is direly needed as a prop to industry. The fact is, however, that even if immediate financing of such works were possible, there is no existing authority in State or local government to raise the money, make the plans and supervise the work of construction. Until such authority is created, nothing can be done towards bringing any of these projects to realization, regardless of financial or economic conditions.

If the Regional District Bill is passed at the present session of the Legislature and approved by the voters of North Jersey next fall, the

Regional Commission will not be brought into existence and organized as an effective body until 1934. A constitutional amendment removing all doubt as to the power of the Legislature to enact such legislation, if approved at the present session, cannot be submitted to the voters until the summer or fall of 1933.

The longer we postpone definite action in taking the preliminary steps necessary to the creation of authority to plan, finance and construct these great works, the longer we postpone their realization and retard the development, welfare and prosperity of the entire North Jersey metropolitan area. To refuse to meet this issue now on the score that the times are unpropitious for financing such works, is evading the real question. To wait until times are good and then waste more years in creating the authority necessary to finance and construct these works, will be to deprive the present generation of its greatest opportunities for advancement.

The most vital and urgent problems of the North Jersey municipalities are those of securing adequate water supply, comprehensive sewerage and drainage, rapid transit and meadows reclamation.

#### ADVANTAGES AND ECONOMIES OF A UNIFIED WATER SYSTEM

Of the 195 North Jersey municipalities which have municipal water systems, only 43 own their own sources of supply. Of the others, 35 are dependent for water upon other municipalities, and 113 upon private water companies. Ninety-nine municipalities depend upon wells for their supply, 15 derive their supply from local streams, 49 from the Hackensack River, 6 from the Rockaway River watershed owned by Jersey City, 7 from the Pequannock watershed reservoirs owned by the City of Newark, 12 from the Passaic River, 11 from the Wanaque Reservoir, 5 from the Rahway River, 6 from the Elizabeth River and 13 from the Raritan River.

With continued growth and the development of heretofore unbuilt sections, wells and local streams are drying up and becoming subject to pollution. Increasing population and industry may be expected, in the not remote future, for the same reasons, to compel abandonment of the larger streams in the metropolitan area as sources of potable water supply. Either we must halt the increase in population, or the municipalities which now drink water from the Hackensack, Passaic, Raritan, Rahway and Elizabeth Rivers must obtain their supplies from other sources.

Engineers and students of the subject generally agree that Newark and Jersey City are the only North Jersey municipalities which possess water supplies properly protected from pollution that will be adequate to their needs twenty years from now. Many of the smaller municipalities are already confronted with water shortage in dry seasons. It took ten years to build the Wanaque Reservoir. If a new major supply were begun at once, it would be needed before its completion.

Equally serious is the fact that under our present system of building reservoirs and water works, which requires each municipality becoming a partner in such an enterprise to finance its own share of the cost, the smaller municipalities are practically barred from securing participation in permanent supplies, and must continue to pay high rates for water from expensive small pumping projects or accept such terms as are offered by private water companies, whose sources are menaced with early extinction, and from the larger cities which monopolize the most economical and desirable supplies. Unless a better plan be provided, this monopoly of permanent sources of supply will be aggravated as new watersheds are developed, and sooner or later the smaller and weaker municipalities will be forced to agree to consolidation or annexation, to secure water for their inhabitants.

On the other hand, the financing of major water projects by the larger cities places a strain upon their credit to which there must be a limit, and the growing tendency to put these cities into the business of selling water to smaller municipalities is not wholly desirable.

Residents of Passaic, Morris and Somerset Counties are incensed by this policy, not because they oppose the development of their watersheds, but because diversions to the use of distant cities deprive present and future inhabitants of these counties of the opportunity to utilize their natural sources of local supply. The regional district plan, which would assure to these communities the right to participate in the use of the most available and economical sources of supply, would remove the main cause of opposition by these counties to the development of their watersheds.

In allowing their neighbors to share the water from their large supplies, the policy of the larger municipalities has always been liberal. With the creation of the regional authority to plan and finance a unified supply, there is reason to believe that there would be little difficulty in securing agreement for the Pequannock, Rockaway and Wanaque reservoirs and pipe lines being taken over as the nucleus of a

unified district system and interconnected with other sources of supply as they are acquired or constructed. The Regional District would supply water to the municipalities, each of which would control distribution and sale to consumers within its own boundaries.

The Regional District would have power to acquire the works of private water companies by condemnation. Public-owned waterworks could be taken by the district only with the consent of the municipalities owning them, and upon terms of compensation to be mutually agreed upon.

