

The CHAIRMAN. Mr. Wright?

Mr. WRIGHT. Mr. Chairman, if I may, I would like to put in my bid for a little bit of consideration for some of this matter.

May I appear as a witness?

The CHAIRMAN. Would you like to take the witness chair?

Mr. WRIGHT. Yes, sir; I would be glad to do that.

**STATEMENT OF HON. JIM WRIGHT, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF TEXAS**

Mr. WRIGHT. Mr. Chairman and my colleagues:

Permit me to appear as a witness and to first round out the picture on the map with respect to the existing Interstate mileage and the requests that were made by our colleagues.

Interstate 20, which is the route from the east coast to the west coast, from Savannah, Ga., to San Diego, Calif., follows generally this route on the map.

Interstate 66, about which Mr. Mahon spoke, traverses Amarillo, follows this road into Oklahoma.

Interstate 35, north-south route, follows a pattern like this. Interstate 35 West and Interstate 35 East goes into Oklahoma, and thence through Austin and San Antonio and to the gulf coast.

Mr. Mahon's request relates to the city of Lubbock, which is here, and it is hoped that there may be some connections provided to one or both of the Interstate routes that exist.

Mr. Chairman, I feel almost like a piker. I hope you will not let my Texas constituents know that I am asking for only 16 miles.

The CHAIRMAN. Will the gentleman yield?

Mr. WRIGHT. I gladly yield.

The CHAIRMAN. I would like to make a remark off record.

[Discussion off the record.]

Mr. WRIGHT. We can go back on the record.

The Loop 820 which connects Interstate 35 with Interstate 20 has been completed in three sections, such as this, though I have exaggerated the size in order to permit observation.

Very desperately needed is the completion of the Northwest Quadrant of Loop 820. Those are the 16 miles of which I speak.

Inasmuch as the Interstate and Defense Highways System, which this committee fathered in 1956, was designed, among other things, to serve the national defense needs and requirements of the nation, I believe that this loop has a special claim to some priority.

The State of Texas highway department has, on several occasions, requested its inclusion in the interstate mileage; but, as you know, all of the interstate mileage having been designated, it has not been possible for the Bureau of Public Roads to permit the completion of this loop.

Let me show you why I think it is very vital.

We have the General Dynamics plant here that produces aircraft for the United States, and has completed a very exhaustive study, which reflects that 56 percent of its employees, some 15,000 or 16,000 people,