

[Enclosure]

APRIL 25, 1968.

Mr. CHARLES E. HALL,
Division Engineer, Bureau of Public Roads,
Pennsylvania Building,
Washington, D.C.

DEAR MR. HALL: Enclosed are the Quarterly Relocation Advisory Assistance Reports, Form PR-1228, for the quarter ending March 31, 1968 for the interstate, primary and secondary highway system for the District of Columbia as required by PBM 80-5.3n.

There is enclosed also a revised Quarterly Relocation Advisory Assistance Report covering interstate highway system for the quarter ending December 31, 1967. This revision is necessary because the report submitted previously excluded figures covering relocation activities at the Northeast-North Central Freeway.

Sincerely yours,

T. F. AIRIS,

Director, Department of Highways and Traffic, District of Columbia.

Mr. AIRIS. Briefly, we did not feel that the report went far enough in proposing equitable arrangements for providing adequate relocation provisions to displacees of the highway program. Some of the proposals reflected in our comments have been incorporated in the District of Columbia government report on H.R. 16000, referred to previously in my testimony.

Incidentally, one of the other aids in overcoming this relocation problem concerned with urban Interstate Freeways lies in the joint use concept of utilizing space over and under the freeways. To accommodate some of the problems in the District of Columbia by this means requires separate legislation of the Congress before it can be fully effective. As legislation is now pending in the House, we would strongly urge that this legislation be passed this session, and if this committee can in some way aid in the process of enacting that legislation it would be a tremendous aid to us here in the District of Columbia.

I would like now to address myself to that portion of the proposed legislation concerning the TOPICS program.

First of all, I would like to emphasize that the spirit and principle of the TOPICS program is excellent. We professionals should be doing everything possible to improve the capacity of our arterial street facilities up to a proper degree, in order to help relieve congestion in our cities.

As in every city, the District of Columbia has already taken great strides in these directions. But unlike most cities, we have been engaged in much of this operation as a Federal-aid venture for many years. This results from the condition that although most States deal with extensions of the primary and secondary system in establishing their urban program, our entire primary and secondary system is urban and entirely within the central city of this metropolitan area.

As stated, the principle of the TOPICS program is good. I would like to emphasize, however, that it is not a panacea and it must be used with other highway programs to be certain that we are accomplishing the greatest good in dealing with the urban highway problem.

Two features of the TOPICS program from a financing standpoint raise serious questions.