

ments, including a program for implementing a significant portion of the plan within 5 years."

2. State highway departments must "reach agreement in writing with local units of government having jurisdiction to the effect that local governments will establish and maintain a traffic engineering unit or will make other arrangements which will guarantee the proper maintenance and operation of the traffic operation improvements installed." " * * * if the local government fails to fulfill its agreements in this regard, such failure will disqualify that municipality from future Federal-aid participation on projects for which the municipality has maintenance responsibility until such time as a traffic engineering staff satisfactory to the State is properly established and functioning, and the traffic operation improvements are brought to a satisfactory condition of maintenance."

It is recognized that under a sufficiently broad definition of the proposed new Federal aid metropolitan system to meet the proposed highway transportation concept, the TOPICS program could be an integrated part thereof. Indeed, certain advantages could result including greater flexibility of action in achieving optimum results and best benefit-cost ratios. Such integration from the start merits consideration of the Congress.

MANPOWER AND TRAINING

The Institute of Traffic Engineers again urges the Congress to legislate provisions for Federal help in developing and maintaining adequate qualified professionals in all phases of highway transportation including traffic engineering wherein present professional personnel deficiencies are large and growing. A nationwide deficiency of 1,400 traffic engineers was indicated by a study made a few years ago.

Specific authorization is urged for use of Federal funds for university-level undergraduate and graduate education in traffic engineering, for upgrading courses, and for training of subprofessional specialists.

PLANNING, RESEARCH, AND DEVELOPMENT

The institute believes that it is important that the Congress continue to make available an adequate percentage of Federal aid funds for planning, research, and development.

Such funds have aided urban transportation planning studies and in development of ways of improving the efficiency and safety of traffic operations.

The growing problems of urban areas, increasing highway travel, freeway operational needs, changing conditions, and other factors call for much further planning, research, and development for such purposes as to improve capacity and general operations; to reduce hazards; to develop communications, surveillance and control systems; effectively to interrelate various modes of transportation; to develop optimum use of rights-of-way by different transportation media; and to most beneficially relate urban transportation to broad objectives of community life and development.

The Institute of Traffic Engineers urges the Congress to:

1. Require a cooperative comprehensive study of highway needs, including functional classification of streets and highways.