

As far as funding these facilities on a pay-as-you-go basis with meters, this would then discourage the many who is in his car from parking and paying a substantial fee to take another bus at a transfer point.

By having a very nominal fee or no fee, this is what we would hope would encourage the transfer, and therefore alleviate the traffic going to the inner city; and we do see the need for additional highway construction at the most expensive rate in the central city.

It would be of benefit to the highway program and would be a proper use of the highway trust fund and would permit savings that could be used in other needed locations.

Mr. DENNEY. One last question, Mr. Chairman.

I am sorry I was called out, but did you talk about the cutback in your question-and-answer period?

You know, we are experiencing a cutback right now. How does that affect your planning, especially in Chicago? I know how the chairman, who does an outstanding job here for this committee, how he feels about it; but how do you feel about it?

Mr. PIKARSKY. In Chicago, this would seriously affect us. We are completing our basic Interstate Highway System.

We have a radial system, since we are bounded on one side by Lake Michigan. We are in need of a circumferential ring for the bypassing of the city; 85 percent of the city using the radial system bypasses the central business area; but because that is the only way we can get through the city, we have tremendous congestion on our three basic expressways.

The circumferential system is estimated to cost some \$600 million for 22 miles of the system. We are behind schedule. We are attempting to do that, so I think it would stand to reason that we would be very severely restricted.

Mr. DENNEY. The drafters of this bill authorize some money for advance highway acquisition. Well, if we are going to have a cutback, you will not be able to implement those funds, will you?

Mr. PIKARSKY. No, we will not be able to, because we have insufficient amounts of funds for other highway needs within the city presently.

We are in a very severe situation, I think this is the gist of the position of the National League of Cities, that we have as a consequence of developing our Interstate System, our increased access, the urban street system, the major arterial systems which serve to distribute traffic from the expressways, are sorely in need of assistance to upgrade and improve them.

Mr. SCHWENGEL. Will the gentleman yield?

Mr. DENNEY. Yes, I yield.

Mr. SCHWENGEL. On that point, I have felt, and I have asked questions to bring out the fact, that the cutbacks may be uneconomic and may be the cause of inflation rather than the solution of inflation, in certain instances, and I would like to pursue this and ask you: Do you have any estimate on the increased cost of the acquisition because of the postponement?

Mr. PIKARSKY. Some of the acquisition we are undertaking now, we feel there is an increase, that was about 3 or 4 percent a year, and which is now in excess of 12 percent a year.