

parking, turning movements, pedestrian use, entrances, exits, and curb use. The individual major streets would combine to make a system for traffic movement in the metropolitan area. In some cases major streets would be divided arterial roadways with some control of access and they may even be built to freeway or expressway standards. Collector streets which connect major streets and highways directly with residential and industrial areas and local streets which connect to collectors or major streets and serve primarily as access to abutting property would not be included in the Federal-aid program.

Rural system: The rural system would be composed of major secondary roads not on the interstate or State primary systems, located outside of metropolitan areas. These roads would serve the same function in rural areas as that served by the major street and highway system in urban areas. Roads classified as of lesser importance would not be eligible for aid.

9. Projects on the urban and rural systems to be financed by SUR funds would be proposed by the local transportation planning agencies in metropolitan and rural areas and submitted, with determined priorities, to the State highway departments. The States would assign the urban and rural system money to these projects from the respective system funds.

10. Construction should be basically a State responsibility. However, the States should be able, as heretofore, to delegate this responsibility where city and county governments are capable of administering projects in their jurisdictions.

The National League of Cities will present, at the appropriate time, a proposal to achieve a better coordination of highway and public transportation programs, that is mass transportation programs. I recognize that the public transportation program is not the responsibility of this committee, and I mention it only in passing. We believe that the public transportation component of the total transportation system, in areas where it is relevant, should be planned and financed in a manner similar to that for the highway system, with modifications to recognize that public transportation will not serve every community as highways do. To provide funds adequate for support of a successful urban transportation program we will urge:

A. That the present Highway Trust Fund be continued and be reserved for highways at current rates and with the additions suggested in the President's budget message, and

B. That a \$1.5 billion contract authority be made available to the Department of Transportation to support development of public transportation facilities identified by the comprehensive transportation planning process as essential to a comprehensive and integrated transportation system.

To achieve the goals of a coordinated national transportation system and viable urban centers, the energies of concerned officials at all levels of government, and private transportation interests, must be unified. Only with coordinated transportation systems planned and developed to fit the needs of the communities they serve can the Nation's cities hope to be prepared to meet the great challenge in America's third century.

(Chart follows.)