

highway needs, state, county, and municipal, to this Committee, which will report it to the Legislative Council. This study by the State Roads Commission will, of course, have to extend beyond the 1962 session of the General Assembly. It will include determination of mass transit needs, requirements for corridor movement of traffic in urban areas, distribution of revenues and other aspects of the problem. Determination of urban transport needs will include consideration of the results of studies now being made by the Miles Commission, the Baltimore Metropolitan Transit Authority, by Wilbur Smith who is projecting traffic needs to 1980 in an 800-square mile Baltimore metropolitan area, and a survey of the needs of the Washington urban area to be completed in 1½ years."

Herein we believe lies the basis for a study and documentation which is sorely needed to provide a sound base for the members of the Maryland General Assembly to exercise their proper judgment on the subject matter of the Resolution and the Bailey Committee report.

Recognition in our discussions was given to the many phases of the original recommendations, which needed further study apparently, based upon the action of the General Assembly.

We recognize that the basic desire of the Committee on Taxation and Fiscal Matters was to assemble all facts which would allow a proper distribution of revenue, as cited in Senate Joint Resolution No. 10:

"(1) The ability to maintain a basic road net in each political subdivision.

"(2) To provide necessary additional facilities where there were heavy concentration of vehicles; and

"(3) To provide against emergencies, such as heavy snows or floods wherever they may occur."

Accordingly, with this in mind, we recommend to you and your Committee that the State Roads Commission be requested, or directed, as you desire, to undertake, as rapidly as possible, a study which would follow the procedure outlined below:

A.—To place in its proper status and category, every mile of highway presently existing in the state, county and municipal system of roads, as well as those which are now definitely planned to be constructed and incorporated into any of the above systems. To bring this about, we recommend that there be established a "functional classification" of all public roads in the entire State.

Such a study, recently completed in the State of Connecticut, a report on which has been made available to us and which came into being through action of their General Assembly, has been highly successful, being made in coordination with the various branches of State and Town governments and generally accepted by all concerned.

I think you realize that over the more than fifty years of existence of our highway systems, certain roads originally attained an importance in a major or minor system. Today's conditions might justify their being changed. It is also known that there are many