

wood Bowl which has a tremendous parking lot. I don't know the capacity. And it failed in Miami, Fla.

Now, there are several reasons for the failure, as best we can identify them. First and foremost, in a number of these cities, what happened was that you or I would drive to the parking lot, many times in an air-conditioned automobile, and we would get out, and we would wait a few minutes, maybe have to walk several blocks; and then we would get on an old junker of a bus which burned gasoline and stunk to high heaven, wasn't air conditioned, was hot and dirty, with a driver who was sweating under his collar and very much upset about the world in general; and the frequency of the service was not the way it should be because people don't like to wait. Incidentally, though, this same thing is working very well in New York. The New York Port Authority has a tremendous parking lot just across the river in New Jersey from the Lincoln Tunnel and that parking lot, which holds—I don't know; several thousand cars—fills up early every morning. Then buses take those people directly into the Port Authority Bus Terminal. So it is working in some cities.

Now this, I think, really gets to the heart of what is important about the Department of Transportation and it gets to the heart of what we have been talking about—a total transportation system.

There has got to be comparable service provided if people are going to use this service. Comparable service, in my mind, means buses that are clean, that are air conditioned, that have comfortable seats, and that moves with frequency.

Now with the transfer of the Urban Mass Transit Administration from the Department of Housing and Urban Development into the Department of Transportation, if we are able to get these fringe parking programs set up, we will be able, simultaneously, to work out the kinds of support for the community which will permit this kind of bus service to operate.

Mr. FALLON. Well, Mr. Secretary, I don't know the conditions of the buses in Baltimore, but from observation at the time the buses seemed to be a little bit more adequate than the buses you described. I have passed there many mornings—I wasn't going downtown but I was going to the railroad station—but from observing the buses they seemed to be new buses, air conditioned, and very comfortable.

Secretary BOYD. May well be.

Mr. FALLON. I don't think that was the reason in Baltimore. I think the reason was after the persons got off the bus, they didn't want to walk three or four squares to their office when they were used to parking much closer.

Secretary BOYD. Well, that may well be, Mr. Chairman, but I think the facts are also that if we continue to rely on the private automobile, these people are going to be walking three or four squares anyway, as new office buildings go up with insufficient parking space and no office building to my knowledge is putting in the parking space sufficient to take care of, (a) the tenants in the building, and (b), the business visitors to the building today.

Every time our chamber of commerce goes out and brings in new business and generates new downtown construction, they are making it more and more difficult for the individual to get in and out of town in his own automobile.