

I don't have the answers now and neither do the experts. And a decision will have to be made by 1965 because that is the year current bulk financing of our highway program runs out. The highway construction bond issue, under which Maryland has been operating since 1953, will have run its course. Revenues now being collected will barely pay for bond servicing, the matching of federal aid apportionments, plus State highway maintenance. That will be after 1965 and, as with most things, it is closer than we think.

The time, then, to find out what we will need is now. Next month, the General Assembly will have before it a proposal for a comprehensive highway needs study. This proposed study would include needs for State, county and municipal highway systems. Besides basic highway needs, the study will include determination of mass transit needs in urban areas, requirements for corridor movements of people and goods and the distribution of highway revenues. Determination of urban transport needs will include the results of studies already in progress by the Miles Commission, the Baltimore Metropolitan Transit Authority, the Wilbur Smith Study of the projected 1980 traffic in the 800-square-mile Baltimore metropolitan region and the updating of the Washington traffic survey, as well as many other county and city or town master plan studies.

Every local street and boulevard has a definite function and this study will help determine it. And we must remember the size of the county and municipal road networks total 15,000 miles as compared to 5,000 miles on the State system.

A study of the magnitude we are suggesting would follow an orderly pattern. It will place in a definite category every mile of highway presently existing in the State, including State, county and municipal systems. Each public road in the State has a definite purpose, a definite role to play, as I pointed out earlier, in the plan to improve mobility and accessibility. The experts call it functional classification and that is what this study would purport to do, to give each mile of public road a functional classification. The reason for this is because of the passage of time and the changing patterns of growth, certain highways, originally placed in certain systems, have changed in character and importance. Also, there are many gaps in the various areas of jurisdiction on certain roads, which, among other things, makes for more expensive maintenance.

In another field, the study would appraise the condition of all roads in the State and determine the work needed to correct any deficiencies as