

Mr. CRAMER. I see.

Mr. LORENZ. But on the other two we have landscaped median strips.

Mr. CRAMER. And you are using them for mass transit?

Mr. LORENZ. Yes. And I might say the tragedy on all three of these is we were too modest on our right-of-way acquisitions. We got everything in and it worked, but it is tight. It would have been better if it had been more generously endowed.

Mr. CRAMER. Is there any consideration given to such things as monorails?

Mr. LORENZ. I am sure there has been; but, frankly, there are not too many people enthused about monorail usage.

Mr. CRAMER. Thank you.

Mr. KLUCZYNSKI. Thank you, Mr. Lorenz.

Mr. LORENZ. When I come back here, it will be as the Attorney General, I hope.

Mr. KLUCZYNSKI. The gentleman from New York wants to ask you a question.

Mr. McEWEN. I am sorry I missed the start of your testimony. I got the end of your testimony, but I have heard so much about Mr. Lorenz and the highway problems of Illinois from the chairman of the subcommittee, who is a great advocate of both you and Illinois, that I can fill myself in, I think, on the part that I missed.

Mr. LORENZ. Well, thank you very much, Congressman.

Mr. KLUCZYNSKI. Thank you.

Have a nice trip home.

We have two more witnesses here, and we will have to finish this afternoon because we have a full day tomorrow and Thursday.

Now we have Mr. John W. Lyon, president, National Parking Association.

How long will it take you, Mr. Lyon?

STATEMENT OF JOHN W. LYON, PRESIDENT, NATIONAL PARKING ASSOCIATION

Mr. LYON. I have been here all day, but it was worth waiting for.

Mr. KLUCZYNSKI. You may proceed.

Mr. LYON. It will not take me more than 5 minutes.

Mr. Chairman and gentlemen of the committee, my name is John W. Lyon. My address is 1725 DeSales Street, NW., Washington, D.C. I am executive vice president and general manager of Parking Management, Inc., but appear here as president of the National Parking Association representing private, offstreet parking facility operators throughout the country.

Our association has always supported Federal, State, and local highway improvement programs, and will continue to do so. Therefore we have no quarrel with the bill before you, save for sections 12, 13, and 14.

Since we are in the dark as to what the Department of Transportation means by "projects which include but are not limited to those which directly facilitate and control traffic flow," we trust that you gentlemen will ferret out the Department's specific intentions under sections 12 and 13.