

ORVILLE H. SCHEITZ, D. O.
Optometrist
 406 East 19th St.
 GRANTS PASS, ORE.

Motor Club President Sees Defense Highway Aid

Congress has set a precedent for quick action on highway legislation, according to Dr. E. B. McDaniel, president of the Oregon

State Motor association and vice-chairman of the Highway and Legislative committee of the American Automobile association.

"Committees on roads in both the House and the Senate have completed hearings, largely devoted to an appraisal of highway needs from the standpoint of defense. The Senate bill has already been favorably reported and is expected to have early attention, and we expect the house bill to be reported soon," Dr. McDaniel said.

"We are very pleased at the departure that has been made from

the usual procedure. Instead of authorizing definite sums for various phases of the program, the Senate bill sets an over-all limit of \$250,000,000 to be spent on the defense road program. In these times of stress such flexibility in the program will aid greatly in the accomplishment of its purpose."

Originally, Federal agencies recommended to the President a \$287,000,000 defense program, including \$100,000,000 for the strategic network. It also included items for refunds to states for roads damaged by army maneuvers. On June 2, the President sent to Congress a message calling for an appropriation of \$125,000,000. Thus the new bill embodies virtually all the recommendations made by federal agencies.

The program as it now stands is divided into six major categories: 1. Strategic Network, Correction of critical deficiencies in the main lines of the strategic network of interstate roads, with the federal government paying two thirds of the total cost and the states the re-

maining one-third. Congressional approval is given to the strategic system which embraces the Federal Aid highways and important connecting links.

2. Access Roads, Construction and improvement of access roads to military and naval reservations, to defense industry sites, and to sources of raw material.

3. Flight Strips, Location and development of flight strips adjacent to public highways for the landing and take-off of aircraft.

4. Highway Planning, Surveys and plans necessary for defense roads, including advance engineering surveys and plans for future development of the strategic network of highways and bypasses around and extensions into and through municipalities and metropolitan areas.

5. Off Street Parking, Cooperation with states in the location, development and construction of off-street parking to facilitate the flow of traffic on sections of the strategic network of highways forming bypasses around and connections into and through municipalities and metropolitan areas.

6. Right of way, Provision whereby federal funds may be used to assist in the cost of acquiring rights of way for projects on the strategic network and for defense roads authorized in the pending bill.

"The Motor association feels that particular significance may be attached to sections of the pending bill with references to off street parking facilities and federal assistance in acquiring rights of way. While primarily intended to assure rapid progress in meeting urgent highway needs, these provisions are indicative of new Congressional thinking on highway development. In brief, the pending proposal on off street parking facilities provides that where states or political subdivisions ban parking on metropolitan connections of interstate highways, the Federal Government can give federal assistance for off street parking facilities for an equivalent number of vehicles. Thus it is of great importance from the standpoint of an attack on the problem of traffic congestion due to lack of terminal facilities," the Motor association president said.

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