

ments made by the present highway program must be honored to achieve successful completion of the Interstate System. We suggest the following as a transition plan to redirect and increase aid for non-interstate highway development in urban and rural areas while at the same time fulfilling the commitment to complete the Interstate System within a reasonable time.

1. The highway trust fund must be continued beyond its current 1972 expiration date to assure adequate financing to complete the Interstate System and to meet other essential highway needs. This Congress should make it clear that the trust fund will be continued.

2. The Interstate System mileage should not be extended beyond the present 41,000-mile limit. We suggest that upon completion of the Interstate System the Federal-State matching formula be reduced to a standard matching formula for all Federal aid systems and that any mileage necessary to provide linkages to the Interstate System be financed as part of the State primary system.

3. Support must be continued for metropolitan transportation planning through the comprehensive, continuing transportation planning process. A program must be initiated to develop transportation plans for nonmetropolitan areas through multicounty planning agencies utilizing the same process. To give transportation planning necessary support, we advocate an increase in the present 1½ percent of the highway trust fund reserved for planning and research. We suggest that a specified amount of this money be set aside for transportation planning. Beginning with fiscal year 1973, no Federal funds should be allocated to support street and highway development in any area, urban or rural, that does not maintain a comprehensive transportation planning process.

4. The roles of States and local governments in the highway planning and development process should be redefined. States should be assigned responsibility for planning and programing improvements on the State primary system, including the Interstate System, in both urban and rural areas. The comprehensive transportation planning agency responsible for development of transportation plans in each metropolitan area should be assigned responsibility for planning and programing improvements to the urban street and highway system in its jurisdiction. Multicounty transportation planning agencies, acting through the cooperative transportation planning process, should be assigned responsibility for planning and programing improvements on the rural secondary system within their respective jurisdictions.

5. Implementation of a program to achieve a complete functional classification of streets and highways by July 1, 1971, should be mandated. All streets and highways should be classified according to definitions and standards developed by the Federal Highway Administration, in consultation with State, county, and city officials. Functional classification should be on a statewide basis with the State responsible for classifying the primary system and the metropolitan transportation planning agencies and multicounty transportation planning agencies responsible for classifying other streets and highways within their jurisdictions, subject to State approval. States would be expected to aid local planning agencies in their classification process. Beginning with fiscal year 1973, that is beginning July 1, 1972, no Federal funds should be allocated to support street and highway construc-