

tion in any area that does not have a functional classification of its street and highway system.

6. Effective with the fiscal year beginning July 1, 1973, that is for fiscal 1974, funds allocated under the current ABC program should be distributed under a new allocation formula recognizing the new functional classification. The funds should be divided among the three systems: the State system, the urban system and the rural system. The percentage of Federal funds allocated for each of these programs from the trust fund should be set by the Congress. The distribution formulas among the States from each system fund should recognize the various characteristics relevant to each system. These formulas should be related to objective criteria which permit biennial adjustment of allocations as conditions change. States should be given leeway to transfer a small percentage of their allotment between the three systems according to need.

7. Beginning July 1, 1972, funds allocated to the Interstate System annually until its completion should be fixed at a sum equal to the average amount of money appropriated to the Interstate System from the trust fund for the previous 5 fiscal years. All receipts in the trust fund in excess of the allocation to the Interstate System in fiscal year 1973 and each year thereafter should be appropriated for the State, urban, rural (SUR) system. In the present program, the Interstate System allotments from the highway trust fund increase as a result of increments in trust fund revenues, while the A-B-C system allotments remain stable. Vital, non-Interstate System projects have been delayed and the program has been reduced in size because cost increases have eaten into the fixed appropriation of \$1 billion. Extension of the completion date for the Interstate System from 1972 to at least 1975 because of increased cost estimates threatens to continue to consume trust funds, resulting in further delay for critical projects not on the Interstate System. Extending time for completion of the Interstate System so that the critical needs of other elements of a coordinated highway system can be met is as justifiable a basis for a stretchout as extending the completion date because of increased costs.

8. Streets and highways eligible for Federal aid under the new State, urban, and rural (SUR) program should be those with classifications similar to the following:

State primary system: Its purpose would be to provide for expeditious movement of large volumes of traffic between, around, and through metropolitan areas. A secondary purpose of some routes might be to provide direct access to abutting land. Some State primary routes would be built to freeway or expressway standards: A freeway would have complete separation of conflicting traffic flows, while an expressway may have few or no grade separations and may be a stage development toward a freeway. Other primary routes would not be built to as high standards but these routes would normally be subject to the necessary regulation of parking, turning movements, pedestrian use, entrances, exits and curb use.

Urban major street and highway system: Major streets and highways would allow for traffic movement between and across portions of the urban area. They would provide direct service to principal traffic generators and connections to the interstate or State primary systems. A secondary purpose would be to provide direct access to abutting land. These roads would be subject to the necessary regulations governing