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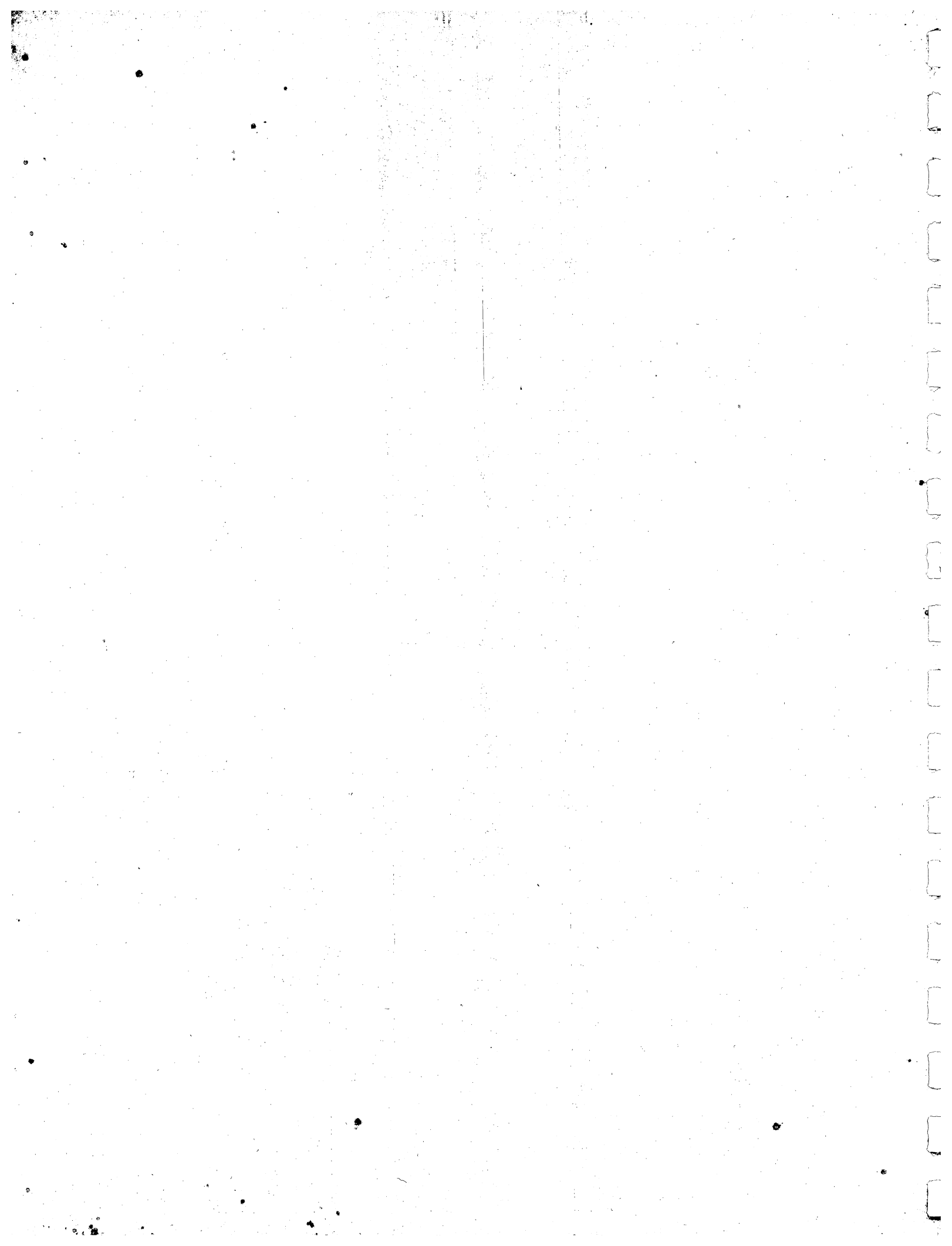
**SPECIAL REPORT**  
  
on the  
  
**GARDEN STATE PARKWAY**  
  
and  
  
**THE CENTRAL JERSEY EXPRESSWAY SYSTEM**

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by  
  
**THE GOVERNOR'S TASK FORCE**  
  
for  
  
**CENTRAL JERSEY EXPRESSWAY**

HONORABLE PAUL L. TROAST, CHAIRMAN

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## INTRODUCTION

In 1952 the New Jersey Legislature established the New Jersey Highway Authority, and charged that agency with the duty of completing a facility known as the Garden State Parkway financed by the sale of bonds and thereafter to be operated as a toll road. Some years before, the Legislature had authorized the construction of the Parkway (designated then as Route 4 - Parkway) by the State Highway Department to be financed by legislative appropriations. In six years the State was able to complete only about 20 miles of the facility, in three scattered sections, including a stretch of about 14 miles between the Raritan River and Route 22 in Union. This section had been constructed with Federal-Aid highway funds to the extent of \$14,709,532.44 in addition to the State funds which amounted to approximately \$30,000,000.00.

The 1952 Legislature recognized the need for accelerating the completion of this superhighway. Accordingly, the New Jersey Highway Authority Act was passed and signed into law by Governor Alfred E. Driscoll and activated by the voters in a referendum in November 1952. This original legislation contemplated and provided for the ultimate sale of the State-owned sections to New Jersey Highway Authority. N.J.S.A. 27:12B-20,21. (Said sections of the Act are annexed hereto as Exhibit 1.) Construction of the remainder of the Parkway by New Jersey Highway Authority proceeded promptly after the 1952 Act and was substantially completed by 1955.

In the ensuing years the wisdom and foresight of the Legislature in creating the means by which the Garden State Parkway could be rapidly completed were fully confirmed. The Highway Authority built the remainder of the Garden State Parkway in keeping with the legislative mandate (N.J.S.A. 27:12B-2) as a modern highway" . . .

embodying every known safety device including center divisions, ample shoulder widths, long-sight distances, multiple lanes in each direction and grade separations at all intersections . . .".

The stated purpose of the 1952 legislation is " . . . to facilitate vehicular traffic and remove the present handicaps and hazards on the congested highways in the State, . . .". With more than 150 miles of the highway constructed and operated by the Authority consistent with this legislative purpose, the Garden State Parkway has become widely recognized as one of the most beautiful and safest super-highways in the nation. However, the three original sections constructed and maintained by the State Highway Department (now Department of Transportation) and referred to above have become so congested as to represent the very antithesis of the original legislative purpose.

The 1966 Legislature, after full consideration, amended N.J.S.A. 27:12B-20 to reaffirm the right of the Highway Authority to fix, charge and collect tolls for use of the State-owned sections when and if the Highway Authority acquires such sections from the State. This legislation was signed into law by Governor Richard J. Hughes in September, 1966.

The Highway Authority must borrow the money both to acquire these sections from the State and to finance the extensive reconstruction and improvement of these sections since Authority revenues are not adequate to absorb these capital costs. The purchase price must also include funds with which the State will reimburse the Federal Government for the federal aid advanced for the original construction of these sections. Appropriate federal legislation is an absolute prerequisite to permit such reimbursement.

In 1966, when Governor Hughes sought to implement the original 1952 Act the New Jersey Legislature passed the necessary legislation by a convincing vote of 37 to 12 in the Assembly and 19 to 4 in the Senate. In the legislative discussions which preceded these votes it was made abundantly clear that the foundation was being laid for the Authority not only to expand and improve the existing Parkway to accommodate the growing needs of New Jersey but also to make possible a new and vital system of expressways commonly referred to as the Central Jersey Expressway System. This system will be further described in this report.

There is ample precedent for Federal Legislation required to support the 1966 New Jersey Legislative Enactment. More than twelve years ago, for example, the State of Connecticut in the planning of the Connecticut Turnpike determined that it would improve the feasibility of that proposed expressway by including in its alignment a segment of existing highway (U.S. 1) theretofore improved with federal aid funds. Congressional approval required to accomplish this result was achieved through the passage of Section 22 (a) Public Law 350 - 83d Congress. (See Exhibit 2.) By virtue of this legislation Connecticut was permitted to repay to the Treasurer of the United States the federal aid share of the highway segment previously constructed on a 50-50 basis by the State of Connecticut. The same legislation required the Treasurer of the United States to credit that amount to the State of Connecticut as a sum additional to the normal apportionment of funds credited to the State of Connecticut under the Federal Highway Act. This is identical to the bill (See Exhibit 3) which will be introduced in the 90th Congress on a bipartisan basis. Following the passage of Public Law 350 in 1954, the Congress saw fit in 1960 to

permit repayment by the States of Maryland and Delaware of federal aid funds contributed to the construction of portions of interstate Route 95 in those States. This legislation (Section 6 (a) Public Law 86 - 65.7, (See Exhibit 4) enabled Maryland and Delaware to do precisely what New Jersey now seeks to do, namely, to include those highway segments in a toll express highway.

The responsibility of this Task Force created by Governor Hughes in July 1965 is to plan and advise the Governor concerning the improvement of existing facilities and the creation of new facilities for a modern system of expressways in central New Jersey. The Task Force prepared this brief in order to fulfill that responsibility and to provide full information which clearly indicates the indispensability of Congressional action in this matter so vital to the New Jersey motorist.

Congress need only affirm the recent enactment of the New Jersey Legislature as it did in the similar situations mentioned earlier in the States of Connecticut, Maryland and Delaware to make it possible for the Highway Authority to substantially improve the critical areas of the Parkway. The Parkway can then operate as an efficient super-highway for its entire length with a high degree of safety and convenience for the New Jersey driver as well as initiate promptly the construction of the major portions of the Central New Jersey Expressway System . . . . all without burdening the taxpayer.

1. THE AREA IN QUESTION

Annexed hereto as Exhibit 5 is a map of the State of New Jersey upon which we have delineated in red the sections of the Garden State Parkway which were originally constructed by the State Highway Department. The critical section consists of 13.66 miles between Route 9 in Middlesex County and Route 22 in Union County. Near the southerly tip of the Parkway 4.20 miles were constructed by the State near Cape May Court House in Cape May County. Both these sections were built with Federal funds. Another small stretch of Parkway near Toms River in Ocean County (2.50 miles) was constructed by the State without Federal aid.

The section in Union and Middlesex Counties presently consists of three traffic lanes in each direction, and within this distance of 13.66 miles there are 33 interchange ramps permitting a total of 98 different traffic movements entering and leaving the Parkway. This unprecedented and excessive number of complex movements encourages weaving, tailgating, cutting off and other frictional, hazardous traffic patterns.

## II. SAFETY

It is common knowledge that New Jersey enjoyed the reputation of having created, in the Garden State Parkway, one of the nation's most modern and safest superhighways. The National Safety Council rated the Parkway the safest toll road operation in the nation in 1960, 1961 and 1963 based upon an index of fatalities per hundred million vehicle miles traveled. This string of successes was broken in 1964 and 1965 and Highway Authority officials advise that the Parkway will not receive a high rating for the year 1966. The consistent down-trend in safety rating indicates that the original legislative goal of removing handicaps and hazards on the road (N.J.S.A. 27:12B-2) is apparently not being achieved.

In large measure, the increasing safety problem on the Parkway is directly traceable to the critical State-owned sections. For example, during the past five years almost 36% of all Parkway fatalities occurred in these State-owned sections. This, despite the fact that these sections (20 miles) constitute only 12% of the total length of the Parkway's 173 miles. During the five year period from 1962 through 1966 the fatality rate per hundred million vehicle miles in the State-owned sections of the Parkway was 1.68 while the comparable rate for the remaining portions of the Parkway during this same period was only 1.15 per hundred million vehicle miles. It is also interesting to note that in 1962, the year for which the Parkway did not receive the high safety rating, the fatality rate in the State-owned sections was 2.50 per hundred million vehicle miles while the rate in the remainder of the Parkway was 0.99 per hundred million vehicle miles. The injury rate for the same five year period shows that the State-owned sections also compared unfavorably with the balance of the

Parkway since the rate per hundred million vehicle miles in the State sections was 59.1 vs 48.7 in the remainder of the Parkway.

Continuing, comprehensive studies have shown conclusively that if these sections of the Parkway were to be purchased from the State of New Jersey, safety hazards could be reduced by the elimination of frictional movements of heavy on-and-off traffic and by improved interchanges and lengthened acceleration and deceleration lanes.

Since the imposition of tolls in the formerly toll-free Parkway sections in Essex County the accident rate has been reduced by 26%. This demonstrates dramatically the validity of the concept that frictional movements (weaving, tailgating, etc.) must be reduced to a minimum on a high speed limited access highway in the interests of public safety.

