

Mr. KLUCZYNSKI. Were you here yesterday?

Mr. LYON. No, sir.

Mr. KLUCZYNSKI. AASHO testified yesterday, and they are not in favor of it, either.

Mr. LYON. I am glad to hear that.

Mr. KLUCZYNSKI. It is in the bill, and it will be up to the committee to either vote for it or vote against it.

Are there any comments or questions of Mr. Lyon?

Mr. McEWEN. No questions. He was a fine witness, and we appreciate your testimony.

Mr. KLUCZYNSKI. Well, thank you, Mr. Lyon. I know you have been around here all day. We are very happy that we got to you. Thank you again.

Mr. LYON. Thank you, sir.

Mr. KLUCZYNSKI. Now we have a gentleman who has been one of the experts, one of the top men of the District government.

It is a pleasure to have as the next witness Mr. Tom Airis, Director, District of Columbia Department of Highways and Traffic.

Mr. Airis, I hope that you can give us some suggestions about the District's roads here, and I do not know whether they are going to touch upon it, but the chairman is here and willing to listen to your testimony.

STATEMENT OF THOMAS F. AIRIS, DIRECTOR, DEPARTMENT OF HIGHWAYS AND TRAFFIC, DISTRICT OF COLUMBIA

Mr. AIRIS. Thank you, Mr. Chairman.

I have a very short statement, and it should not take me over 10 minutes.

Mr. KLUCZYNSKI. All right.

Mr. AIRIS. My name is Thomas F. Airis. I am Director of the Department of Highways and Traffic of the District of Columbia.

I am very pleased to appear here today before this committee to present my views on the Federal-aid Highway Act of 1968, which has been introduced in two forms as H.R. 16994 and H.R. 17134.

It is always a pleasant occasion for me to appear before this committee. My last appearance here was in December of 1967 when the committee was so graciously devoting its time to the extreme highway problems which we face in the District of Columbia.

Much emphasis was placed at that time on the significance of the urban highway problem nationally, and how that national picture might well be affected by that which occurs here in the District of Columbia, the Nation's Capital.

At those December hearings, the committee patiently heard the testimony of Secretary Boyd, the highway departments of Maryland, the District of Columbia, and Virginia, and also the four area Congressmen.

Subsequent to those hearings, H.R. 16000 was introduced as a possible means of resolving the District of Columbia's problem. Some time later in the year the committee held hearings on this bill, which in effect became a continuation of the December hearings, so that all local community interests might present their views to the committee.