

m. Developing truck loading and unloading facilities to remove trucks now interfering with heavy traffic.

Some projects which would *not* be eligible for expenditures include:

- a. Total reconstruction of a street which is in need of repair.
- b. Resurfacing a rough pavement to provide a smoother riding surface.
- c. Major widening of minor streets.

7. In the letter transmitting the proposed legislation to the Speaker of the House, it is stated that such funds may be used for "traffic control systems," "traffic surveillance systems," and "special facilities for the handling of commercial traffic."

Under these items, could Federal funds be expended for the salaries of policemen?

For the maintenance and operation of traffic control systems?

Would you please give me some examples of "special facilities for the handling of commercial traffic"?

Answer: Federal funds would not be expended on such items as salaries of policemen or traffic engineers nor would they be allowed for maintenance and operation of traffic control devices. All operation and maintenance costs would be the responsibility of the State or local jurisdiction.

Specific examples of special facilities for the handling of commercial vehicles include: bus and truck bays for loading and unloading, establishing and marking definite loading and unloading zones, flattening curb returns to facilitate turning movements and designating truck and bus routes.

8. How would this program be administered? That is, would the State highway department be the applicant and the approving authority, as in the case of the Federal-aid highway program, or would the governing officials of urban areas deal directly with the Federal authorities?

Answer: The State-Federal relationships for this program would be the same as on all other Federal-aid projects. The State will initiate all action relative to the program and they will be responsible for selection of the cities, the route system, the design, construction and maintenance. The State may enter into agreements with their political subdivisions for certain aspects (studies and maintenance) of the program, however, the Federal authorities will deal directly with the States in all matters.

9. In the letter of Secretary Boyd transmitting the bill to the Speaker of the House, it is stated that projects under the urban area traffic operations improvement program could include, "pedestrian overpasses and other measures to separate pedestrians from vehicular traffic."

Give me some examples of these "other measures"? Could they include fences or guardrails between playgrounds or schools and city streets not on a Federal-aid system?

How about the construction of elevated structures perhaps several blocks long, to keep vehicular traffic at one level and pedestrians at another?

Answer: Examples of other measures to separate pedestrians from vehicular traffic would include curbs and sidewalks and pedestrian underpasses or overpasses. Fences or guardrails between playgrounds or schools and city streets could be provided.

Under the present program we do not contemplate constructing elevated structures several blocks long to keep vehicular traffic at one level and pedestrians at another level.

Section 14—Fringe parking facilities

1. Section 14 of the bill would authorize the use of Federal-aid highway funds for the construction of publicly owned parking facilities. It is my understanding that the Federal share of such facilities would be 75% and that any apportioned Federal-aid funds, including Interstate funds, could be used for these facilities. Is that right?

Answer: Yes.

2. How do you arrive at the matching ratio of 75-25?

Answer: The logic was that in order to place the fringe parking program on the same basis, whether the project was funded from ABC or Interstate authorizations, the Federal share should be greater than 50 percent and less than 90 percent.

3. Do you have an estimate as to the number or cost of parking facilities which would be financed under this section?

Answer: While we have made estimates of fringe parking needs we have not estimated the number or cost of facilities to be financed under this section. The