The number of lives that will be saved by bringing the State-owned sections up to the standard of the Parkway is incalculable.

III. CONVENIENCE TO LOCAL AREAS

Under the terms of the New Jersey legislation enacted in September, 1966, one-half of the purchase price to be paid by the Authority will be expended for highway improvements in the four counties where the State-owned sections of the Parkway are located. As shown in Exhibit 6, the half of the proceeds of the sale by the State will be distributed as follows:

- 45% to the County of Union
- 45% to the County of Middlesex
- 7% to the County of Ocean
- 3% to the County of Cape May.

Illustrative of the benefits which will flow to the affected counties are the contemplated widening and intersection improvements by the Department of Transportation on Routes 1 and 9 between the Parkway and Route 278 in Middlesex and Union Counties.

With the construction of Route 81, Route 278 between the Goethals Bridge and Route 1, and the contemplated construction improvements indicated above, the Department of Transportation has concluded that safety and ease of traffic flow on Routes 1 and 9 in Middlesex and Union will be substantially enhanced.

Additional improvements will be made in Ocean and Cape May Counties with funds flowing from the purchase price as indicated above.

These improvements can be realized promptly only through utilization of the funds to be supplied from the Authority's purchase of the State-owned sections.

IV. IMPROVEMENTS TO CRITICAL SECTIONS

The Department of Transportation is unable to undertake urgently needed improvements in the State-owned sections. Such improvements which are dictated by reasons of safety, cannot be programmed for at least ten years. Immediately following Congressional action, however, the New Jersey Highway Authority will make the capital improvements indispensable to the safe operation of the State-owned sections and convenience to the motorists. These improvements will include widening these sections to four and five lanes in each direction, which involves the expensive reconstruction of many bridges. The Authority will also finance the cost of integrating these sections with the Garden State Parkway as a whole. In July of 1966 the estimated capital cost involved in such improvements of the now State-owned sections was \$30,700,000.00.\*

As a consequence of the proposed sale of these sections by the State to the Highway Authority, the State would be relieved of the obligation which it presently owes to New Jersey citizens to widen and improve the State-owned sections. Furthermore, the Department of Transportation has the annual burden of maintaining the State-owned sections, while the Department of Law and Public Safety polices these sections. The aggregate cost to the State of maintaining and policing State-owned sections is in excess of \$600,000.00 per year. Sale to New Jersey Highway Authority would relieve the State of this substantial annual cost which will rise sharply in the immediate future.

\*Wherever reference is made herein to construction costs, the figures are based upon estimates made in early 1966 and must be adjusted to reflect increased costs since that time.

V. ECONOMIC IMPLICATIONS TO THE STATE OF NEW JERSEY

Failure to adopt this program under the proposed Congressional Legislation will have some grave economic implications primarily to the largest dollar-volume industry in the State - the Resort Industry. The growing strangulation of traffic in the Union-Middlesex County section on the Parkway is in effect dividing the Garden State Parkway into two separate toll roads. In recent years growing alarm has been expressed by several newspapers as well as Authority consultants about the increasing number of New Jersey residents who no longer will go to the New Jersey shore for their vacations. Instead they travel north to the lake country in other States to spend their recreational dollars. This is only a natural by-product of the fact that many husbands find it difficult to join their families on week-ends at the Jersey shore because of the inconvenience and obvious hazards of traveling through Union County on the Parkway.

There is a further alarming development in the industrial-commercial field. Some eighteen months ago officers of a company located in northern New Jersey made many trips to locate land for plant expansion in the central-southern New Jersey area along the shore. They bought land but after many harrowing experiences in driving through the State-owned section of the Parkway, they decided to expand their existing plant and have placed the new land on the market for sale. This incident may be multiplied many times in the future with the resulting loss of payrolls, bank deposits and retail sales that will naturally follow. This frustrates the valid efforts being made to develop more balanced, year-round economic activity in the shore counties of the State.

Exhibit 7 is a collection of editorials from leading daily newspapers which express grave concern over the conditions as they presently exist in the State-owned sections and recognize that this situation will grow continuously worse.

Exhibit 8 includes photographs which show the type of traffic found in these critical State-owned sections every season of the year.

VI. PROPOSED TOLLS UNDER NEW PLAN

Following favorable Congressional action and successful sale and purchase of the State-owned sections by the Authority, certain ramps on the Parkway between Route 22 and Perth Amboy will be designed for toll collection. As you can see from Exhibit 9 only 12 of the 35 interchange ramps in this area will have toll collection facilities. In other words, 23 of the 35 ramps will remain toll-free.

It is interesting to note that any Parkway motorist currently using the Parkway from Bergen, Passaic, Essex Counties and other northern areas now paying a toll at the Union Toll Plaza will not pay any additional tolls under the new plan. Likewise, any motorist in northern Middlesex County or in Union County now paying a toll at Union Plaza will not pay any additional tolls for travel in either direction. Also a current rider of the Parkway paying tolls both at Raritan and Union Toll Plazas will pay no additional tolls under the new plan. The motorists described above constitute over 75% of the users of the Parkway in this area.

An examination of Exhibit 9 will show that the present non-toll paying riders using the Parkway for short distances, for example between Central Avenue and Centennial Avenue or Central Avenue and Westfield Avenue, will not be able to do so without paying a toll under the new plan. This will have the effect of discouraging short distance riders who tend to weave through traffic and create hazards thus substantially increasing the capacity of the Parkway in this area for long distance through-rider for which the superhighway is essentially designed. This improved traffic pattern together with the expansion of the Parkway through this area to four lanes in each

direction will effectively preserve the superhighway characteristics of the Garden State Parkway for the benefit of all users including motorists in Union and Middlesex Counties.

An additional toll will be included under the plan at one location in Ocean County at the Interchange with Route 37. And again, the through rider will not be affected.

In no instance, it should be emphasized, would an additional across the road toll barrier be involved.

VII. CENTRAL JERSEY EXPRESSWAY SYSTEM

Beyond the direct and immediate implications to the economy of the State, the proposed sale is absolutely indispensable to the creation of the Central Jersey Expressway System.

In 1964 the legislature amended the New Jersey Highway Authority Act to authorize the construction by the Highway Authority of a project between a point near Toms River and the New Jersey Turnpike in Middlesex County. By virtue of an amendment in 1965 (CH.211, L.1965) the northern terminus was fixed at a point near U.S. 1 in Middlesex County.

The Authority engaged consultants to study the feasibility of that portion of the System for which it was made responsible. Preliminary reports stated that the proposed new road (the Garden State Thruway) would create a diversion of traffic from the existing Parkway. This concept was originally considered desirable since it would defer expenditure of large sums for otherwise required expansion of the existing Parkway south of the Raritan River. However, an opinion of Bond Counsel and financial advisors indicated that the Authority under the provisions of Section 708 of its General Bond Resolution (adopted in 1952) could not undertake a project that would divert revenues from the existing Parkway project. Only by combining the Thruway with the acquisition of the State sections and integrating those sections into the Parkway toll system, will the resulting additional revenue offset the loss from traffic diversion and make the project legally permissible under a consolidated bond issue.

The Task Force, primarily concerned with the Central Jersey Expressway System, has submitted to the Governor a sound program under which the New Jersey Turnpike Authority, the Highway Authority and the

Department of Transportation would work jointly toward achieving a solution of the traffic problems which presently beset the State in this area. There is annexed as Exhibit 10 a map in which this plan is illustrated. You will notice that the vast majority of the construction is to be accomplished by the Highway Authority. This includes construction of the legislated expressway now known as the Garden State Thruway as well as a substantial portion of proposed Route 38 west of the existing Garden State Parkway. Proposed Highway Authority responsibility is depicted in blue on Exhibit 10.

The area marked in green on Exhibit 10 includes the northerly terminus of the proposed Thruway north from Toms River to be constructed in conjunction with the New Jersey Turnpike Authority. The Turnpike Authority will also construct the Robbinsville Interchange marked in green.

The balance of the program, marked in red, is to be accomplished by the Department of Transportation.

This entire complex hinges upon the sale by the State of the State-owned sections to the Highway Authority and the power of the Highway Authority to fix, charge and collect tolls upon the sections so acquired. All this can only happen after favorable Congressional action on a proposed Bill. (See Exhibit 3.)

VIII. ECONOMIC BENEFITS TO THE STATE OF NEW JERSEY

The Regional Plan Association has announced on several occasions recently that central New Jersey is the fastest growing area in the Tri-State region. The program of expanding the existing Parkway as heretofore defined will provide the additional capacity necessary to serve the growth in this dynamic area especially in the shore Counties. The development of the Central New Jersey Expressway System will further augment the facilities in this area and provide for a new artery of transportation accommodating commercial vehicles all the way from the Cape May Ferry to northern New Jersey, New York and New England. The need for an expressway carrying commercial traffic through the shore Counties of New Jersey and connecting with the industrialized areas of the north has been recognized by the New Jersey Legislature by adoption of the 1964 Act. Southern New Jersey Development Council and other civic groups in the southern areas of the State have often repeated their valid requests for this type of improved highway transportation facility in their areas. They often pointed out the beneficial effect of such a facility upon their economy.

It is interesting to note that in the first two full years of Parkway operation, retail sales, ratables and bank deposits in southern shore counties served by the Parkway increased 300 percent as compared to the other counties of the State during the same period. The new program to be made possible by Congress would not only allow these economic benefits to continue but the beneficial effects will be felt in other counties across the State including Mercer, Warren, Camden, Hunterdon and Burlington Counties.

It is important to note that with favorable Congressional action these improvements can, in fact, be financed and initiated in 1967 and substantially be completed in 1970. Failure of the Congress to act will result in a severe delay in making these improvements available with the attendant consequence of serious economic loss. The dynamics of the New Jersey economy cannot wait that long. The opportunities for increased industrial and commercial activity - and a continuing concern for the safety of the motoring public - demand immediate action on this project in the interest of New Jersey's future.

SPECIAL TASK FORCE

Appointed by Governor Richard J. Hughes

CHAIRMAN Paul L. Troast, former Chairman of the New Jersey  
Turnpike Authority

David J. Goldberg, State Transportation Commissioner

Sylvester C. Smith, Jr., Chairman, New Jersey Highway Authority

Joseph Morecraft, Jr., Chairman, New Jersey Turnpike Authority

William J. Flanagan, Executive Director, New Jersey Turnpike  
Authority

D. Louis Tonti, Executive Director, New Jersey Highway Authority

Frank Thompson, Jr., Member of Congress, Advisory Member

James J. Howard, Member of Congress, Advisory Member



**27:12B-20. "The Garden State Parkway" authorized**

The Authority, pursuant to the provisions of this act,<sup>1</sup> is hereby authorized to construct, maintain, repair and operate a project to be known as "The Garden State Parkway," consisting of a highway at the following location or such part or parts thereof as the Authority may determine to be suitable for a project as contemplated by this act: Beginning at such points as the Authority may select as most feasible and practicable at Paterson and also at State Highway Route No. 17 in Paramus or Ridgewood and thence in a general southerly direction to a junction in Passaic county and thence generally along the State highway route referred to in section twenty-one hereof<sup>2</sup> through Clifton, Passaic county, Essex county and Union county to Woodbridge and thence in a general southerly direction to the vicinity of the Edison bridge and thence over the Raritan river through Middlesex county and Monmouth county to Toms River and thence to a point at or near the city of Cape May; but, notwithstanding any of the prior provisions of this act,<sup>3</sup> the Authority: (1) shall exclude from any part of such highway north of Ocean county all traffic except passenger motor vehicles, omnibuses and taxicabs, and may further regulate the use thereof pursuant to the provisions of section seventeen (b) hereof;<sup>4</sup> and (2) shall not fix, prescribe, charge or collect tolls or other charges for transit over or use of any part or parts of said project acquired from the State pursuant to section twenty-one hereof which may be designated as toll-free by written certificate of the State Highway Department filed with the Secretary of State prior to October first, one thousand nine hundred and fifty-two; and (3) shall, with respect to any part of said project located in Essex county, provide connections therewith by means of parallel or other feeder or service roads or otherwise, to and from existing county highways intersecting such part of said project between and including Springfield avenue, Irvington and Belleville avenue, Bloomfield, or such of said county highways as, prior to September fifteenth, one thousand nine hundred and fifty-two or such later date as may be fixed by the Authority, shall be designated by certificate of the county engineer of Essex county, approved by resolution of the Authority; and (4) shall not collect tolls on such project at Springfield avenue, Irvington or Belleville avenue, Bloomfield, or at any point between said avenues, except with respect to vehicles entering or leaving the project south of said Springfield avenue or north of said Belleville avenue. In the design, construction and operation of such project, it shall be the duty of the Authority, so far as may be deemed practicable by it and may be permitted by the terms of any agreement by it with the holders of its bonds or notes, to permit the largest possible toll-free use of the project by intracounty or short-haul traffic and provide the largest possible number of points of connection between public highways and the project consistent with safe and efficient use of such project and public highways and safe and economical construction and operation of the project on a self-supporting basis. L.1952, c. 16, p. 91, § 20.

