

necessary by State highway departments and the agency responsible for the transportation planning process in each metropolitan area. It also should be made clear that these funds should be available in all jurisdictions in the metropolitan area.

NATIONAL HIGHWAY CLASSIFICATION STUDY

We are pleased that the Department of Transportation is going ahead with a national highway classification study. We have advocated this for a long time. A joint NACO-AASHO Committee developed a manual for such a study in 1966. It is our understanding that because of the work already done, the guidelines to be issued by the Department of Transportation could be ready in a few months' time. It also is our understanding that once the guidelines are forwarded to the States by DOT the studies could be completed in about 8 months. This means that the result of the studies could be forwarded to Congress by the end of 1969 and this report could be used in developing the next future highway program.

As much as we are encouraged by the action of the Department of Transportation, we would feel better if there was a statutory requirement to report the results to Congress by a specified date. NACO also believes that it should be required that States work closely with county and city governments in developing classification studies. Where previous classification studies did not reflect the views and inputs of local governments, the studies should be redone so that those views are reflected.

SUR SYSTEMS

Once the classification study is completed and the results are reported to the Congress, we recommend that the present ABC system be restructured as early as possible into three new Federal-aid highway systems.

The first system would be a State primary system which we would envisage to be similar to the present Federal-aid primaries system and probably include about the same amount of mileage.

The second system would be an urban major street and highway system which would connect major traffic generating points within an urban area. This system would not include the primary system but it would include major extensions of the Federal-aid secondary system in metropolitan areas. We would envisage that this system would be subject to regulations covering parking, turning points, and movements, pedestrian use entrances, exits and curb use.

The third system would be a rural secondary or intercounty system. The rural secondary system would be composed of major secondary roads not on the interstate or State primary systems and would be located outside the metropolitan area. These roads would serve the same function in rural areas as that served by major streets and highway systems in urban areas. This system would be limited in mileage and roads classified as of lesser importance would not be eligible for Federal aid.

In the interim period, prior to the completion of the Interstate System, we would expect that authorizations for the SUR systems