

Mr. CRAMER. We tried to balance off the merits of these proposals. Then the Transportation Act came along, of course, the Reorganization Act, which was publicized as really not making many, if any, basic policy changes in basic law relating to highways. This is an example where it did. They just sneaked a few things in here and there, which, incidentally, they have done in a few other reorganizations, such as the Bureau of Public Roads, being downgraded.

I have just one other question because of the time problem. You recommend that the State highway departments should make a functional classification of Federal-aid primary and secondary systems. Can you indicate a little more specifically what you have in mind relating to functional classification?

Mr. MORTON. I would say that activity along that line is already initiated. We would like to take a look at the total highway program or the total highway system of this Nation, and we believe that through proper study, roads can be assigned certain functional uses. Once we get their functional uses defined, then, by a very careful need study we can eventually develop a most realistic manner of apportioning funds to the rehabilitation or operation of this total highway system.

Mr. CRAMER. This functional classification, what effect do you contemplate it would have on the apportionment procedures?

Mr. MORTON. I cannot say at the present time.

Mr. CRAMER. You think this functional classification ought to be written into the law as a requirement, or should a study precede it, or how should it be approached?

Mr. MORTON. I think a study should be authorized.

I think you have got to find out just exactly what the study is producing. We believe that it can produce results that will be highly beneficial, but I would not dare to project just exactly what those results would be at this time.

Mr. CRAMER. Do you have any comment on that, Mr. Johnson?

Mr. JOHNSON. Yes, Mr. Cramer.

This study has actually already started. The Bureau of Public Roads has started it. They have been over to meet with me a half-day. What they are thinking of doing is to write up the functional classification that a primary road should do, what its performance should be, and the same thing for a secondary road.

As you know, when you get on 301 and go from here down to your home, you travel over several sections of secondary Federal-aid highways on Route 301. They were put there for the purpose of having money available, or that was where the funds were available at the time that the projects were actually built. So we do have roads that are actually on the wrong system as far as classification is concerned.

We would like to get a 7-percent primary system that is a primary system, the roads serving the primary function. What is a primary system supposed to do?

The secondary system, then, would connect with and supplement and feed to the primary system and do what a secondary road is supposed to do.

If we can get those done, get that reclassification done, and then get it on a uniform basis, we can give a far better estimate than is currently available in the highway program.