**27:12B-21. Leases or conveyances of real property to Authority by State or municipalities**

All counties, cities, boroughs, towns, townships, villages and other political subdivisions and all public departments, agencies and commissions of the State of New Jersey, notwithstanding any contrary provision of law, are hereby authorized and empowered to lease, lend, grant or convey to the Authority at its request upon such terms and conditions as the proper authorities of such counties, cities, boroughs, towns, townships, villages and political subdivisions and departments, agencies, or commissions of the State may deem reasonable and fair and without the necessity for any advertisement, order of court or other action or formality, other than the authorizing resolution of the governing body of the county, city, borough, town, township or village concerned or the regular and formal action of any other authority concerned, any real property which may be necessary or convenient to the effectuation of the authorized purposes of the Authority, including public highways and other real property already devoted to public use and including any portion of the State highway route established by the act entitled "An act adding a new route to the State highway system and designating the same in part as a parkway and in part as a freeway," approved April twenty-second, one thousand nine hundred and forty-six (P.L.1946, c. 117), as said title was amended by chapter one hundred ninety-eight of the laws of one thousand nine hundred and fifty.<sup>1</sup> At such time as the Authority shall undertake to construct any part of the project described in section twenty hereof<sup>2</sup> or shall acquire any portion of said State highway route as part of such project, the jurisdiction and authority of the Department over such part shall cease and section two of said chapter one hundred seventeen of the laws of one thousand nine hundred and forty-six, as amended, shall be inapplicable to such part. No property of the State shall be so granted, leased or conveyed to the Authority except upon payment to the State of such price therefor as may be fixed by the State House Commission. L.1952, c. 16, p. 92, § 21.



**Public Law 350 - 83d Congress  
Chapter 181 - 2d Session  
H. R. 8127**

**AN ACT**

To amend and supplement the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, to authorize appropriations for continuing the construction of highways, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That, for the purpose of carrying out the provisions of the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), and all Acts amendatory thereof and supplementary thereto, there is hereby authorized to be appropriated the sum of \$700,000,000 for the fiscal year ending June 30, 1956, and a like sum for the fiscal year ending June 30, 1957.

Federal-Aid Highway Act of 1954.  
23 USC 9a note.  
Appropriation.

The sum herein authorized for each fiscal year shall be available for expenditure as follows:

(a) \$315,000,000 for projects on the Federal-aid primary highway system.

68 Stat. 70.  
68 Stat. 71.

(b) \$210,000,000 for projects on the Federal-aid secondary system.

(c) \$175,000,000 for projects on the Federal-aid primary highway system in urban areas, and for projects on approved extensions of the Federal-aid secondary system within urban areas.

The sums authorized by this section for each fiscal year, respectively, shall be apportioned among the several States in the manner now provided by law and in accordance with the formulas set forth in section 4 of the Federal-Aid Highway Act of 1944, approved December 20, 1944 (58 Stat. 838).

Apportionment.

Any sums apportioned to any State under the provision of this section shall be available for expenditure in that State for two years after the close of the fiscal year for which such sums are authorized, and any amounts so apportioned remaining unexpended at the end of such period shall lapse: *Provided*, That such funds for any fiscal year shall be deemed to have been expended if a sum equal to the total of the sums apportioned to the State for such fiscal year is covered by formal agreements with the Secretary of Commerce for the improvement of specific projects as provided by this Act: *Provided further*, That in the case of those sums heretofore, herein, or hereafter apportioned to any State for projects on the Federal-aid secondary highway system, the Secretary of Commerce may, upon the request of any State, discharge his responsibility relative to the plans, specifications, estimates, surveys, contract awards, design, inspection, and construction of such secondary road projects by his receiving and approving a certified statement by the State highway department setting forth that the plans, design, and construction for such projects are in accord with the standards and procedures of such State applicable to projects in this category approved by him: *Provided further*, That such approval shall not be given unless such standards and procedures are in accordance with the objectives set forth in section 1 (b) of the Federal-Aid Highway Act of 1950: *Provided further*, That nothing contained in the foregoing provisos shall be construed to relieve any State of its obligation now provided by law relative to maintenance, nor to relieve the Secretary of Commerce of his obligation with respect to the selection of the secondary system or the location of projects thereon, to make a final inspection after construction of each project, and to require an adequate showing of the estimated and actual cost of construction of each project: *Provided further*, That not more than 10 per centum of the amount apportioned to each State under subparagraphs (a), (b), or (c) of this section may be transferred from the apportionment under one subparagraph to the apportionment under either of the other subparagraphs: *Provided further*,

64 Stat. 786.

That such transfer is requested by the State highway department and is approved by the Governor of said State and the Secretary of Commerce as being in the public interest: *Provided further*, That the total of such transfers shall not increase the original apportionment under any subparagraph by more than 10 per centum: *Provided further*, That the transfers hereinabove permitted for funds authorized to be appropriated for the fiscal years ending June 30, 1956, and June 30, 1957, shall likewise be permitted on the same basis for funds heretofore or hereafter authorized to be appropriated for any prior or subsequent fiscal year: *And provided further*, That nothing herein contained shall be deemed to alter or impair the authority contained in the last proviso to subparagraph (b) of section 3 of the Federal-Aid Highway Act of 1944.

68 Stat. 71.  
69 Stat. 72.

58 Stat. 839.  
Interstate  
highways.

58 Stat. 842.  
23 USC 60.

Apportionment.

Federal share.

SEC. 2. (a) For the purpose of expediting the construction, reconstruction, and improvement, inclusive of necessary bridges and tunnels, of the national system of interstate highways, including extensions thereof through urban areas, designated in accordance with the provisions of section 7 of the Federal-Aid Highway Act of 1944 (58 Stat. 838), there is hereby authorized to be appropriated the additional sum of \$175,000,000 for the fiscal year ending June 30, 1956, and a like additional sum for the fiscal year ending June 30, 1957. The sum herein authorized for each fiscal year shall be apportioned among the several States in the following manner: one-half in the ratio which the population of each State bears to the total population of all the States, as shown by the latest available Federal census: *Provided*, That no State shall receive less than three-fourths of 1 per centum of the money so apportioned; and one-half in the manner now provided by law for apportionment of funds for the Federal-aid primary system: *Provided further*, That the Federal share payable on account of any project on the national system of interstate highways provided for by funds made available under the provisions of this section shall be increased to 60 per centum of the total cost thereof, plus a percentage of the remaining 40 per centum of such cost in any State containing unappropriated and unreserved public lands and nontaxable Indian lands, individual and tribal, exceeding 5 per centum of the total area of all lands therein, equal to the percentage that the area of such lands in such State is of its total area.

(b) Any sums apportioned to any State under the provisions of this section shall be available for expenditure in that State for two years after the close of fiscal year for which such sums are authorized: *Provided*, That such funds shall be deemed to be expended upon execution of formal agreements with the Secretary of Commerce for the improvement of specific projects under this section.

(c) Any amount apportioned to the States under the provisions of this section unexpended at the end of the period during which it is available for expenditure under the terms of subsection (b) of this section shall lapse.

Forest roads.  
23 USC 23.

SEC. 3. For the purpose of carrying out the provisions of section 23 of the Federal Highway Act (42 Stat. 218), as amended and supplemented, there is hereby authorized to be appropriated (1) for forest highways the sum of \$22,500,000 for the fiscal year ending June 30, 1956, and a like sum for the fiscal year ending June 30, 1957; and (2) for forest development roads and trails the sum of \$24,000,000 for the fiscal year ending June 30, 1956, and a like sum for the fiscal year ending June 30, 1957: *Provided*, That with respect to any proposed construction or reconstruction of a timber access road, advisory public hearings shall be held at a place convenient or adjacent to the area of construction or reconstruction with notice and reasonable opportunity for interested persons to present their views as to the practicability

and feasibility of such construction or reconstruction: *Provided further*, That hereafter funds available for forest development roads and trails shall also be available for vehicular parking areas: *Provided further*, That the appropriation herein authorized for forest highways shall be apportioned by the Secretary of Commerce for expenditure in the several States, Alaska, and Puerto Rico in accordance with the provision of section 3 of the Federal-Aid Highway Act of 1950.

64 Stat. 786.  
23 USC 23 note.  
National-park roads.

Sec. 4. (a) For the construction, reconstruction, and improvement of roads and trails, inclusive of necessary bridges, in national parks, monuments, and other areas administered by the National Park Service, including areas authorized to be established as national parks and monuments, and national park and monument approach roads authorized by the Act of January 31, 1931 (46 Stat. 1053), as amended, there is hereby authorized to be appropriated the sum of \$12,500,000 for the fiscal year ending June 30, 1956, and a like sum for the fiscal year ending June 30, 1957.

68 Stat. 72.  
68 Stat. 73.  
16 USC 8a-8c.

(b) For the construction, reconstruction, and improvement of parkways, authorized by Acts of Congress, on lands to which title is vested in the United States, there is hereby authorized to be appropriated the sum of \$11,000,000 for the fiscal year ending June 30, 1956, and a like sum for the fiscal year ending June 30, 1957.

Parkways.

(c) For the construction, improvement, and maintenance of Indian reservation roads and bridges and roads and bridges to provide access to Indian reservations and Indian lands under the provisions of the Act approved May 26, 1928 (45 Stat. 750), there is hereby authorized to be appropriated the sum of \$10,000,000 for the fiscal year ending June 30, 1956, and a like sum for the fiscal year ending June 30, 1957: *Provided*, That the location, type, and design of all roads and bridges constructed shall be approved by the Secretary of Commerce before any expenditures are made thereon, and all such construction shall be under the general supervision of the Secretary of Commerce.

Indian roads.

25 USC 318a.

Sec. 5. For the purpose of carrying out the provisions of section 10 of the Federal-Aid Highway Act of 1950 (64 Stat. 785), there is hereby authorized to be appropriated for the survey, construction, reconstruction, and maintenance of main roads through unappropriated or unreserved public lands, nontaxable Indian lands, or other Federal reservations the sum of \$1,000,000 for the fiscal year ending June 30, 1956, and a like sum for the fiscal year ending June 30, 1957, to remain available until expended.

Federal reservations.  
64 Stat. 789.

Sec. 6. Any funds authorized for the fiscal year ending June 30, 1955, or herein authorized for forest highways, forest development roads and trails, park roads and trails, parkways, Indian roads, and public lands highways shall be immediately available for contract: *Provided*, That any amount remaining unexpended two years after the close of the fiscal year for which authorized shall lapse. The Secretary of the Department charged with the administration of such funds is hereby granted authority to incur obligations, approve projects, and enter into contracts under such authorizations and his action in doing so shall be deemed a contractual obligation of the Federal Government for the payment of the cost thereof and such funds shall be deemed to have been expended when so obligated.

Administration of funds.

Sec. 7. For the purpose of carrying out the provisions of section 1 of the Act entitled "An Act to provide for cooperation with Central American Republics in the construction of the Inter-American Highway", approved December 26, 1941 (55 Stat. 860), as amended by section 11 of the Federal-Aid Highway Act of 1950, approved September 7, 1950 (64 Stat. 785), there is hereby authorized to be appropriated, in addition to the sums heretofore authorized, the sum of \$8,000,000 for the fiscal year ending June 30, 1955, and a like sum

Inter-American Highway.

64 Stat. 789.

for each fiscal year thereafter up to and including the fiscal year ending June 30, 1959, to be available until expended, to enable the United States to cooperate with the Governments of the American Republics situated in Central America—that is, with the Governments of the Republics of Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, and Panama—in the survey and completion of construction of the Inter-American Highway within the borders of the aforesaid Republics, respectively. Not to exceed one-third of the appropriation authorized for each fiscal year may be expended without requiring the country or countries in which such sums may be expended to match any part thereof, if the Secretary of State shall find that the cost of constructing said highway in such country or countries will be beyond their reasonable capacity to bear.

