

assume such expenditures. Very few miles of urban arterials are currently eligible for Federal aid, and the city share of State user fees supports only a minimal share of local street and highway costs.

Mr. Chairman, the impact of this legislation on highways and streets off the Interstate System will, I think, create problems adverse to the broad national interest. I would hope that, taking this into consideration, this Subcommittee will not act favorably on this bill.

Mr. Chairman, I would like to mention one further aspect of Federal Highway Policy today. The Interstate System, as authorized in 1956, provides for a network of 41,000 limited access highway miles. I understand that 1975 is the target date for completion of this system. From the local level, I know that there remain pressing needs for Interstate-type highways in New Jersey. The tight Interstate Market, if I may call it that, has resulted in transportation planning and allocation of priorities that do not reflect a consideration of the realities of the future.

For a case in point, the State of New Jersey recommended some time ago construction of a road within the Interstate System, I-278, to connect the Goethals Bridge with Interstate 78 in New Jersey. This vital link was planned in order to meet the critical masses of commuters who are expected to flow between New Jersey and New York over the Goethals Bridge. To ignore this vital connector means that this traffic burden will literally be dumped into the already overcrowded streets of Elizabeth and neighboring Linden, New Jersey. Because of local opposition from some of the smaller towns along the proposed route of I-278, the State has dropped plans to complete I-278, nine miles of which are already completed, and the Department of Transportation is attempting to work some kind of a switch in order to construct a Central Jersey Expressway. Both of these roads are badly needed for the future prosperity of New Jersey, but because of the unavailability of Interstate mileage, the State has been pressured into abandoning I-278. This does not indicate to me a sound approach to planning. I urge you to act immediately to expand significantly the Interstate System so that we may begin to plan to avoid the congestion that threatens our future.

Thank you.

PAN AMERICAN HIGHWAY ASSOCIATION, INC.,
Belleville, Kans., June 8, 1968.

Congressman ROBERT V. DENNEY,
Washington, D.C.

DEAR CONGRESSMAN DENNEY: I regret not being able to come to Washington recently for the House Subcommittee Reports, but having visited with George Moyer, Jr., of Madison, Neb., I am advised that you still could add to this material, and we certainly want The Pan American Highway Association included in the report.

I would like to report to you that the state of Kansas is planning the extension of I-35W due north to Belleville, Kan., and the Nebraska state line (at Chester) as a four-lane freeway project, and is acquiring land right-of-way for this extension along the route of US81 which is due north from Salina. Acquired land and the routing is already established to within 30-miles of the Nebraska line.

May I remind you of the bill you and a number of other Congressmen and Senators submitted last year for the extension of I-35W along US 81 highway as the "Pan American Highway." As you know this route already stretches completely across the North American continent through North and South America through some 12 countries and in all these countries (except the United States and Canada) this routing is officially known as the Pan American Highway. Road signs along the route in Costa Rica, and the various countries indicate the highway as such—and there being no highway designation other than this name it is the only way the North and South highway is known.

Already the Pan American Highway is a paved highway more than 10,000 miles long—yet needs to be completed across the United States from Salina on due north to Winnipeg, Canada. Any study of present maps will already show the US 81 route is carrying more north and south traffic than any other highway—and the country needs a good North and South Freeway—a direct one and one not built just to serve a few cities along the way.