I ask that this Subcommittee not report favorably this legislation. I believe that the decision to increase the size and weights of trucks on the Interstate System should be put off until the States and localities, particularly in highly urbanized areas, are willing and able to provide roadways suitable to handle this traffic, both from a safety and from a maintenance standpoint.

Mr. Chairman, I wish to include at this point in the record an editorial from the Elizabeth *Daily Journal* on this subject and a resolution of the Bayonne City Council opposing this legislation.

Mr. Chairman, I would like to comment briefly on the proposed legislation to increase the allowable mileage on the Interstate System. The present system is limited to 41,000 miles, virtually all of which has now been allocated.

Good highways are basic to the future of America. Commerce, industry, defense, recreation and, indeed, the entire economy of this nation are tied inextricably to transportation, and good roads are integral to our transportation system.

The planned 41,000 miles of limited access highway are expected to be completed by 1975. Of this total, New Jersey was allotted 373.3 miles and over 165 miles were open to traffic as of September 1967. Already, Governor Hughes and the State Department of Transportation have demonstrated a pressing need for additional mileage. Hopefully, this 90th Congress will act to increase by 9 to 12,000 miles the total Interstate System.

I might interject here that a situation has developed in New Jersey that shows how the squeeze on interstate mileage has seriously warped State road planning.

The State of New Jersey, after studying the projected traffic patterns for northeastern New Jersey, decided to construct an interstate road running from the Goethals Bridge to the existing Interstate #78. This roadway was designated Interstate #278. Approximately 8 miles of this road have been completed. During the past year, some local opposition has arisen from citizens and municipal officials in towns and cities to be affected by construction of I–278. In the face of this opposition, the Department of Transportation agreed to drop the completion of I–278 and is now attempting to have this mileage (or funds) allocated to construct a Central Jersey Expressway. This decision was made even though the cities most directly affected—Elizabeth and Linden—were staunchly against cessation of the construction. The State, in effect, upon running up against some local opposition to construction that was sorely and is sorely needed from a traffic standpoint, has been unduly influenced into abandoning this road in order to take advantage of scarce interstate funds. Mr. Chairman, if additional Interstate System mileage was available for New Jersey and other highly urbanized States, future transportation needs could be fulfilled without sacrificing necessary projects to local opposition. The present scarcity of highway aid was allowed to override sound transportation planning. As the Elizabeth *Daily Journal* said editorially. "Ignored completely is the prospect of nightmarish traffic problems for the hub of an industrial area including the county's largest city and its fourth biggest municipality."

Mr. Chairman, meaningful, rather than token expansion of the Interstate System, will give States the leeway to plan for the transportation needs of the future.

ELIZABETH, LINDEN SUFFER

Interests of Elizabeth and Linden suffer in the tremendous push given the Central Jersey Expressway project by a 361–1 vote in the House of Representatives. Funding of a Trenton-Asbury Park freeway would be at the expense of relief from Route 1 traffic congestion in Elizabeth and Linden.

The House bill makes it possible to divert to the Central Jersey Expressway funds for the proposed extension of Interstate Route 278 across Union County to Interstate 78 at Springfield. Sen. Case will press for approval in the Senate and is hopeful of passage of the measure this session.

Abandonment of the 278 extension would mean that Goethals Bridge traffic on the Route 278 section in Bayway would have to use already heavily traveled Route 1. The spur will run from the bridge to Route 1 in Linden.

Mayor Dunn of Elizabeth and Mayor Gregorio of Linden rightly are concerned about the worsening of Route 1 conditions upon completion of the 1.2 miles of the 278 stretch through Bayway. This was planned to handle the increase in Goethals Bridge traffic resulting from construction of the Verrazano Bridge.