68 Stat. 73.  
68 Stat. 74.

Nicaragua,  
66 Stat. 160.

SEC. 8. For the purpose of carrying out the provisions of section 5 of the Federal-Aid Highway Act of 1952 (66 Stat. 158), there is hereby authorized to be appropriated to the Department of State, in addition to the sums heretofore authorized, the sum of \$2,000,000 for the fiscal year ending June 30, 1955, and a like sum for the fiscal year ending June 30, 1956, to be available until expended, for completing the United States obligation under the applicable agreement with the Republic of Nicaragua: *Provided*, That the survey and construction work authorized by the said section 5 shall be under the general supervision of the Secretary of Commerce.

Civil defense.

SEC. 9. In order to assure that adequate consideration is given to civil defense aspects in the planning and construction of highways constructed or reconstructed with the aid of Federal funds, the Secretary of Commerce is authorized and directed to consult, from time to time, with the Federal Civil Defense Administrator relative to the civil defense aspects of highways so constructed or reconstructed.

Research  
program.

SEC. 10. (a) The Secretary of Commerce is authorized in his discretion to engage in research on all phases of highway construction, reconstruction, modernization, development, design, maintenance, safety, financing, and traffic conditions, including the effect thereon of State laws, and is authorized to test, develop, or assist in the testing and developing of any material, invention, patented article, or process. The Secretary may carry out the authority granted hereby, either independently, or in cooperation with any other branch of the Government, State agency, authority, association, institution, corporation (profit or nonprofit), or any other organization, or person. The funds required to carry out the provisions of this subsection shall be taken out of the administrative and research funds authorized by section 21 of the Federal Highway Act (42 Stat. 212), as amended. The provisions of section 3709 of the Revised Statutes (41 U. S. C., sec. 5) shall not be applicable to contracts or agreements made under the authority of this subsection.

42 Stat. 217.  
23 USC 21.

Report.

(b) The Secretary shall include in the highway research program herein authorized studies of economic highway geometrics, structures, and desirable weight and size standards for vehicles using the public highways and of the feasibility of uniformity in State regulations with respect to such standards, and he shall report from time to time to the Committees on Public Works of the Senate and of the House of Representatives on the progress and findings with respect to such studies.

Study of utility  
relocation.

SEC. 11. The Secretary of Commerce is hereby directed to make a study in cooperation with the State highway departments and other parties in interest relative to the problems posed by necessary relocation and reconstruction of public utilities services resulting from highway improvements authorized under this Act. Among other things, such a study shall include a review and financial analysis of existing

relationships between the State highway departments and affected utilities of all types, and a review of the various State statutes regulating existing relationships, to the end that a full and informative report may be made to the President for transmittal to the Congress of the United States not later than February 1, 1955. Report.

SEC. 12. The Secretary of Commerce is authorized and directed to transmit to the Committees on Public Works of the Senate and of the House of Representatives not later than December 31, 1954, a suggested draft of a bill or bills for a Federal Highway Act, which will include such provisions of existing law, and such changed or new provisions as the Secretary deems advisable. The Secretary shall also submit a report commenting on the draft of bill or bills, which shall include specific reference to each change in, or omission of, any provision of existing law. Federal Highway Act, draft of bill. Report. 68 Stat. 74. 68 Stat. 75.

SEC. 13. The Secretary of Commerce is authorized and directed to make a comprehensive study of all phases of highway financing, including a study of the costs of completing the several systems of highways in the several States and of the progress and feasibility of toll roads with particular attention to the possible effects of such toll roads upon the Federal-aid highway programs, and coordination thereof, and to make a report of his findings including recommendations with respect to Federal participation in toll roads, to be submitted to the Congress not later than February 1, 1955: *Provided*, That not to exceed \$100,000 from funds available for administrative expenses shall be expended for the purposes of this section. Highway financing, study. Report.

SEC. 14. For the purpose of expediting the interstate planning and coordination of a continuous Great River Road and appurtenances thereto traversing the Mississippi Valley from Canada to the Gulf of Mexico in general conformity with the provisions of the Federal Aid Road Act of July 11, 1916, as amended and supplemented, and with the recommended plan set forth in the joint report submitted to the Congress November 28, 1951, by the Secretaries of Commerce and Interior pursuant to the Act of August 24, 1949 (Public Law 262, Eighty-first Congress), there is hereby authorized to be expended by the Secretary of Commerce from general administrative funds not to exceed \$250,000; the amount expended under this section shall be apportioned among the ten States bordering the Mississippi River in proportion to the amount allocated by these respective States for the improvement and extension of existing sections of this highway project as approved by the Secretary of Commerce in cooperation with other public agencies concerned therewith. Great River Road. 39 Stat. 355. 23 USC 9a note. 63 Stat. 626.

SEC. 15. The term "highway", as defined in section 2 of the Federal Highway Act of November 9, 1921 (42 Stat. 212), as amended and supplemented, shall be deemed to include "tunnels". "Highway." 23 USC 2.

SEC. 16. The Secretary of Commerce may approve as a part of the Federal-aid secondary system, extensions through urban areas, connecting points on that system, provided that Federal participation in projects on such extensions shall be limited to urban funds. Urban area extensions.

SEC. 17. (a) Highway construction work performed in pursuance of agreements between the Secretary of Commerce and any State highway department which requires approval by the Secretary of Commerce and which is financed in whole or in part by funds authorized under this or succeeding Acts, shall be performed by contract awarded by competitive bidding under such procedures as may be prescribed by the Secretary of Commerce, unless the Secretary of Commerce shall affirmatively find that, under the circumstances relating to a given project, some other method is in the public interest. All such findings shall be reported promptly in writing to the Secretary. Contracts, etc. Report.

Committees on Public Works of the Senate and the House of Representatives.

(b) In any case in which approval by the Secretary of Commerce of any contract for such highway construction work is required, the Secretary shall require as a condition precedent to such approval a sworn statement executed by, or on behalf of, the person, firm, association, or corporation to whom such contract is to be awarded, certifying that such person, firm, association, or corporation has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with such contract.

68 Stat. 75.  
68 Stat. 76.

62 Stat. 753.

SEC. 18. Section 1020 of title 18 of the United States Code is amended to read as follows:

“§ 1020. Highway projects

“Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the costs thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction of any highway or related project submitted for approval to the Secretary of Commerce; or

“Whoever knowingly makes any false statement, false representation, false report, or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Commerce; or

“Whoever knowingly makes any false statement or false representation as to a material fact in any statement, certificate, or report submitted pursuant to the provisions of the Federal-Aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented,

23 USC 9a note.

“Shall be fined not more than \$10,000 or imprisoned not more than five years, or both.”

23 USC 60-63,  
21, 23c, 3a  
note,  
16 USC 8b.

SEC. 19. All provisions of the Federal-Aid Highway Act of 1944, approved December 20, 1944 (58 Stat. 838); the Federal-Aid Highway Act of 1948, approved June 29, 1948 (62 Stat. 1105); and the Federal-Aid Highway Act of 1950, approved September 7, 1950 (64 Stat. 785); and the Federal-Aid Highway Act of 1952, approved June 25, 1952 (66 Stat. 158), not inconsistent with this Act, shall remain in full force and effect.

Separability.

SEC. 20. If any section, subsection, or other provision of this Act or the application thereof to any person or circumstance is held invalid, the remainder of this Act and the application of such section, subsection, or other provision to other persons or circumstances shall not be affected thereby.

Effective date.

SEC. 21. All Acts or parts of Acts in any way inconsistent with the provisions of this Act are hereby repealed, and this Act shall take effect on its passage.

Connecticut.

SEC. 22. (a) That all Federal-aid road funds heretofore paid on the section of Federal-Aid Primary Route Numbered 39 included in Federal-aid project UI-147 in the State of Connecticut, which section is to be made a part of a highway from the New York State line at Greenwich to the Rhode Island State line at Killingly, planned as an expressway authorized by chapter 107, part IV, General Statutes of Connecticut, 1953 Supplement, shall, prior to the collection of any tolls on said section, be repaid to the Treasurer of the United States, and the amount so repaid shall be deposited to the credit of the appropriation

for Federal-aid highways. At the time of such repayment, the project agreement with respect to said Federal-aid project UI-147 shall be cancelled. Any amount so repaid, together with the unpaid balance of any amount programed for expenditure on said project, shall be credited to the unprogramed balance of Federal-aid road funds of the same class last apportioned to the State of Connecticut. The amount so credited shall be in addition to all other funds then apportioned to said State and shall be available for expenditure in accordance with the provisions of the Federal Highway Act (42 Stat. 212), as now or hereafter amended and supplemented. 23 USC 1 note.  
68 Stat. 76.  
68 Stat. 77.

(b) By virtue of the design and plan of said highway in relation to the three sections of Federal-Aid Primary Route Numbered 1 included in Federal-aid projects UI-29, UI-64, and FI-145, which permit unrestricted use of said sections without payment of tolls, it is hereby declared that the incorporation of said sections into said highway will not violate any provision of said Federal Highway Act, as amended and supplemented, or any regulation thereunder. If at any time the highway commissioner of the State of Connecticut shall determine to impose tolls upon or for the use of any one or more of said sections, all Federal-aid road funds theretofore paid or programed for expenditure on such section or sections upon which tolls are to be imposed, shall be transferred for programing and expenditure in cooperation with the Connecticut State Highway Department pursuant to the provisions of said Federal Highway Act, as now or hereafter amended and supplemented. At the time of such transfer, the project agreement with respect to the project for which the funds are transferred shall be canceled. Upon such cancellation, the Secretary of Commerce is authorized and directed to credit the Federal pro rata share of such project agreement to the unprogramed balance of Federal-aid road funds of the same class last apportioned to the State of Connecticut. The amount so credited shall be in addition to all other funds then apportioned to said State and shall be available for expenditure in accordance with the provisions of said Federal Highway Act, as now or hereafter amended and supplemented. In lieu of the transfer thereof, the highway commissioner of the State of Connecticut may repay the Federal-aid road funds paid on any such section in the same manner and with the same effect as is provided with respect to the repayment of Federal-aid road funds in subsection (a) of this section.

(c) Upon the repayment or transfer of Federal-aid road funds, as hereinbefore provided, any such section or sections included in the project with respect to which such repayment or transfer is made, shall become and be free from any and all restrictions contained in said Federal Highway Act, as amended and supplemented, or any regulation thereunder, with respect to the imposition and collection of tolls or other charges thereon or for the use thereof.

SEC. 23. This Act may be cited as the "Federal-Aid Highway Act Short title of 1954".

Approved May 6, 1954.



## A BILL

To provide for the repayment of certain Federal-aid funds expended in connection with the construction of the Garden State Parkway.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That (a) the amount of all Federal-aid highway funds paid on account of those sections of the Garden State Parkway in the State of New Jersey referred to in subsection (c) of this section shall, prior to the collection of any tolls thereon, be repaid to the Treasurer of the United States. The amount so repaid shall be deposited to the credit of the appropriation for "Federal-Aid Highways (Trust Fund)". At the time of such repayment the Federal-aid projects with respect to which such funds have been repaid and any other Federal-aid project located on said sections of such Parkway and programed for Federal-aid participation shall be canceled and withdrawn from the Federal-aid Highway program. Any amount so repaid, together with the unpaid balance of any amount programed for expenditure on any such project, shall be credited to the unprogramed balance of Federal-aid Highway funds of the same class last

apportioned to the State of New Jersey. The amount so credited shall be in addition to all other funds then apportioned to said State and shall be available for expenditure in accordance with the provisions of title 23, United States Code, as amended or supplemented.

(b) Upon the repayment of Federal-aid Highway funds and the cancellation and withdrawal from the Federal-aid highway program of all projects on such sections of the Garden State Parkway, as provided in subsection (a) of this section, such sections shall become and be free of any and all restrictions contained in title 23, United States Code, as amended or supplemented, or in any regulation thereunder, with respect to the imposition and collection of tolls or other charges thereon or for the use thereof.

(c) The provisions of this section shall apply to the following sections of the Garden State Parkway:

(1) That section of the Parkway near Cape May Court House from interchange numbered 8 to interchange numbered 12 at route United States 9 - a distance of approximately 4.20 centerline miles;

(2) That section of the Parkway from a point near its connection with route United States 9 north of Toms River to Dover Road in South Toms River - a distance of approximately 2.50 centerline miles.

