

TERMINALS

Movement is what is ordinarily thought of when transportation is mentioned. But all trips have beginnings and endings, and for many trips terminals are essential—for example, freight terminals, bus terminals, parking terminals. Such terminals are important elements of highway transportation just as roads and streets are.

As pressures mount for attaining maximum capacity of urban arterials, it will often be realized that if there were adequate offstreet parking spaces available, parking could be eliminated on such arterials with significant increases in safety and mobility of traffic. Parking terminals tied to freeways have important values, as do fringe parking facilities for coordinating automobile transportation with public transit. Thus offstreet parking is an essential element of the urban transportation system. Many similar benefits could be cited for other types of urban terminals.

It is therefore urged that the Congress consider terminals for inclusion as part of the proposed program of Federal aid for highway transportation. Study or demonstration projects might be a wise way to start.

FUNDING AND MANAGEMENT RESPONSIBILITIES

The institute recognizes that in addition to deciding what should be done, the Congress must determine how needed improvements are to be financed and managed—generally a difficult, thankless task.

The institute makes the following points as to funding and management of highway transportation improvements:

1. Funds derived from taxes levied on highway users and highway transportation products should be continued and should continue to be placed in the highway trust fund to be used solely for highway improvement.

2. Federal aid funds for the Interstate, primary and secondary systems are needed for those traditional purposes—as to interstate funds until the Interstate System is completed. Additional funds should be provided in the meantime for a metropolitan system, for the topics and other traffic operational program elements, for safety, and for warranted parking programs. It seems reasonable that the proposed intermediate subsystem as a distinct part of the primary system be started upon completion of the Interstate System, utilizing then newly available highway trust funds but at a lower Federal matching percentage than the present 90 percent for the Interstate System.

3. In future highway legislation, the Congress should specify that in all street and highway transportation projects to which any form of Federal assistance is to be applied in municipalities of over 10,000 population, local authorities having street and highway responsibilities, shall participate in all decisions.

4. Further, as to management responsibilities, the institute strongly favors continuation of the U.S. Bureau of Public Roads as the agency to administer the Federal share of all Federal-aid highway transportation funds.

For most Federal-aid allocations to and within States, the State highway department should continue to have general management responsibilities.