

I also have with me Dr. Alvin C. Loewer and Mr. Warren Sargent—this is Dr. Loewer and this Mr. Sargent—

Mr. GRAY. The gentlemen may have seats here if you care to. We may have questions. If you would like, you may sit up here at the table.

Mr. POWELL (continuing). Who are members of the architect-engineering firm, Loewer, Sargent & Associates of Kensington and Baltimore, Md.

With us also is Mr. William J. Muth, who has been very helpful to us in public relation matters, and Mr. John B. Funk, engineer, who was formerly the director of the Maryland Roads Commission. Mr. Funk will become vice president and administrative engineer of the U.S. Visitor Center Founding Corp., in which capacity he will have complete supervision and direction of all engineering and construction of the building complex which we propose as an addition to the National Visitor Center as conceived by Chairman Gray and expressed in his bill H.R. 12603.

I would like to say a word about Mr. Funk's background. He has accumulated some 30 years' experience in private and governmental engineering projects since graduating Phi Beta Kappa in civil engineering from Washington and Lee University. He has developed subway systems while working with the American Bridge Co., and then working with the H. K. Ferguson Co., of Cleveland. For 10 years he was a consulting engineer for a number of small cities until he became chief engineer of the State of Maryland, to supervise the designing and building of 90 public buildings, including schools, hospitals, sanatoriums, stadiums, and other functional buildings.

For 8 years he was director of public works for rapidly expanding Baltimore County, and for 8 years he was chairman-director of the Maryland State Roads Commission directing the building of \$800 million of roads and freeways, including the Baltimore and Capital Beltways.

I might also say that Mr. Funk was one of the originators of the whole concept of freeway systems with interchanges, and so forth, and in fact design the first interchange in the east here.

Besides, he has served on or headed a number of important boards and commissions, including the Maryland State Planning Commission, Baltimore Regional Planning Commission, Greater Washington Transportation Board, a Joint Committee on Urban Transportation and chairman on the Committee on Organization and Administration of the Highway Research Board of the National Academy of Sciences.

Mr. Funk would approach this job under his original idea of an urban concept team, where he would have the experience and knowledge of all professionals—engineers, architects, and even psychologists—pooled together in order to make a freeway system, an urban community, or whatever project he might be working on—in this case an addition to the Visitor Center—more perfect.

Messrs. Funk, Loewer, and Sargent are available to answer technical questions from members of the committee.

Concrete solutions to such problems as how to adequately provide for the huge numbers of visitors pouring into the Nation's Capital today and how to adequately provide for the staggering geometric