(3) That section of the Parkway from route United States 9 in Woodbridge to the Middlesex-Union County line - a distance of approximately 6.37 centerline miles.

(4) That section of the Parkway from a point near its connection with the Middlesex-Union county line to a point near its connection with route United States 22 in Union Township - a distance of approximately 7.92 centerline miles.



Public Law 86-657  
86th Congress, H. R. 10495  
July 14, 1960

## AN ACT

74 STAT. 522.

To authorize appropriations for the fiscal years 1962 and 1963 for the construction of certain highways in accordance with title 23 of the United States Code, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

## SHORT TITLE

SECTION 1. This Act may be cited as the "Federal Highway Act of 1960".

## AUTHORIZATIONS

SEC. 2. For the purpose of carrying out the provisions of title 23 of the United States Code the following sums are hereby authorized to be appropriated:

(1) For the Federal-aid primary system and the Federal-aid secondary system and for their extension within urban areas out of the Highway Trust Fund, \$925,000,000 for the fiscal year ending June 30, 1962, and \$925,000,000 for the fiscal year ending June 30, 1963. The sums authorized in this paragraph for each fiscal year shall be available for expenditure as follows:

(A) 45 per centum for projects under the Federal-aid primary system;

(B) 30 per centum for projects on the Federal-aid secondary system;

(C) 25 per centum for projects on extensions of Federal-aid primary and Federal-aid secondary systems within urban areas.

(2) For forest highways, \$33,000,000 for the fiscal year ending June 30, 1962, and \$33,000,000 for the fiscal year ending June 30, 1963.

(3) For forest development roads and trails, \$35,000,000 for the fiscal year ending June 30, 1962, and \$40,000,000 for the fiscal year ending June 30, 1963.

(4) For park roads and trails, \$18,000,000 for the fiscal year ending June 30, 1962, and \$18,000,000 for the fiscal year ending June 30, 1963.

(5) For parkways, \$16,000,000 for the fiscal year ending June 30, 1962, and \$16,000,000 for the fiscal year ending June 30, 1963.

(6) For Indian reservation roads and bridges, \$12,000,000 for the fiscal year ending June 30, 1962, and \$12,000,000 for the fiscal year ending June 30, 1963.

(7) For public lands highways, \$3,500,000 for the fiscal year ending June 30, 1962, and \$3,000,000 for the fiscal year ending June 30, 1963.

## FEDERAL-AID PARTICIPATION IN PUBLIC LAND STATES

SEC. 3. That section 120(a) of title 23, United States Code, is hereby amended by striking out "unappropriated and unreserved public lands and nontaxable Indian lands, individual and tribal," and inserting in lieu thereof "nontaxable Indian lands, individual and tribal, and public domain lands (both reserved and unreserved) exclusive of national forests and national parks and monuments," 72 Stat. 898.

## PAYMENTS ON FEDERAL-AID PROJECTS UNDERTAKEN BY A FEDERAL AGENCY

SEC. 4. (a) That chapter 1 of title 23 of the United States Code is amended by inserting at the end thereof a new section as follows:

**"§ 132. Payments on Federal-aid projects undertaken by a Federal agency**

"Where a proposed Federal-aid project is to be undertaken by a Federal agency pursuant to an agreement between a State and such Federal agency and the State makes a deposit with or payment to such Federal agency as may be required in fulfillment of the State's obligation under such agreement for the work undertaken or to be undertaken by such Federal agency, the Secretary, upon execution of a project agreement with such State for the proposed Federal-aid project, may reimburse the State out of the appropriate appropriations the estimated Federal share under the provisions of this title of the State's obligation so deposited or paid by such State. Upon completion of such project and its acceptance by the Secretary, an adjustment shall be made in such Federal share payable on account of such project based on the final cost thereof. Any sums reimbursed to the State under this section which may be in excess of the Federal pro rata share under the provisions of this title of the State's share of the cost as set forth in the approved final voucher submitted by the State shall be recovered and credited to the same class of funds from which the Federal payment under this section was made."

(b) The analysis of chapter 1 of title 23 of the United States Code is amended by inserting at the end thereof the following:

"132. Payments on Federal-aid projects undertaken by a Federal agency."

**APPROACH ROADS TO FERRY FACILITIES**

SEC. 5. (a) Section 129 of title 23, United States Code, is hereby amended by adding thereto the following new subsection:

"(e) Notwithstanding the provisions of section 301 of this title, the Secretary may permit Federal participation under this title in the construction of a project constituting an approach to a ferry, whether toll or free, the route of which has been approved under section 103 (b) or (c) of this title as a part of one of the Federal-aid systems and has not been designated as a route on the Interstate System. Such ferry may be either publicly or privately owned and operated, but the operating authority and the amount of fares charged for passage shall be under the control of a State agency or official, and all revenues derived from publicly owned or operated ferries shall be applied to payment of the cost of construction or acquisition thereof, including debt service, and to actual and necessary costs of operation, maintenance, repair, and replacement."

(b) The caption of section 129 of title 23, United States Code, is amended to read as follows:

**"Toll Roads, Bridges, Tunnels, and Ferries."**

**REPAYMENT OF FEDERAL-AID FUNDS**

SEC. 6. (a) The amount of all Federal-aid highway funds paid on account of those sections of Federal-aid Interstate Route 95 in the States of Delaware and Maryland from a point in the vicinity of Farnhurst, Delaware, to a point in the vicinity of the proposed White-marsh Interchange in Baltimore County, Maryland, proposed as the location for a toll express highway, shall, prior to the collection of tolls thereon, be repaid to the Treasurer of the United States and the amount so repaid shall be deposited to the credit of the appropriation for "Federal-Aid Highways (Trust Fund)". At the time of such repayment, the Federal-aid projects with respect to which such funds have been repaid and any other Federal-aid project located on such sections of said Interstate Route and programed for Federal-aid participation shall be canceled and withdrawn from the Federal-aid

highway program. Any amount so repaid, together with the unpaid balance of any amount programed for expenditure on any such project, shall be credited to the unprogramed balance of Federal-aid highway funds of the same class last apportioned to the States, respectively. The amount so credited shall be available for expenditure in accordance with the provisions of title 23, United States Code, as amended or supplemented.

(b) Upon the repayment of Federal-aid highway funds and the cancellation and withdrawal from the Federal-aid highway program of all projects on said sections of Federal-aid Interstate Route 95, as provided in subsection (a) of this section, such sections of said route shall become and be free of any and all restrictions contained in title 23, United States Code, as amended or supplemented, or in any regulation thereunder, with respect to the imposition and collection of tolls or other charges thereon or for the use thereof.

#### DEFINITIONS

SEC. 7. For the purposes of section 2 of this Act each of the following terms shall have the same meaning as is given it in section 101 of title 23 of the United States Code:

- (1) Forest development roads and trails;
- (2) Forest highway;
- (3) Indian reservation roads and bridges;
- (4) Park roads and trails;
- (5) Parkway;
- (6) Public lands highways;
- (7) Federal-aid primary system;
- (8) Federal-aid secondary system;
- (9) Urban area.

#### AMENDMENTS TO TITLE 23

SEC. 8. (a) Subsection (c) of section 129 of title 23, United States Code, is amended by striking out "under prior Acts".

(b) The first sentence of section 203 of title 23, United States Code, is amended by striking out "Funds now authorized" and inserting in lieu thereof "Funds authorized".

(c) The second sentence of subsection (a) of section 205 of title 23, United States Code, is amended by striking out "construction".

(d) Section 210 of title 23, United States Code, is amended by adding at the end thereof the following new subsection:

"(g) If the Secretary shall determine that it is necessary for the expeditious completion of any defense access road project he may advance to any State out of funds appropriated for defense access roads transferred and available to the Department of Commerce the Federal share of the cost of construction thereof to enable the State highway department to make prompt payments for acquisition of rights-of-way, and for the construction as it progresses. The sums so advanced shall be deposited in a special fund by the State official authorized by State law to receive such funds, to be disbursed solely upon vouchers approved by the State highway department for rights-of-way which have been or are being acquired and for construction which has been actually performed under this section. Upon determination by the Secretary that funds advanced to any State under the provisions of this subsection are no longer required, the amount of the advance which is determined to be in excess of requirements for the project shall be repaid upon his demand, and such repayments shall be returned to the credit of the appropriation from which the funds were advanced."

(e) Section 305 of title 23, United States Code, is amended by striking out "under the Federal-Aid Highway Act of 1956," and inserting in lieu thereof "to carry out this title".

(f) Subsection (a) of section 114 of title 23, United States Code, is amended by adding at the end thereof the following new sentence: "On any project where actual construction is in progress and visible to highway users, the State highway department shall erect such informational sign or signs as prescribed by the Secretary, identifying the project and the respective amounts contributed therefor by the State and Federal Governments."

(g) Paragraph (5) of subsection (b) of section 104 of title 23, United States Code, is amended by striking out the last sentence thereof.

Approved July 14, 1960.







EXHIBIT 6

**27:12B-21.1 Use of funds received from authority for certain sections of Garden State Parkway**

With regard to any funds received from the authority by the State Highway Department for the following sections of the Garden State Parkway now under the jurisdiction of the State Highway Department:

- a. That section of the Parkway from Interchange No. 8 to Interchange No. 12, Route U. S. 9, Cape May Court House—4.20 center line miles;
- b. That section of the Parkway from north of Dover road along the Parkway  $\frac{3}{4}$  miles south of the interchange at Route N. J. 166—2.50 center line miles;
- c. That section of the Parkway from Route U. S. 9 to Union county line—6.37 center line miles;
- d. That section of the Parkway from Union county line to Route U. S. 22—7.29 center line miles;

the State Highway Department shall devote at least 50% of the proceeds thereof to the construction of additional highway facilities to accommodate additional local highway traffic generated by the acquisition of the State Highway property by the authority. The proceeds so devoted to highway construction shall be devoted among the affected counties as follows:

- a. Union County—45% of the total funds available;
- b. Middlesex county—45% of the total funds available;
- c. Ocean county—7% of the total funds available;
- d. Cape May county—3% of the total funds available. L.1966, c. 284, § 2, supplementing P.L.1952, c. 16.

Effective Sept. 21, 1966.



PASSAIC-CLIFTON

# THE HERALD-NEWS

WEDNESDAY, JANUARY 4, 1967

## ***Essential Parkway Improvement***

AN unfinished bit of state business which should be attended to in 1967 is the easing of congestion on the Garden State Parkway on the free section between the Raritan River and Route 22.

The bumper-to-bumper traffic on this section is making a joke of the Parkway's original purpose, which was to provide a fast, safe, luxury ride to the shore and South Jersey for those willing to pay. Motorists from the metropolitan area who use the Parkway pay through the nose for something they don't get.

The legislature and Gov. Hughes this year provided legislation which permits the Parkway authority to buy the section from the state and impose tolls on it. The Parkway would widen and improve the section, which it cannot do now.

Because federal funds were used to build the section, congressional permission is required. The state would have to repay the \$14 million it received from the federal government but that is no problem. The Parkway would reimburse not only the federal government but the state as well for its expenditures on the free section.

Congressional approval has been given before for similar plans but this time AFL-CIO unions whose members use the free section for commuting to work brought pressure on the Congress and managed to block the improvement. That other union members and the unorganized public living outside the free section are deprived of the safety and ease of movement for which they pay heavy toll charges is of no importance. The tail insists on the right to wag the dog.

The elimination of the free section in Essex County, which was also fought, brought a marked improvement. Toll operation of the Essex section began last January. The report of the first year of toll operation will show a sharp reduction in accidents as one benefit of the change.

The Union County free section is now the chief contributor to Parkway accident statistics. It is only 21 miles long on a superhighway of 173 miles, yet it produces 40 per cent of Parkway fatalities. The unions which have bullied Congress ignore safety in order to preserve their free ride.

It is time the representatives in Congress of other areas of the state, whose constituents pay when they use the Parkway, persuade Congress to give permission to make the Parkway safer and more convenient.

## THE PRESS BELIEVES

### Garden State Parkway Should Be Restored in Line With Original Concept: A Modern Superhighway

The effort to impose tolls on what are now free sections of the Garden State Parkway was directed at increasing revenue and thereby enabling the New Jersey Highway Authority, which operates the Parkway, to construct its share of the Central Jersey Expressway system. But actually there is a more compelling reason for eliminating the free sections, and that is to reinstate the Parkway as the first-rate superhighway it was intended to be.