The fact that the comprehensive water supply system of Greater New York, which cost half a billion dollars, makes possible a meter rate of \$1 per thousand cubic feet to consumers everywhere in that city, and that Newark and Jersey City consumers buy water at equally low rates, while consumers in many smaller North Jersey municipalities, dependent upon pumping projects, are paying rates as high as \$5 per thousand cubic feet, suggests the magnitude of the benefits which both municipal and private water consumers might reasonably expect from a unified district water supply.

#### THE NEED FOR COMPREHENSIVE SEWERS AND DRAINAGE

Sanitary disposal of sewage and domestic and industrial wastes and comprehensive drainage plans to make wet lands available for development are crying needs of every section of the metropolitan area, Municipal governments are as inadequate to these tasks as they are to that of solving the water supply problem.

The joint contract system of building outlet sewers and disposal works has proved unwieldy, tedious, extravagant and generally unsatisfactory. While a few smaller outlet sewers have been successfully and economically built under this plan, the joint contract system, which at best is a makeshift, has generally proved disappointing.

In its essence, any plan for creating major sewerage and drainage works through the voluntary efforts of municipalities, independently or co-operatively, must eventually prove inadequate and costly. Such projects should be planned and constructed to meet the maximum needs of entire drainage areas. If only part of the area or the immediate needs of the entire area are provided for, additional sewers and drains will have to be built later, at a much greater cost than if the pipe lines had been built originally of adequate size. In the case of one joint sewer built a few years ago, the commissioners in charge of the

project rejected the recommendation of the engineer to increase the size of the sewer pipes fifty per cent. This increase would have added only ten per cent. to the total cost of the project. The penalty which the municipalities and taxpayers will pay in this case will be the cost of building another sewer in a few years.

Under the joint contract plan, a separate commission is created for each project. Each municipality which is a partner in the project has a representative on the commission. These representatives are members of the local governing bodies, and receive additional compensation for their membership on the sewer commission. On the larger projects, the chairman draws full-time salary, as do the secretary, treasurer and lawyer, and the commissions maintain office organizations. The engineers in charge are paid a percentage of the construction cost, ranging from seven to ten per cent.

The two largest sewer undertakings under the joint contract plan have been the joint meeting outlet organized in 1902 by eleven Essex County municipalities and the Rahway Valley Joint meeting organized in 1928 by nine Union County municipalities.

Although the Rahway Valley sewer was completed a year ago at a cost of approximately \$2,500,000, several of the municipalities which financed the drain are unable to use it. Unforeseen contingencies increased construction costs so greatly that the funds provided by the municipalities were exhausted in the building of the sewer and no money was left to construct the disposal works which are a vital part of the system. So far the municipalities involved have been unable to agree upon the terms under which each must raise additional money to finance the disposal works. The size of this sewer is estimated to be adequate for the needs of the valley for 50 years. The difficulties and delays in its completion are chargeable solely to the cumbersome nature of the joint contract system.

Under the Regional District plan, the Regional Commission would have issued district bonds to finance this project and assessed the cost against the municipalities using it. These assessments could have been paid in annual installments, over the bonding period, and the municipalities would not be saddled with the bonded debt for the improvement.

Salaries of members, officers and counsel for the Rahway Valley Commission, without office and clerical expenses, were \$27,500 a year during the construction period. This payroll was reduced a year ago

and after March 1, 1932, the officers of the Commission are to serve without compensation. The engineer's fee was \$145,000.

For the Essex County joint sewer commission, organized in 1926 and still in existence, the salaries of officers, members and counsel are \$19,500 a year, and the engineers' fees are eight per cent. of the \$5,000,000 cost, or \$400,000.

#### PASSAIC VALLEY SEWER COMMISSION

As lately as 1888, the cities of Newark and Jersey City derived their potable water supply from the Passaic River, the intakes being at Belleville. At that time there was complaint that growing population and multiplying industries in the valley were polluting the river water. In 1902 and 1903 laws were enacted creating a sewer commission with power to build an outlet sewer and tax the cost upon the municipalities draining into it. On technical grounds the courts declared the 1903 act unconstitutional. Of the thirty municipalities draining into the river, a number were unwilling to join in the project and defeated efforts to re-enact the original law in effective form. As a compromise, the present commission was created in 1907, with authority only to act as a construction and supervising body for the municipalities, each of which was left free to join in the trunk sewer or to dispose of its own sewage independently. Each municipality joining in the enterprise was required to finance its own share of the cost of construction and operation.

