States Code, to provide Federal assistance for fringe parking in large urban areas. (Omitted from H.R. 16994.)

A truly comprehensive urban transportation system must maintain a balance not only between automobiles and transit, but also between the volumes of traffic that seek to enter a city and the city's capacity to absorb such volumes. This balance cannot be attained until terminal facilities are accepted along with streets and highway as an integral part of the transportation system.

The primary basis for using highway funds for fringe parking is to improve service by reducing the number of vehicles using overloaded highways to the downtown area by encouraging the use of mass transit facilities. This could in turn reduce the needs for extensive improvements on these facilities. As cities grow larger, increasing numbers of people find it desirable to drive part way to work or shop, park on the street or in other available space, and continue their trip by bus, train, or carpool. Provision of fringe parking spaces in suitable locations will make such a choice even more desirable with a resultant increase in vehicle occupancy on arterials and a decrease in the number of vehicles on the road. Parked vehicles will also be removed from the streets in outlying areas with a consequent further improvement in street capacity.

Traffic congestion in the central business districts of our major cities is also a pressing problem which can be relieved by the proper application of the fringe parking principle. Since fringe parking is most applicable to the work trip, removal of this long duration parking allows the more efficient use of present downtown parking facilities by persons making short duration business, shopping, and recreation trips. These trips represent the prime economic base of the downtown area.

A significant portion of total downtown parking demand can also be satisfied by fringe facilities. A primary conclusion of most parking studies conducted as a part of the urban transportation planning process is that downtown parking demands have not been met, particularly in the core areas of our major cities. A similar conclusion can be reached by noting the "Sorry—Full" signs at parking facilities in the heart of the citiy during periods of peak parking demand. By removing some portion of downtown demand, fringe parking will also provide for the more effective use of existing downtown space.

Fringe parking will encourage people to use public transportation. Parking associated with transit stops and terminals will provide important incentives to improve local and express transit service. Some such incentive will frequently be required to reverse the decline of such services. New facilities provided under this legislation will be operated at no cost, or at most with a minimal fee to cover the cost of maintenance and operation. Improvement of public transportation in this manner will serve to improve the mobility of those people most dependent on transit and least able to afford high transportation costs.

The availability of funds for fringe parking will give added meaning to existing programs to encourage multi-purpose uses of space over or under freeways. Parking is a logical and necessary adjunct to highway improvements in urban areas, and a desirable inclusion in proposals for joint development.

The success of expenditure of funds for fringe parking will be dependent upon its acceptance by individual States and cities in the development of their own parking programs.

Program needs are based on fringe parking demand derived from two sources; work trips downtown, and change of mode trips in large metropolitan areas. Available studies indicate that about 10 percent of total downtown work trip demand may be transferred to fringe parking in cities between 500,000 and 1,000,000 population. Further information shows that 1½ fringe spaces will be required to remove the demand for one parking space downtown.

Additional need for fringe parking is evident from the number of change of mode trips now taking place in cities. Twenty percent of such trips could be accommodated by fringe parking in cities from 100,000 to 1,000,000 population and 10 percent in cities over 1,000,000 population. The 40,000 existing fringe parking spaces were subtracted from this total to determine the need for new facilities.

There is need for 367,000 fringe spaces by 1975 at a cost of $387 million. Similarly, needs till 1985 are for 466,000 fringe spaces at a cost of $483 million.

Availability of funds for fringe parking will provide the opportunity to search out locations for fringe parking and to provide it where desirable. Fringe parking will not be provided by others as it cannot be considered economical except as an integral part of the transportation system. Federal assistance provides a basis for the evaluation of fringe parking as a part of an improved urban transportation system.