The free sections originated as a freak and now they have become a peril and a bottleneck. Before the Parkway was built there was a plan to build a north-south improved highway through the state as a public road with state and federal funds. After a few sections were built it became obvious that the state would not in the foreseeable future have sufficient funds to complete it. Thereupon it was decided to create an authority to construct the Parkway as a toll road. The plan seemed economically feasible only if the sections of public road already built were linked into the Parkway system. Because federal funds were involved in their construction it was necessary to keep these sections free of tolls.

Because they are free they attract a great mass of local traffic and thus they have become a roadblock of congestion on the Parkway. Studies show that they are the major site for accidents on the Parkway, which otherwise is one of the finest and safest highways in the country. These sections should be widened, but the Highway Authority cannot do the work, even though it is ready to do so, because it does not own them. And there is no prospect of the state Highway Department doing the job.

But in addition to their high accident rate, these free sections are bottlenecks that impair the value of the entire Parkway as a superhighway for through traffic. Imagine the frustration of a driver who pays tolls to ride an expressway from north to south Jersey, or vice versa, only to run into bumper-to-bumper traffic on such free sections as the congested stretch from Perth Amboy to Union. In the place of a normally fast ride on a long trip he is confronted with delays and nerve-racking traffic jams in the free section. And the Parkway is thus converted from a super-road to a congested local road. Why pay tolls to use it?

There was another free section of the Parkway in Essex County. Fortunately the Highway acquired it and converted it into a fast-moving toll road by paying for a major part of an intersection with an east-west freeway. There was the customary local opposition to the elimination of a stretch of free road, but now those who most violently opposed it acknowledge that it was a wise move from which all benefited. Converting other free sections of the Parkway to toll roads with a restricted traffic load would produce similar benefits.

The Garden State Parkway has been a dominant factor in the development of New Jersey's coastal counties. And it has been of tremendous value to the entire state. It has brought the beaches within the easy reach of hundreds of thousands of families and it has eased congestion in the northern metropolitan sections of the state. Thousands of families have been able to move into the open spaces of central and south Jersey because the breadwinner could commute on the Parkway to his job in the metropolitan area.

But the economic and social values that the Parkway has supplied are being lost as the accident rate and congestion on the free stretches, and especially on the section north of Perth Amboy near the center of the state, subjects through traffic to delay and danger. The free sections, in a word, are wrecking one of the nation's finest superhighways.

# Newark Evening News

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TUESDAY, SEPTEMBER 6, 1966

## Ending Favoritism

GOV. HUGHES will urge the Senate, at its special session this month, to approve an Assembly bill authorizing the Highway Authority to purchase state-owned and toll-free sections of the Garden State Parkway. The sections, totaling 21 miles, are in Union, Middlesex, Cape May and Ocean counties.

After repaying a federal contribution of \$14 million, the authority would impose tolls on these sections. It would then be free to proceed with the construction of the \$92-million Garden State Thruway, a spur from Woodbridge to the shore that would be part of the Central Jersey Expressway system.

Republican Assembly Minority Leader McDermott of Union opposes tolls on the Union-Middlesex stretch of the parkway. He is urging the AFL-CIO to encourage member unions to ask their senators to block passage of the bill.

His argument is that tolls would be a disadvantage to workingmen who use the parkway. He means only the workingmen of Union and Middlesex, for, since the toll stations would be located on ramps, there would be no increase in cost to through traffic. Mr. McDermott ignores the fact that the toll-free sections discriminate against workingmen who must use the parkway in other counties, including Essex, where tolls are now collected.

That the state may have other available funds to pay for the thruway, as Mr. McDermott contends, is both questionable and beside the point. Being free, the Union-Middlesex section suffers from an excess of local traffic, which has created serious hazards. Highway Authority officials say that 40 per cent of all fatalities on the parkway since 1961 have occurred on the 12 per cent of its mileage that is toll-free.

Mr. McDermott also ignores the fact that besides improvements to the parkway in Union and Middlesex, the affected counties will receive substantial increases in state aid for other highway projects.

The overriding consideration, however, is that a toll road ought to be a toll road throughout, with all users paying their proportionate share of the cost of the convenience it provides. The Assembly bill would end long-standing and unjustifiable favoritism.

# THE COURIER-NEWS

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Thursday, October 6, 1966



## Tolls or Free Rides?

It is understandable that there are strong differences of opinion in Union County and Middlesex County about charging tolls on those sections of the Garden State Parkway which now offer free rides. The rides are free because those sections were built before the parkway operation was legally created. Now the Parkway Authority wants to purchase those sections from the Highway Department. The proposal has stirred debate.

Those who drive their cars on the free stretches want to continue to enjoy that privilege. This is natural.

Safety experts say that safe and fast travel are defeated on the Union-Middlesex parkway sections of the Parkway by the congestion of traffic which abuses the high-speed road by using it as a local street. The accident records show they have a good argument.

The Parkway Authority wants to buy the free ride stretches from the Highway Department, to impose tolls and use the revenue to construct new highways across Central Jersey for a new cross-state thoroughway. This is expected to help the

economy of the whole state. The proposed new roads would be part of the Central Jersey Expressway system.

The N. J. Legislature, after lengthy debate, passed A-16 to end free rides along the Parkway stretches. Now federal approval of the Legislature's plan is needed before tolls can be charged. Federal money is involved and federal approval is necessary.

Congressional approval is now being sought for a Federal Enabling Act which would permit New Jersey to carry out the proposed plan. The debate has shifted to Washington.

In our opinion there is little justification for permitting free riders to clog a few sections of the Parkway. We favor a system for uniform operation of the Parkway throughout its length. There is merit in the proposed plan to impose tolls and to build new highways that benefit all New Jersey drivers. We think the decision should be made in favor of serving the best interests of the entire state, and for uniform treatment of drivers on the Garden State Parkway.

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*Error of opinion may be tolerated where reason is left free to combat it. — Thomas Jefferson*

## For A Safer, Faster Parkway

The most telling arguments in favor of taking free-loaders off the Garden State Parkway in Union and Middlesex counties are presented by accident statistics:

—The toll-free sections, only 12 per cent of the total mileage, have seen 40 per cent of the fatalities since 1961.

—More than one third of the fatal accidents since the first of the year have occurred on these stretches.

—A 22 per cent drop in accidents has followed the imposition of tolls in Essex County.

Toll roads are designed for safe and fast travel. These objectives are defeated on the Union-Middlesex parkway section by the congestion of traffic which abuses the high-speed road by using it as a local street.

The parkway in this area and two small segments in Cape May and Ocean counties are owned by the state and are free because they were built partly with federal aid. The Highway Authority wants to buy these sections and impose tolls preliminary to construction of the projected parallel Garden State Thruway from Woodbridge to Toms River, part of the Central Jersey Expressway system.

Howls of protest have grown in volume since the proposal first was made. Politicians, rallying to the defense of the free riders, have been making hay with the issue, which is

due to come to a head in the Senate next week. The Assembly passed the authorizing legislation prior to the Legislature's summer recess.

Municipal officials are vocal in their objections because they fear the end of free rides would jam parallel local streets. That has not been the general experience, however, in Essex, where tolls have cut the parkway traffic by 15 per cent.

The Highway Authority proposes to pay \$44 million to acquire the free sections, the federal government getting \$14 million of that amount. There is a good possibility the federal share would come back to the state as U.S. road aid funds, which would be helpful.

For construction and improvement of secondary roads to accommodate the cars diverted, Union and Middlesex counties each would receive \$9-\$10 million. Users of the parkway would benefit through a \$30 million outlay to widen and otherwise improve the toll road.

Traffic which already has paid for a fast, safe ride before getting into Union and Middlesex counties would not be hindered by additional toll barriers. Instead, booths northbound would be at exit ramps and southbound at entrances.

There is no justification for permitting free riders to clog the parkway. The Senate should end the inequity and lessen the dangerous congestion it creates.

## Contribution To Greater Safety



## A realistic revision

The Parkway's proposal to remove the toll-exempt status from two remaining "free" sections has generated a formidable, genuine concern over the adverse effect it would have by diverting traffic to adjacent local roads.

The most seriously affected would be the heavily-traveled portion in Union and Middlesex counties. Parkway officials estimate that 48,000 use the toll-free section daily, entering or leaving the super highway at points between the Raritan and Union toll plazas.

The impact naturally would be less severe on the stretch near Toms River, where the traffic load is considerably lighter than the other section.

But in either instance the Parkway's proposal could hardly be justified if it were undertaken simply as a one-sided administrative action, even with the considerable justification that it would eliminate onerous congestion that is the direct result of short-haul drivers being attracted by the toll-exempt provision.

Fortunately, a more enlightened, realistic approach has been taken by the Parkway Authority and sponsors of legislation that would make the entire super highway a toll operation.

The measure, Assembly 16, has been amended to provide that half of the purchase price of these two sections will be returned to the affected counties . . . Union, Middlesex and Ocean.

Since there is a talking, negotiable top price of \$44 million placed on these sections, it would mean that a considerable sum would be returned for necessary road improvements . . . feeder roads and parallel highways.

This is an important modification advocated by The Star-Ledger, in fairness to the affected areas which must undertake a substantial capital road building project to accommodate their local traffic patterns. This provision has been written into the bill that will be submitted for legislative consideration today.

In its amended form, the legislation sets up a formula that will return the Parkway to its primary function, a super highway without the hazardous encumbrance of conflicting movement of short-haul traffic.

Safety must remain an issue of utmost primacy. Statistics reveal that 60 per cent of the fatalities on the Parkway thus far this year have occurred on two toll-free sections, representing 12 per cent of the total mileage of the highway. Significantly, there has been a marked drop in volume and in accidents in the Essex section since it was removed from toll-exempt status last January.

These statistics spell out a compelling documentation in support of the Parkway's proposed conversion of these two sections. The amendment would insure that fiscal responsibility is properly assumed so that transition is not overly burdensome on the affected municipalities.

# The Record

Friend of the People It Serves

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WEDNESDAY, JUNE 22, 1966

## Let The Parkway Do Its Job!

The New Jersey Legislature, meeting today for the last time before starting its summer recess, should not go home without passing a measure to improve the Garden State Parkway. The 13-mile section of the highway between Route 22 in Union County and Perth Amboy in Middlesex County is toll free. Motorists in the area have been using this section as a local street, resulting in traffic loads much heavier than the rest of the Parkway carries. Through traffic is impeded, and accident rates rise. The vacation-season weekend traffic jam is a horror that makes a trip to the shore terminate in misery.

There used to be a similar toll-free section in Essex County, but tolls were installed on entrance and exit ramps there this year. The Parkway administrators report a 25 percent decrease in accidents in the Essex stretch since. The administrators want to get the freeloaders off the Parkway in Union and Middlesex Counties too, and the pending legislation would let them do it. The proposed new tolls, as is the case on the Essex section, would be collected only at entrances and exits, and would thus add nothing to the cost of through travel from Bergen and Passaic Counties to the Jersey shore.

The 13-mile section is now owned by the State Highway Department, not the New Jersey Highway Authority, which operates the Parkway. The Authority will have to buy the section from the Department. Under the legislation, the Department would be required to spend half the revenue from this sale on local road improvements in the area affected by the imposition of the new tolls. All in all, it is a reasonable proposal. It should be passed now, while summer traffic is refreshing the legislative comprehension of why it's needed.

## THE PRESS BELIEVES

### Parkway's Half-Toll-Half-Free Status Bars It From Reaching Full Potential

There is, of course, some reasonable basis for opposition to charging tolls on what are now toll-free sections of the Garden State Parkway. Such opposition can be sustained by the claim that stretches of roadway built with state and federal funds as free roads should remain toll-free.

But even more cogent arguments can be invoked to support the program for making these toll-free stretches an integral part of the Parkway and subjecting them to the toll schedule in effect on the Parkway. And we submit that the interests of the entire state, and in the long run of every citizen, will be best served by this program.

When the Garden State Parkway was proposed there was considerable doubt as to its economic feasibility. It was therefore necessary to hold down construction costs, and this was done by tying sections of public roads into the Parkway system. While it was originally necessary, this plan had many drawbacks. It made the Garden State Parkway, otherwise one of the finest and safest highways in the country, a hodge-podge of toll and toll-free stretches. Sections upon which no toll was imposed attracted a heavy load of local traffic that caused dangerous congestion on the Parkway, often to the point of driving "through" traffic off the Parkway and thus holding down its income. Why pay tolls to travel a super-highway that in spots is blocked by bumper-to-bumper traffic?