Four years later, in 1911, fifteen municipalities agreed on their quotas of capacity and cost and entered into a contract, under which construction was begun in 1912. Under supplemental contracts, all the other municipalities eventually joined in the project. The sewer with the Newark filtration plant and the outfall into New York Bay, was finally completed in 1924 at a cost of approximately \$24,000,000.

When constructed the sewer was designed to serve a smaller number of communities than are now using it, and provided capacity for only a small percentage of the mill wastes and storm water which are being discharged into it. At the peak of maximum hourly discharge the city of Paterson is now using approximately 95 per cent. of its allotted capacity in the sewer, although the drain has been in use only eight years.

Municipalities using the sewer must face within the next fifteen or twenty years the problem of either increasing the capacity of at least a

portion of the trunk sewer, or of making costly alterations in and additions to their local sewer systems, to enable a larger percentage of storm water and of purified factory wastes to be discharged into the river.

The inter-relation of North Jersey communities and the need for making trunk sewers and disposal a subject for regional rather than local planning and decision is strikingly emphasized by the fact that polluted waters from the Hackensack, which has become an open sewer such as the Passaic was ten years ago, are now carried into the lower reaches of the Passaic by tidal action, nullifying to an extent the benefits accomplished by the construction of the Passaic Valley drain.

Unquestionably the pollution of the Passaic River would now be intolerable if the sewer had not been built, and the Passaic Valley Sewerage Commission is to be congratulated upon the good results it has achieved with the cumbersome and inadequate tools provided by the Legislature for its use in the planning, financing and construction of this drain.

Total salaries paid by the Passaic Valley Sewerage Commission in 1930 were \$484,048.62. Administrative salaries were:

Five Commissioners .....	\$20,000.00
Secretary .....	4,000.00
Legal Advisers .....	13,182.79
Chief Engineer .....	12,000.00
Office Assistants .....	19,040.00

Total Administration Salaries.. \$68,222.79

#### HACKENSACK VALLEY SEWERAGE

The Hackensack River drains an area of nearly 200 square miles in New Jersey and New York. In this drainage area are the homes of a million people. Bergen County's population increased more than seventy per cent. in the ten years from 1920 to 1930. With the new Hudson River Bridge completed, the Midtown tunnel to be built and the new highways in use, there is every reason to anticipate enormous continued increase in population in the Bergen and Hudson County area.

Sewage disposal in the Hackensack Valley is now limited to a few local septic systems. Much raw sewage goes into the river, the pollu-

tion of which is becoming a serious menace to health **and** to the continued development of the entire valley.

Proposals for a joint outlet sewer and disposal **works** to remove solid matter and discharge the effluent into the ocean, which is the economic way of solving the problem, have been in **controversy** for many years. When such a sewerage system is built, **it** should be of sufficient capacity to provide for the needs of future **as** well as of present population. The new industries and residential **growth** which will come into the meadows area with the reclamation **of** these waste lands, should be considered and provided for. All the communities which naturally drain into the river, in whole or part, should be included in the project. These communities include **something** like fifty municipalities in Bergen County, eight in Hudson and **four** in Rockland County.

Any plan for leaving it optional with each individual municipality as to whether or not it will use the trunk sewer, or **which** **contemplates** the consent and agreement of all the municipalities to **its** construction and requires each municipality to finance its share of **the** cost, promises to result in an experience as unsatisfactory and **costly** as that of the Passaic Valley Sewer.

#### THE RARITAN VALLEY

Serious and increasing pollution of the Raritan River, which is the water supply for many communities in that valley, **must** be given early consideration. As in the valleys of other North Jersey streams, any plan or project for sewage disposal must be sufficiently **comprehensive** to provide for future growth of population in the **entire** watershed. One survey of sewage problems in the Raritan Valley ignores the important North Branch and the fast increasing residential population along that stream in Somerset County.

#### REGIONAL GOVERNMENT SOLVES SEWERAGE PROBLEMS

The Regional District plan would create an authority capable of planning, financing and building trunk sewers and disposal **works** for these entire watersheds, unhampered by municipal **and** county lines, and on a scale which would result in large economies **to** municipalities and taxpayers.

## PIECEMEAL TREATMENT OF REGIONAL PROBLEMS

The effort to solve piecemeal, through the action of municipalities and counties, problems of providing public works and improvements which are regional in their nature and scope, is responsible for the greatest extravagances, wastes and losses of all the causes which contribute to making taxation burdensome in our urban or metropolitan districts. We believe and urge upon the Legislature and the 3,000,000 people of Metropolitan New Jersey that creation of a regional district government with authority to plan, finance and build these major works on a regional scale, will go further towards relieving the oppressiveness of local taxation than any other proposal yet advanced.

