

wise, just as important as the original beneficiaries of the Interstate System.

I think Congress perhaps should view the problem as larger than strips of concrete.

The real benefit of the national plan, regional interconnection, Interstate, is that they are arteries of economic growth, as were the railroads and the riverway systems in earlier times.

Therefore, it would be the urging of our association to your committee, Mr. Chairman, that there be an extension of the Interstate System of approximately 6,000 miles, or that there be at least a 5-percent allocation of highway trust fund for missing links in the Interstate; or, if you follow AASHO's recommendations in its entirety, that there be earmarked in the primary system the equivalency of the dollars necessary within the AASHO structure, to finish about 6,000 miles of missing links of Interstate Highway System.

The great danger of the AASHO position, if taken to the ultimate, would be that we would be creating a spoils system for the 50 highway plans that would satisfy the parochial needs of 50 States; but would not necessarily enhance and tie together a national plan of highway development, which is the responsibility of the Federal Congress.

Mr. DENNEY. Mr. Chairman—Mr. Seacrest, I see that you are interpreting your statement—I would ask unanimous consent that his statement may be inserted in full in the record at this point. He is abstracting it for the benefit of the committee.

Mr. KLUCZYNSKI. Without objection, it is so ordered.

(Prepared statement follows:)