

We definitely oppose section 14, calling for trust fund financing of fringe parking facilities and urge you to remove it from the bill.

It is discriminatory.

Fringe parking, by and large, is of use only to suburbanites who work or wish to shop in the downtown commercial area. The trucking industry, one of the heaviest contributors to the trust fund, would never use it. Nor would many intercity buses or individual intercity drivers. Their only conceivable benefit would be a little less traffic to buck on the freeways.

It is also discriminatory as to private parking facility operators.

The bill not only specifies that the fringe parking facilities must be Government owned but also that they must be Government operated. Even HUD, in its back-door financing of municipal parking facilities built in connection with downtown urban redevelopment permits contract operation by private operators. We know of one case where a municipality could not sell the revenue bonds to build its HUD parking garage until one of our members agreed to operate it. And many more than one municipality has turned to our members to plan and operate a municipal parking facility because of our experience and know-how.

Perhaps the greatest fringe parking operation in our country is at our airports, where travelers park their cars when they shift to mass transportation. After all, fringe parking is just a change in method of travel in the interest of greater speed. As far as I know, every major airport parking facility is operated under contract by a private operator and a good part of the gross revenue goes toward financing the airport.

Perhaps the most ridiculous stipulations in section 14 are those providing that any "urban area" of population over 50,000 is eligible for a fringe parking grant if the facility is "outside a central business district" and if it is to be used "in conjunction with existing or planned mass transportation."

Believe me, gentlemen, in most urban areas of 50,000, that could mean a federally financed parking facility three blocks from the center of town, just so there was a bus line running past the "fringe parking" to the heart of the business district.

Certainly there is no reason for the Federal Government to break its trust with its motoring taxpayers by dipping into the highway trust fund to finance Government-owned and operated fringe parking facilities.

I am indeed happy to note that most of our State highway departments and the American Road Builders Association agree.

Thank you very much.

Mr. KLUCZYNSKI. Thank you, Mr. Lyon, for that splendid statement of yours.

You have a pretty good organization. I know I have had over 100 telegrams in the past few days. They are opposed to fringe parking.

You have been here all day and you have heard all of the other witnesses?

Mr. LYON. Yes, sir.

Mr. KLUCZYNSKI. I do not suppose there was a witness for fringe parking to take the funds out of the trust fund.

Mr. LYON. No, sir.