

I do feel we are not going to be able to build the roads at all, unless consideration is given to, and answers found for, this real problem; and I think this is that faces almost every urban area in the Nation to some degree.

Mr. KLUCZYNSKI. Mr. Mayor, I have some relatives in Seattle, Wash. They tell me you are doing a fine job as Mayor.

Mayor BRAMAN. Thank you.

Mr. KLUCZYNSKI. We are happy to have you before this committee, and to get your views on the pending legislation.

You are also chairman of the National League of Cities, the committee on transportation, representing 14,000 cities.

In your statement here you support fringe parking. You have not mentioned where that money is to come from.

Are you for taking it out of the trust fund?

Mayor BRAMAN. This, I believe, would be the intent that this part of it, of a program of providing means by which people can move in their own vehicles or rubber-tired vehicles or transfer at some point from this type of vehicle to some other type of public transportation, which would relieve pressure at the peak hours, particularly on highways; and they could make it possible for those who must use the highways to do so more conveniently and freely and, at the same time, conserve highway moneys for use where this kind of transportation cannot be provided.

We feel it is a proper use and it does serve the purpose for which the trust fund is established.

Mr. KLUCZYNSKI. Mr. Mayor, fringe parking is proposed to be linked with the mass transportation system, and the experts told us that most of the cities cannot reasonably support rail mass transit.

Do you think the fringe parking proposal can be helpful to the development of bus mass transportation?

Mayor BRAMAN. Well, I think first we must recognize that the needs of each urban area differ rather drastically.

When we talk about a coordinated or a comprehensive transportation system, I think that in the cities like mine, and many others which I could name around the country, that have the geographical and topographical restrictions that makes it almost impossible to enter the city from other than a very small part of the total 360-degree perimeter, that we have the need for a varying system, using varying modes of transportation.

It is quite possible that many other urban areas located in flatter land, where they have access by road throughout the entire 360° perimeter, may find that at least for many, many years that they do not need the type of nonhighway transportation that we will need in our type of city.

This would apply to San Francisco, Pittsburgh, and many others that I could name for you.

Now, as far as the fringe parking is concerned, I think it would apply to some degree and perhaps almost equally everywhere, because as you get closer to the concentrated core of the city, I think all thinking people realize that we must preserve the high values of the core of the city if we are going to have the tax base and have the resources to meet the problems the whole urban area is experiencing, are going to have to have a way to get people in and out of that corridor without