

2. Continue the present Interstate System, adjust as necessary the primary system, limit the secondary system, and create a new metropolitan system, providing funds for each from the highway trust fund.

3. Emphasize the concept of improved operation of the Federal aid systems by providing new funding for the TOPICS program in an amount not less than 20 percent of all non-Interstate Federal aid money.

4. Consider terminals as a necessary part of the total highway program.

5. Involve urban governments more deeply in the planning and administration of highway projects in urban areas.

6. Provide funds for education and training of traffic specialists.

7. Continue its interest in and support for safety, for planning and for research and development in this field.

The institute appreciates greatly this opportunity to present its views and recommendations. Thank you.

Mr. KLUCZYNSKI. Thank you, Mr. Marsh. This is absolutely a fine detailed statement. It must have taken you a long time and it would have taken me months and months to prepare a statement like this.

We are very happy to have you appear before us and this committee. Your testimony is most helpful.

I drove a truck in 1912 when there were no roads, so you can imagine with the hard tires and the chain drive what it was like.

Mr. MARSH. I remember that.

Mr. KLUCZYNSKI. I very much appreciate your testimony and it will be very helpful when we sit down in executive session to write the bill.

Mr. Cramer, any comments or questions?

Mr. CRAMER. I want to congratulate you on the statement. It was obviously a tremendous amount of work that was put into this and number one, you suggested this needs a study and should be a continuing type of thing.

Of course, we wrote into the 1965 act that such a report shall be made every 2 years so it will be continuing.

Mr. MARSH. That is fine.

Mr. CRAMER. Are you suggesting in your No. 2 on page 13, summary recommendations, create a new metropolitan system, as well as doing these other things, providing funds for these from the highway trust fund.

Now, of course, you realize that the fund is limited and presently there is not enough there to take care of this.

Where do you suggest this new metropolitan system money come from outside of the TOPICS program?

Mr. MARSH. I would hope, sir, the trust fund would increase very substantially in the years ahead, according to the indications of traffic growth, which up to now we have almost always been on the low side and it would seem to suggest that there ought to be considerable increases in money, which I would hope would exceed the amount that would be necessary for the expanding program or other parts of the expanding program.

Mr. CRAMER. Our best estimates that anticipated revenue means at best a stretch out of the Interstate System to 1975 at least, and maybe