

and long term objectives. This compensatory ability to divide and unite is clearly revealed by recent measures intended to alleviate Montgomery County's traffic problems. The Federal Bureau of Public Roads has proposed an extensive study of the county's traffic congestion which should culminate in a plan to provide broad relief. However, the ambitious scope of this project has the disadvantage of a commensurate time delay. Therefore, the State Road Commission has decided to undertake an extensive survey of the I-70 corridor. The limited thrust of this study will expedite the development of interim relief measures. The State study will alleviate immediate traffic congestion along the I-70 corridor, while the Federal study will enhance the total county's transportation system. Each effort will provide a necessary contribution according to its scope and objectives.

The play and balance of interrelated factors is focused clearly in the planning process where projects are coordinated with a stern sense of priority. Highways are not built at the expense of a mass transit system, nor are toll facilities developed that would inevitably compete with free facilities, but each project is designed as a coordinate and a complement.

These same elements of planning should be employed to develop or redesign political structures. Each of the examples I have cited clearly indicates the need to establish, within State government, a Department of Transportation capable of marshaling the planning resources of the numerous interrelated agencies so as to efficiently and economically resolve regional and State logistical problems.

Maryland's new Constitution is essentially a plan, a blueprint, for the political superstructure of State government. Therefore, the product should give credence to the principles of planning. Where future growth can be accurately anticipated, a political structure which can responsibly develop it must be established; where future needs can barely be apprehended, flexibility must be assured so that the political forms — government, itself — may evolve rationally.

Solid, intelligent, realistic planning must direct *all* future State programs. The health of Maryland's citizens must be insured through the development of comprehensive air and water pollution abatement programs. Planning is essential to reconcile enforcement powers with compliance incentives, to not only eliminate present but prevent future pollution.

Better and more educational programs are demanded by the public and dictated by our sophisticated economy. Sensitive planning can