

Section 12 of the bill contains no definition at all of the "urban network" on which funds authorized for that section may be expended. Can you tell me why it does not?

*Answer:* Federal-aid highway funds would not be expended off of the Federal-aid system. The Type I Federal-aid primary system comprises priority primary routes approved under traditional procedures. The Type II Federal-aid primary system is made up of those streets of lesser priority, but of significance primarily because of their area and network influence. Federal-aid primary, Type I, and Federal-aid secondary systems will be revised, and Federal-aid primary, Type II, systems will be added on a rational and meaningful basis.

The Bureau of Public Roads in cooperation with the States is preparing for a complete rural and urban highway reclassification, but the effort has not advanced sufficiently to propose legislation for an "urban system." The TOPICS legislation should not be deferred until a reclassification is completed. The system approval procedures and network study requirements for the TOPICS program should expedite the reclassification efforts.

5. Subsection (e) of section 12 of the bill states that, "The provisions of chapter 1 of this title (title 23) relating to the obligation, period of availability, and expenditure of Federal-aid primary highway funds shall apply to the sums available for expenditure for the purpose of this section."

What about the applicability of the other provisions of chapter 1, title 23? I have particularly in mind the provision of section 116 which requires that projects be properly maintained. There are other sections, including section 106 relating to approval of plans, specifications and estimates, section 109 relating to standards, section 112 concerning letting of contracts, and section 114 having to do with construction.

Would all or any of these sections apply under the language of the bill?

*Answer:* Subsection (c) of Section 12 was included in the bill in order to indicate specifically the intent of Congress that the contract authority provisions of the Federal-aid highway legislation should apply to the TOPICS program. All other provisions of Chapter 1 would likewise apply to the TOPICS program, including Section 106 relating to approval of PS&E, Section 109 relating to standards, Section 112 concerning letting of contracts, Section 114 having to do with construction, and Section 116 relative to maintenance.

6. The bill states that funds available for expenditure for the purposes of the program, "shall be used for projects which include but are not limited to those which directly facilitate and control traffic flow." I would appreciate your giving to me examples of the kind of projects the funds can and cannot be expended upon.

*Answer:* Examples of improvements to be included in projects on which funds would be expended to facilitate and control traffic flow include:

- a. Channelization of intersections to reduce accidents and create a more orderly flow of traffic.
- b. Striping to provide definite traffic lanes, stop lines, turning lanes, parking spaces.
- c. Restriction of parking to increase safety and capacity. This can be done all day or only during specific times of day when traffic is heaviest.
- d. New and more modern signs and signals.
- e. Progressive signal systems which would decrease the delay caused by a non-progressive system and would aid in increasing the travel speed.
- f. Construction of bus bays which would remove the buses from the flow of traffic during loading and unloading periods, also the designation of specific bus lanes.
- g. Setting up one-way street pairs which increases the capacity and allows more orderly flow.
- h. Designating reversible lanes which increase capacity.
- i. Construction of pedestrian and highway grade separations at other highway or railroad crossings to eliminate major bottlenecks in traffic.
- j. Providing additional lanes approaching major intersections which removes the heavy amount of left and right turning traffic from the through lanes and thus increases the capacity and safety of the intersection.
- k. More modern highway lighting to those sections of streets which indicate large amounts of nighttime accidents.
- l. Establishing traffic surveillance systems where traffic flow measurements and accident data at and between key intersections are evaluated to identify locations where corrective action is needed.