

(The information is as follows:)

Our proposal contemplates that the "TOPICS" funds would be expended on the Federal-Aid systems, but that arterial city avenues and streets in need of capital improvements not now on the existing urban extensions of a Federal-aid system would be eligible for future inclusion on a system and thereby be able to benefit from this new program. This explains why no amendment to expend highway trust funds off Federal-aid systems is included in our proposal.

Mr. CRAMER. Have you recommended an amendment to the Highway Trust Fund Act to permit expenditure of undesignated highway trust funds?

Secretary BOYD. No.

Mr. CRAMER. I suggest you take a look at the language—I am not trying to be argumentative; I am trying to be helpful—because I think the language submitted would not get around the restriction on the fund for Federal highways.

Secretary BOYD. We will do so.

Mr. CRAMER. You have to designate—

Secretary BOYD. That is what I suggested we were prepared to do.

Mr. CRAMER. I see. Relating to fringe parking, you suggest \$387 million by 1975. Where is that going to come from?

Secretary BOYD. The trust fund.

Mr. CRAMER. That poor old Interstate System is really going to suffer, is it not, if all these extra trust fund expenditures are used for other purposes?

Secretary BOYD. We live in an aura of eternal optimism, Mr. Cramer, and believe that the Congress will rise up in its wisdom one day and assess additional user charges.

Mr. CRAMER. I would like to see the administration put some real fire behind that effort. It might be successful.

Why should not some of this cost of the fringe parking come out of mass transit? It benefits mass transit just as much as it does highway users, does it not?

You are going to shift these people from the roads, parking to mass transit?

Secretary BOYD. I do not think it benefits mass transit at all. I think mass transit is not something that you should look at in the light of either being benefited or injured.

I think mass transit is an essential link to the life of the city. I furthermore do not think that mass transit is going to be a money-making proposition in the cities in this country. But I do think it provides an essential service and will become more essential as our population grows.

Mr. CRAMER. I think it is quite obvious it is intended to encourage people not to drive into the cities, but to park in the fringe areas.

Secretary BOYD. No question about it.

Mr. CRAMER. And take other transportation facilities. It so states at page 17.

Secretary BOYD. That is the stated purpose of it.

Mr. CRAMER. "Such parking facilities shall be located and designed to permit its use in conjunction with existing or planned mass transportation facilities." So you would not contemplate any of that cost coming out of anything other than the highway trust fund?

Secretary BOYD. That is correct, sir.