

1. An authorized TOPICS program of \$250 million without any increase in the highway trust fund obviously implies that delays in completing the Interstate System will result. Since it is commonly recognized that a completed urban freeway system will carry from 35 to 50 percent of the travel in the area, it is obvious that the freeway system would be the "heavy duty workhorse" in combating the traffic problem. In repeated cases, the freeways have negated the need to accomplish some of the elements recommended in the TOPICS program. There is no evidence whatsoever to indicate that an extensive TOPICS program will eliminate the need for an adequate freeway system.

2. The second feature of the TOPICS program, which can become rather sticky, is in producing the matching funds for the program itself. The \$250 million increase in the proposed Federal Highway Act of 1968 represents a 25-percent increase in the total authorized for previous years. Increasing the local matching fund requirement by 25 percent or probably more is certainly a major problem in the District of Columbia.

I would like to comment briefly on that element of H.R. 17134 concerning fringe parking.

As in the case of the TOPICS program, the principle of fringe parking is good. However, as an item to be financed under highway revenues, it is questionable. There are, in the District of Columbia, several fringe parking lots which are the responsibility of the Motor Vehicle Parking Agency, a separate department of the District of Columbia government, which operates entirely out of revenues derived from parking meters.

Under existing law here in the District, a small portion of the parking meter fund is used to help defray some of the highway maintenance costs. We are very specifically prohibited from using any of these funds for capital outlay projects and in matching Federal-aid funds.

It would appear that the Department of Transportation might well find the proper vehicle for implementing such a fringe parking program as a part of its new responsibilities concerning mass transit.

This concludes my statement, Mr. Chairman, and I would like once again to thank this committee for its continued interest in our problems in the District of Columbia.

Mr. Chairman, this concludes my statement, and I would like to once again thank the committee for its continued interest in our problems here and in transportation and highways in the District of Columbia.

Thank you very much, sir.

Mr. KLUCZYNSKI. Thank you very much.

That is a statement from an expert.

You mentioned something about the relocation. The purpose of these hearings is to hear everyone concerned.

You know, as chairman, I introduced a bill, H.R. 16994, and then we introduced, by request, H.R. 17134.

In H.R. 16994, we could leave the fringe parking. I think we can work that out in the subcommittee if we want beautification, and we can do that.

Now, on relocation, we all know that something must be done.