Thus it has long been advisable to eliminate the toll-free sections. And now this objective is not only advisable but imperative. If the Garden State Through-

way from Woodbridge to Toms River and a section of a cross-state highway as part of the proposed Central Jersey highway network is built the New Jersey Highway Authority will suffer losses of revenue on the Parkway as a portion of its traffic is diverted west to the Throughway. To offset this loss it requires toll revenue from portions of the parkway that are now toll-free.

This situation poses a financial problem so critical that it jeopardizes the entire Central Jersey highway network program. In the face of this prospect we prefer the comparatively minor inconvenience that would result from the elimination of toll-free sections. It would be only a matter of time when each of these sections would be replaced by a toll-free public road to handle the local traffic they now bear.

The network program calls for the Highway Authority to pay the state Highway Department some \$44,000,000 for the toll-free sections of the Parkway. This will enable the Highway Department to undertake its portion of the Central Jersey network and the whole project can proceed on a sound financial basis.

The gains here far outweigh any disadvantages. In fact, even those areas that now protest the elimination of toll-free Parkway sections will profit from the speedy construction of the Central Jersey network and the economic progress it will produce.

The legislature should rise above purely local interests and hasten to adopt the measures needed to complete the plan and get the dirt flying on the highway system Central Jersey needs. And we hope Governor HUGHES promptly summons the Senate to this responsibility.

## The Crucial Parkway Bill

The word from Governor Hughes is that the Senate will pass the crucial bill to permit the New Jersey Highway Authority to buy and charge tolls on free sections of the Garden State Parkway.

The bill was approved by the Assembly in June—and now it is up to the Senate to vote on the measure when it returns in special sessions Sept. 19 and 21.

As we all know, the bill has been called a "keystone" of the proposal to construct a Central Jersey expressway system. And before the project can go ahead it is essential that the measure be approved.

There has been a great deal of opposition to the plan from the counties which would lose their free parkway sections. But the arguments have not taken into consideration the safety factors that would result as well as the fact that the parkway should be a complete toll road.

The Central Jersey Expressway system, long discussed but the victim of procrastination in Trenton, must become a reality. It is up to the Senate now to approve the bill and thus prevent the construction delays that have made many people wonder whether the expressway system plan was actually nothing more than a political dream in an election campaign.

## Tolls Or Taxes

The American Automobile Association is opposing legislation in the State Senate and in Congress to permit the Garden State Parkway to impose tolls on sections that are now toll-free. The AAA argues that such an imposition would discourage motorists from using the Parkway and would therefore be a "negative approach" to the traffic congestion problem. It says a positive approach would be "to build more highways, safer highways and carefully engineered highways."

Actually, the legislation the AAA opposes would provide a realistic basis for doing just that. The legislation is necessary if the Central Jersey Expressway project, to link Trenton and the shore, is ever to become a reality. The Central Jersey project depends upon a large amount of additional toll - road construction by the Parkway; but because of its covenant with its bondholders, the Parkway cannot build these new roads without compensating for the revenue which they would, to some extent, attract away from the existing facility. Hence the need for tolls on a road that is now toll-free.

We share the AAA's desire for an ideal world in which all the roads are adequate and no toll booths blemish the view. Unfortunately, this is nothing but a dream as far as New Jersey is concerned. The state has many urgent demands for its limited revenues and simply doesn't have the money to build all the highways and bridges it needs on a free basis. If we want such things as the new access roads to the shore and the new Delaware River crossings we need, they will have to be financed at least in part by tolls paid by their users.

PASSAIC-CLIFTON

# THE HERALD-NEWS

TUESDAY, SEPTEMBER 13, 1966

## ***Needed Parkway Improvement***

IN an amazing display of effrontery, New York union officials have called upon the New Jersey Senate to turn down legislation which is designed to make the Garden State Parkway safer and more convenient for its New Jersey paying customers.

The legislation would authorize the Parkway authority to buy from the state the 13-mile toll-free section in Union and Middlesex Counties. The authority would add two lanes to the presently congested six lanes and would cut down the local traffic by imposing tolls.

Motorists from Bergen, Passaic and Essex Counties would not pay any additional toll charge. They would continue through the 13-mile section as they do now, unimpeded by toll barriers. The only motorists who would pay the new tolls would be those who get on the Parkway on the 13-mile section at the southbound entrances and who leave by northbound exits.

From the point of view of motorists who must pay tolls now when they use the Parkway, the acquisition of the 13-mile section offers two benefits. The experience with the formerly free Essex section, on which tolls were imposed seven months ago tells the story simply and quickly. Traffic on the Essex section has dropped 15 per cent and accidents have dropped 22 per cent.

The New York union officials who are opposing the change are associated with the United Auto Workers, Region 9. "There is a much more effective way to eliminate traffic and accidents on the Parkway," they said in a letter to New Jersey legislators. "Simply, charge \$50 to ride the Parkway, and we guarantee there will be no accidents at all, obviously, because no one would use the road."

North Jersey motorists who use the Parkway will have no patience with childish twaddle like that. They pay through the nose for the privilege of using the Parkway and anything the authority does to make the superhighway more convenient and safer for them is welcome. Let the freeloaders pay or stay off.

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The Record believes that widespread public discussion of governmental and societal problems is a vital concomitant of self-government in a democracy. Its editorial writers express their uncensored and not infallible opinions on its editorial page. Its readers are cordially invited to express theirs in "Voice of the People".

WEDNESDAY, SEPTEMBER 14, 1966

## The Superhighway Isn't The Local Traffic

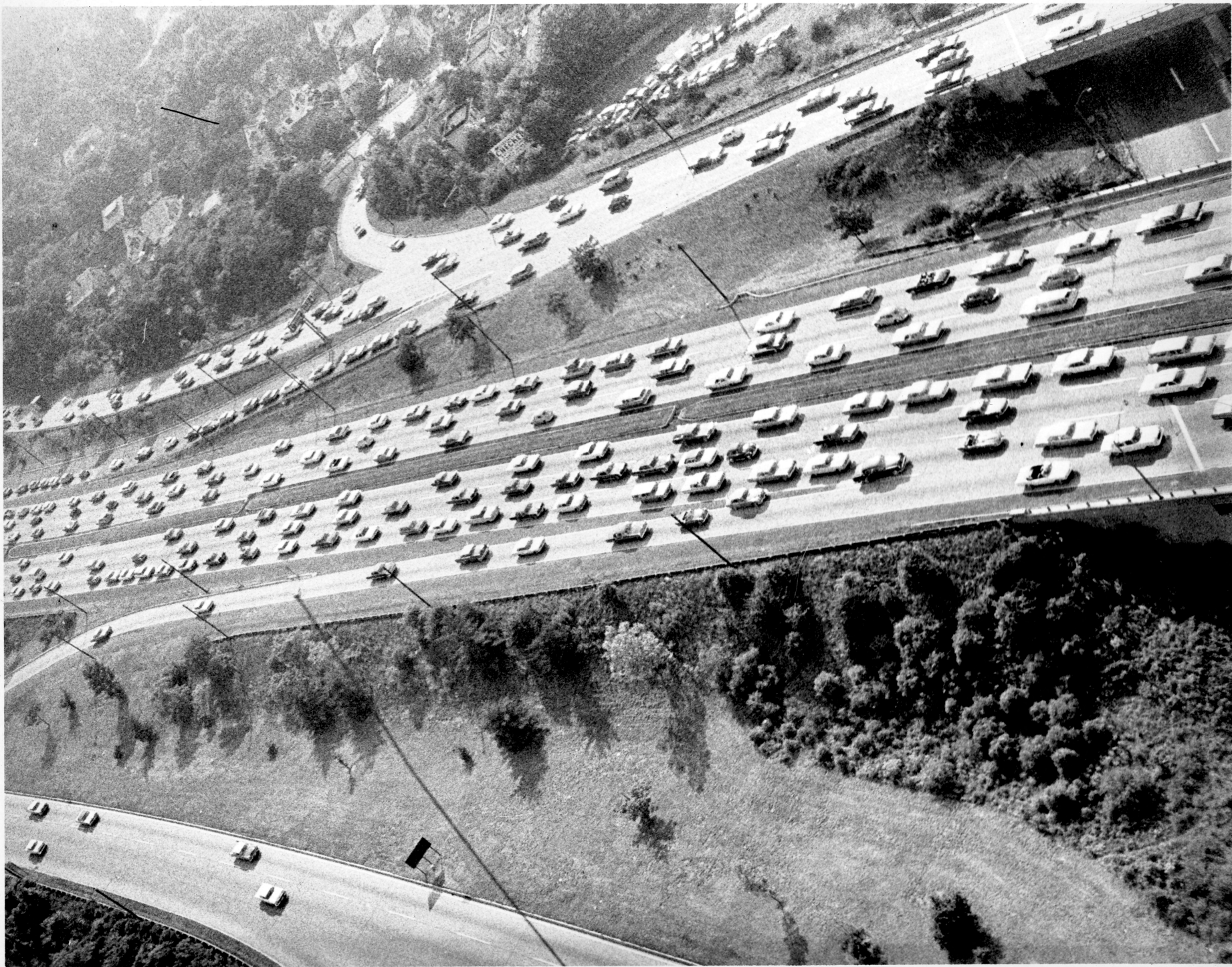
Officials of the United Automobile Workers have called on the New Jersey Senate to defeat an Assembly-sponsored bill which would lead to the imposition of tolls on now toll-free portions of the Garden State Parkway. The bill would allow the New Jersey Highway Authority to purchase toll-free stretches of the superhighway from the New Jersey Highway Department.

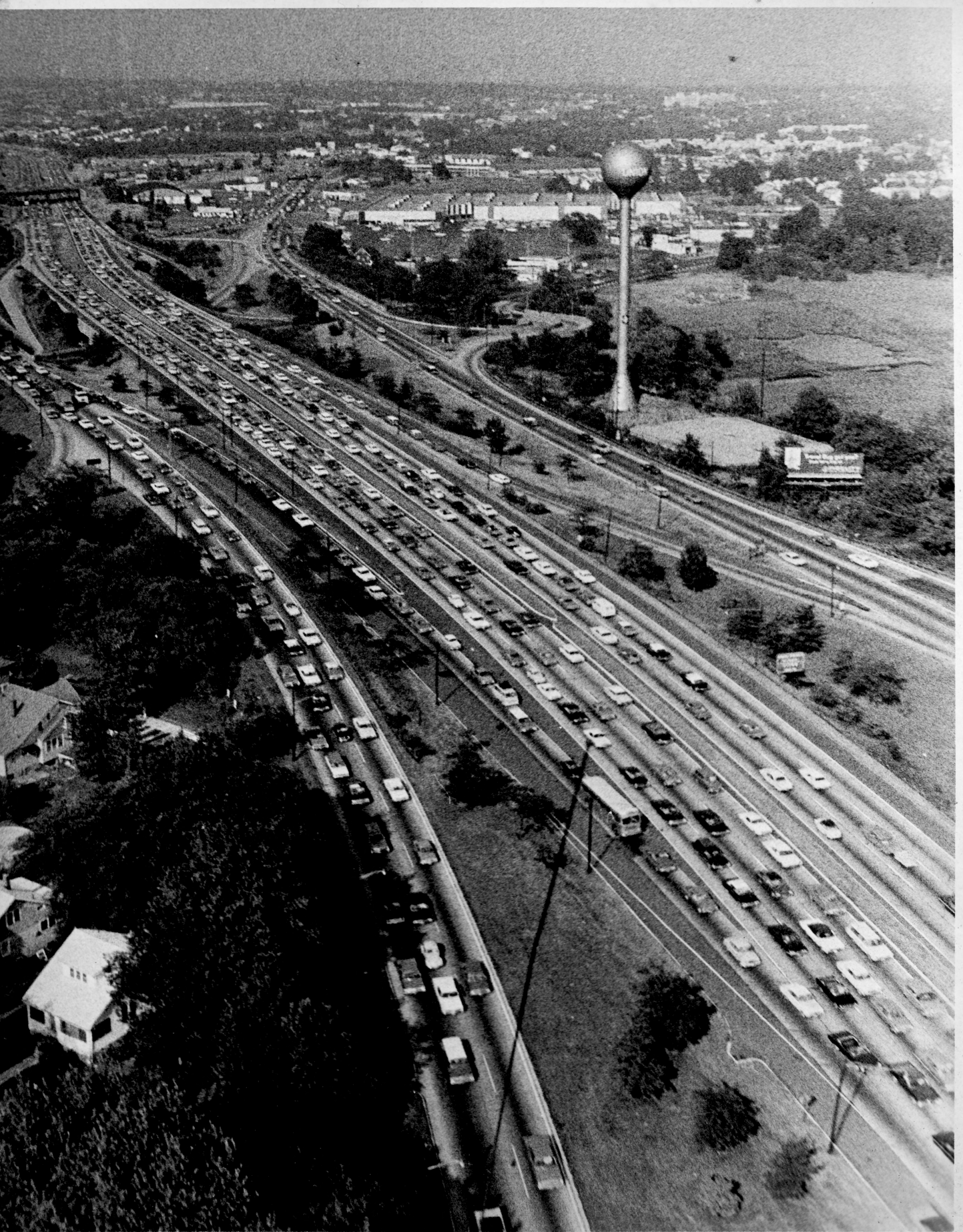
The U. A. W. says the bill is unfair and unwise and that it discriminates against North Jersey industrial workers who use the Parkway to commute between their home and job.

