

increase, which added almost \$1.9 billion to the estimated cost of the interstate program between 1965 and 1968. It is true also of the price increase attributable to heavier design of roadway base, surface and shoulder areas to accommodate heavier traffic volumes and increased load factors, reflecting changes in design knowledge and procedures. It is true of the additional safety features and the added landscaping, erosion control features and additional rest areas.

Gentlemen, it is a fact that the demand for higher standards on the Interstate System is matched by a similar demand for high quality construction on the ABC roads.

The Department of Transportation's 1968 National Highway Needs Report points out that, and I quote,

with the rising importance of urban areas in our national life and the complexity and high costs of solving urban transportation problems, more extensive assistance by the Federal Government toward the solution of internal urban transportation problems appears warranted in the national interest and as a proper major focus for the Federal highway program in at least the next two decades.

Both the Department of Transportation report and the preliminary report on highway needs submitted to this Committee last year by the American Association of State Highway Officials indicates that a greatly expanded urban Federal-aid program will be needed in the years ahead.

I would like at this time to place in the record the resolution adopted just last week by the American Road Builders Association at their annual meeting in Las Vegas. I will not read the entire resolution. I will simply eliminate the "whereases" and get to the "resolved."

Now therefore be it resolved by the American Road Builders Association in Convention assembled at Las Vegas, Nevada, this 14th day of February, 1968, That we hereby affirm that it shall be the policy of the American Road Builders Association to initiate, collaborate or support, as may be deemed appropriate, constructive programs aimed at bringing about a long-range improvement in urban transportation facilities, including but not limited to highway transportation programs in urban areas;

Provided, That under no circumstances shall funds be taken from the Highway Trust Fund to support other programs.

Mr. KLUCZYNSKI. There being no objection, the resolution will be made part of the record.

(Resolution follows:)

RESOLUTION RELATING TO URBAN TRANSPORTATION FACILITIES ADOPTED BY THE AMERICAN ROAD BUILDERS ASSOCIATION AT THEIR 66TH ANNUAL CONVENTION IN LAS VEGAS, NEV., FEBRUARY 14, 1968

Whereas authorities in the field of population research predict that the population of the United States will reach 262,000,000 by 1985, and that the preponderant part of the anticipated population increase will occur in the suburban sections of metropolitan areas; and

Whereas this pattern of population growth will cause a tremendous growth in short-trip movements with multiple origins and destinations throughout the metropolitan areas; and

Whereas such anticipated movements will require greatly expanded facilities for the movement of people and goods throughout the metropolitan areas; and

Whereas the general comfort, convenience and safety of the people as well as the efficiency of transportation will be best served by continuing and comprehensive urban transportation planning processes giving due consideration to the advantages of all modes of transportation and the interrelationship of all modes;

Now therefore be it resolved by the American Road Builders' Association in Convention assembled at Las Vegas, Nevada, this 14th day of February, 1968,