## CONSOLIDATION AND ANNEXATION

Proposals for consolidation and annexation of municipalities offer no adequate solution of the water, sewerage, rapid transit and reclamation problems. The possibility of the eight metropolitan counties of North Jersey being consolidated into a single city is remote. No consolidation scheme of lesser effect would provide centralized authority for satisfactorily solving these problems and providing these works.

It is submitted that questions of service are local to the entire territory in which the common need for the service exists, and that agencies of government, to render the most effective and economical service, should possess authority and jurisdiction equal in extent to the territory in which the service is required.

While there may or may not be good reasons for continuing our present scheme of county and municipal governments, experience has proved that they are not adequate to the task of planning, financing and building public works and improvements which, to be most efficient, must be planned and constructed to serve equally the needs of the people of several counties and many municipalities.

There are those who urge that regional government for North Jersey should provide for taking over other functions now performed more or less satisfactorily by the counties and municipalities. One such proposal is to have the regional district take the place of county governments, reducing the counties to skeletons. Another is to abolish the municipalities by consolidating them into county-cities which in turn would be parts of a regional district. It has been suggested that the regional district, when formed, should be authorized to administer fire and police protection, traffic regulation, control of parks, through thoroughfares, etc.

We have carefully considered all these proposals and believe them to be impossible of immediate adoption. It may be that after more study and with a better development of regional or metropolitan consciousness on the part of our people, it will be considered wise to re-allocate some or all of the powers and functions of municipal and county governments. We believe that these re-allocations, consolidations and transfers should be made only with the consent of the citizens and taxpayers in each municipality affected.

The Regional District plan we recommend for immediate adoption ignores these controversial subjects, many of which have been under discussion for thirty years or more. We urge the pressing need, for the welfare of all communities in our metropolitan district, of better water supplies, better sewerage and drainage, rapid transit and meadows reclamation, for the provision of which no adequate and satisfactory authority today exists. We propose creation of the North Jersey Regional District to provide this authority and to make these vital improvements and utilities available to our millions of people, without disturbance of or interference with the existing methods of administering county and local governments.

To prevent confusion of issues, we submit that the Regional District Bill does not ask the Legislature to force regional government upon North Jersey. Exactly what it proposes, and all it proposes, is that the voters of the North Jersey metropolitan area be given an opportunity to say for themselves, by their vote at the polls, whether or not they want regional government as a means for securing better water supplies and sewers, and rapid transit and meadows reclamation works which they cannot secure through existing local governments.

## CONSTITUTIONAL AMENDMENT

We believe that the Regional District Bill in the form recommended complies with the requirements of the constitution as interpreted by the courts. Eminent lawyers who have advised the commission, without compensation, hold this view. In order that all doubt on this point may be removed, we recommend the submission to the voters, by the Legislature, of an amendment to the constitution definitely and clearly asserting the power of the Legislature to create political taxing districts to include existing municipalities and counties, for the purpose of enabling the financing and construction of necessary public works and improvements.

MEADOWS RECLAMATION, RAPID TRANSIT  
AND TELETYPE

Supplemental reports will be presented on meadows reclamation,  
rapid transit and extension of the police teletype system.

ARTHUR N. PIERSON, *Chairman*;  
JOSEPH G. WOLBER, *Vice-Chairman*;  
FREDERICK G. KAUTZ,  
CHARLES A. OTTO, JR.,  
RUSSELL S. WISE,  
CHESTER I. BARNARD,  
GERRISH NEWELL,  
JOHN RUGGE, JR.,  
BERTRAM H. SAUNDERS,  
FRANK H. SOMMER.

HERMAN B. WALKER, *Secretary*.

February 8, 1932.

"I am a firm believer in City Planning as a means of eliminating waste, raising living standards, and of achieving higher standards of community life. Good city planning is one of the first obligations which we owe to the future as part payment of our debts to past generations."

HERBERT HOOVER.

"The planning of communities and the planning of the State is probably the greatest undertaking we have before us."

ALFRED E. SMITH.

"In the past several years the Legislature has authorized surveys to be made of matters of general concern affecting certain counties comprising a substantial region of our state. I refer to flood control, meadows reclamation, potable water and transportation. \*\*\*\*\* It is evident that some agency must be created that can accomplish these purposes in order that the growth and development of these sections of our state may not be hindered."

MORGAN F. LARSON.