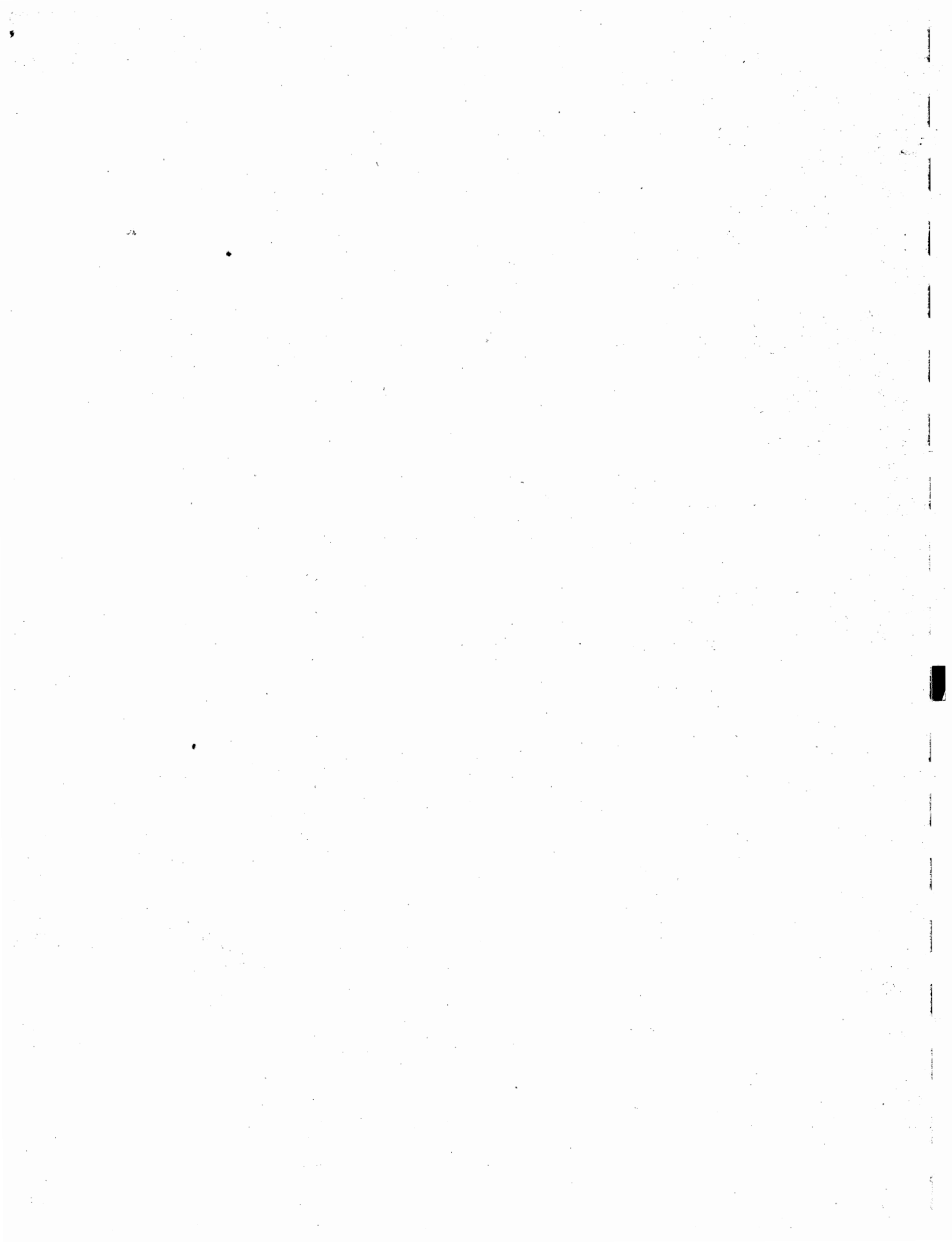
Governor Hughes in recommending adoption of the bill said it was essential if funds are to be made available for the proposed Central Jersey Expressway system. But in addition the Authority should operate the Parkway as a superhighway, not a local road for the convenience of local commuters. The Parkway is a high-speed toll road, designed to move traffic north and south quickly and conveniently. For years some motorists have had a decided advantage over others in the State in that they could use the toll road without paying a toll. This should be discouraged. It has resulted in daily traffic snarls on the toll-free section of the road and has hindered the smooth flow of north-south traffic. The Authority should operate the road, and every one who uses it should pay his fair share.

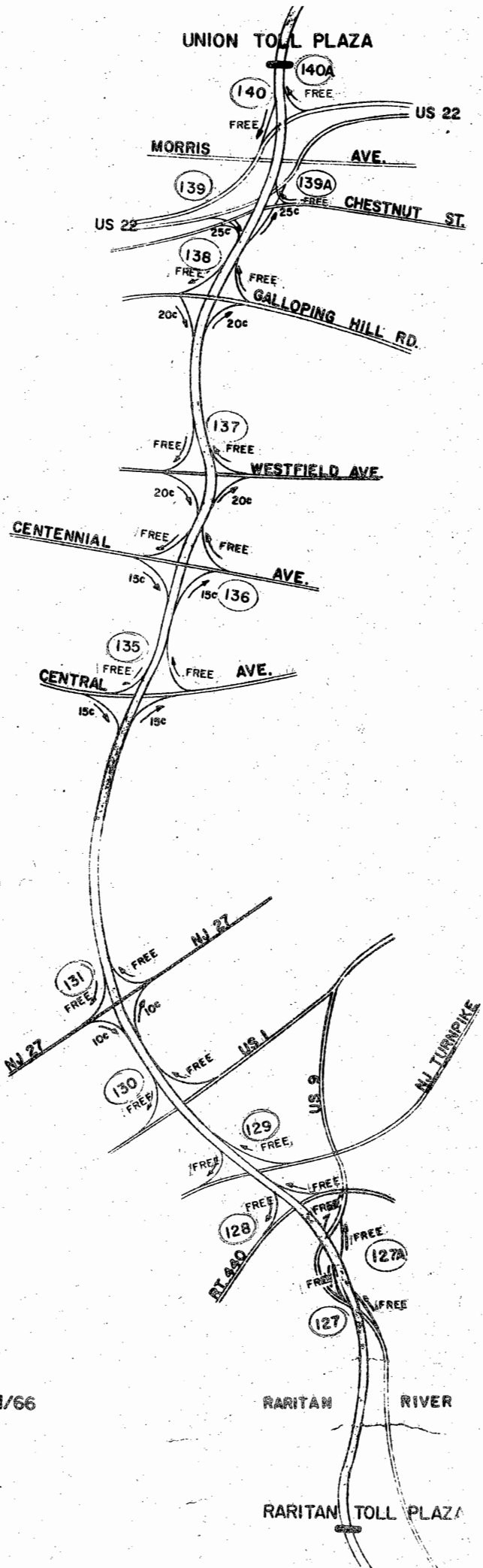












**SCHEMATIC DIAGRAM OF  
GARDEN STATE PARKWAY  
SECTIONS 5 & 6**

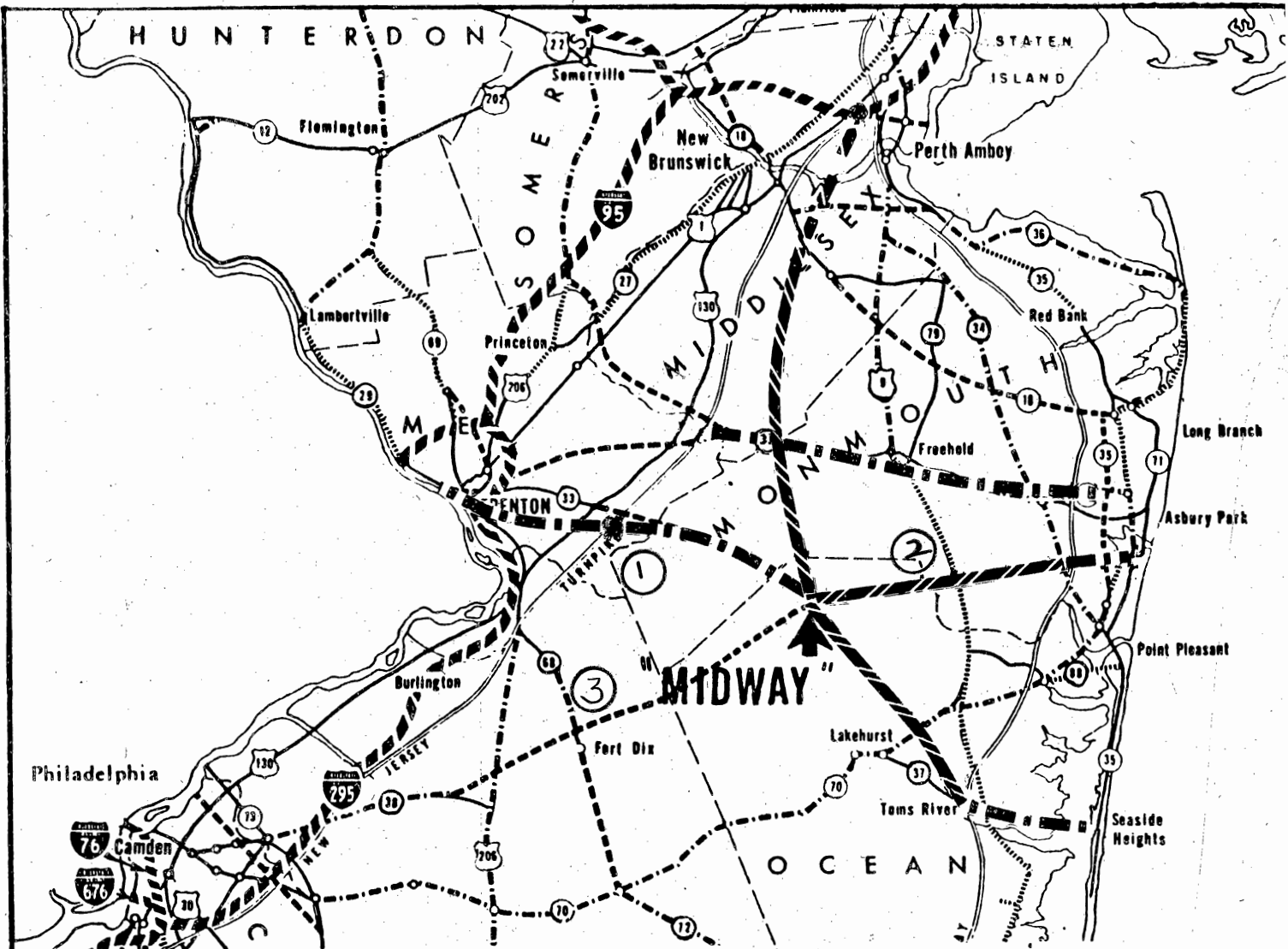
"FREE" NO RAMP TOLL

10c PROPOSED RAMP TOLLS AND  
LOCATIONS TO AND FROM  
THE PARKWAY

138 PARKWAY INTERCHANGE  
NUMBERS

12/31/66





LEGEND	
	Proposed Freeways
	Proposed Dualization
	Proposed Widening
	Interstate Routes

- N. J. Highway Authority
- N. J. Turnpike Authority
- N. J. Dept. Of Transportation

