deal of thought and observation. We must give our attention to our own State needs once the national arterial needs are fulfilled with completion of the Interstate System.

As you have gathered, I am vociferous in my praise of the Interstate System. At the same time, it is our belief that by 1975 we should be turning our attention to primary, urban and secondary highways financed by the so-called ABC Federal-aid program. It is equally important that there should be no more preferentially funded systems. Highway improvements in the several States should be accomplished only after a functional reclassification of systems is completed and needs estimates are based upon the redesignated systems.

Through this methodology we can then determine the best way in which to meet both State and National highway problems.

We feel that we should address ourselves to the everincreasing needs of our urban areas. We would be in favor of a metropolitan Federal-aid system administered by local authority. Without the benefit of extensive knowledge, we feel that a funding of 5 percent of the trust fund would be adequate for this system.

We do, however, point out that more accurate knowledge would be obtained from the reclassifications and needs studies. I would be remiss if I did not point to the fact that Michigan's incorporated areas now receive 20 percent of all State gas and weight taxes. This is in addition to our own extensive programs carried out in these cities. Michigan has constructed $450 million of highway facilities in these areas in the past 5 years. All this points to our awareness and concern for the urban areas of the State.

In our urban and metropolitan areas we find ourselves faced with many unresolved problems. Let's face up to the facts of life: you cannot be constructing freeways in the large central cities without being aware of these problems.

If we are to continue with the necessary highway transportation facilities and systems in the cities, we must recognize the effect of these facilities upon people and society. We must go beyond what we are doing now.

Michigan instituted urban planning as long ago as 1953. We had the first urban affairs officer, and were among the first to establish urban transportation studies. The Detroit Metropolitan Area Traffic Study is recognized as the progenitor of comprehensive planning studies.

As progressive as these efforts have been, there is still much to be done. We must not lose sight of the fact that highways are people. We cannot really talk about highways today by merely scrutinizing the system as it exists. We must, of necessity, look at the total community and its composition of people and their activities.

The highway department of today and tomorrow must be involved. It must be involved or it will find itself picking up the pieces of the fragmented inner city. This is not to say that highway departments must assume the total burden. I do mean to say that they must relate their function to what is happening in our cities. They must develop a more complete awareness of what is going on and become positively involved in efforts by others to revitalize the American city.

The thrust of my thinking here is that while we should not become, say, the supplier of public housing, we should lend weight and support to the efforts of other agencies and people.