

I would like to recall for you some of the testimony that came out of the AASHO report to your committee, Mr. Chairman.

AASHO, which had earlier recommended these 6,000 miles of additional interstate extension, was very frank with your committee and said it is needed.

There is no question but what there is merit to adding some limited mileage to the interstate system.

AASHO concern was where you would draw the line as a matter of political realism. They said it would be very difficult to hold it within reasonable interests, and they did not want to see the ABC program penalized by enlarging the interstate to double its present mileage.

Now, this is a position that makes for commonsense and good judgment, and, therefore, AASHO extended this position by saying: In case the Congress in its good judgment should see fit to expand the interstate mileage and place a modest, overall limitation on such mileage, Congress should specify very definitely a criteria for the inclusion in the system, and the mileage should not be added on a basis that large areas are not served by interstate routes.

I believe our association could agree with this position in its entirety.

We would urge you to take AASHO's limitation suggestion of 6,000 miles.

We would urge that the committee, with its capable drafting skills, to enumerate proper criteria. Perhaps these criteria could be the criterion in the original 41,000 miles. Perhaps they could include a criterion of serving every State in two directions.

Also, they could perhaps include a criterion of connecting or interconnecting metropolitan standard census areas of 100,000 or more, because such roads interconnecting these areas will actually serve to decentralize industry and population and reverse the impacting direction of problems which are being concentrated in the urban areas.

As the gentleman from Minnesota said, there is a lot of clean air, a lot of blue sky in the area that we are talking about.

We therefore would underscore AASHO's testimony, but would ask the favorable consideration of your committee to include either 6,000 miles of interstate extension with the control points being delegated to your Department of Transportation or, if you see fit, to adopt AASHO's position in its entirety; then we would urge you to earmark a portion of the primary fund for the equivalency of these missing links.

Mr. Chairman, I thank you for the opportunity to appear on behalf of the five States of Minnesota, Iowa, South Dakota, Nebraska, and Kansas, on this very important problem.

Mr. KLUCZYNSKI. Thank you, Mr. Seacrest, for the splendid statement of yours. It will be very helpful and beneficial to the subcommittee when we sit down to write up a bill.

Mr. Denney, any question or comment?

Mr. DENNEY. Mr. Seacrest, you and I discussed this many times. Your last statement always appealed to me—if we are going to resolve the problem and get back to the areas, and, as you can see from the witnesses, we are trying to work out some type of mass transportation system; but eventually we are going to have to recognize that 70 percent of the population lives on 1 percent of the land. We have lots of land in these five-State areas. If we get the industry out there, we will