

In his testimony before this committee, Mr. J. C. Dingwall, State Highway Engineer of Texas pointed out the fact that Texas has a minimum need of at least 1,500 miles of additional interstate highways in the state and that in addition to Lubbock, another city of 100,000, Wichita Falls, also had no interstate route.

He recommended, if additional mileage is not authorized for the Interstate System, that Texas could live with a provision whereby, if a state or states elect to improve a section of the Primary System substantially to interstate standards and such an improvement would make a logical addition to the Interstate System, it could be given an interstate number and marked with an interstate marker.

An earlier recommendation of the Amarillo Chamber of Commerce requested the Texas Highway Commission to begin now to plan and develop several routes through Amarillo to accommodate traffic anticipated in 25 years.

These included:

1. U.S. Highway 87 from the state line near Texline to San Antonio;
2. U.S. Highway 287 from Amarillo to Fort Worth/Dallas;
3. U.S. Highway 60 from the state line near Farwell to the state line near Higgins.

We also propose that the same improvements be extended beyond the borders of Texas as follows:

1. U.S. Highway 87 from the state line near Texline to Raton, New Mexico, connecting at that point with Interstate 25;
2. U.S. Highway 60 and other direct routes from the state line near Farwell to Las Cruces, New Mexico, connecting at that point with Interstate 10 and Interstate 25;
3. U.S. Highway 60 and other direct routes from the state line near Higgins through Oklahoma to Wichita, Kansas, connecting at that point with Interstate 35.

The recommendations from the Amarillo Chamber of Commerce also included: "Extension of these route improvements beyond Texas of course will require the cooperation of state and local agencies in New Mexico, Oklahoma and Kansas. We have undertaken a series of visits to discuss these proposals with local groups in those states. It is anticipated those groups soon will make similar presentations to the highway administrative agencies in their respective states.

"On Monday of this week we met in Raton, New Mexico with the Chamber of Commerce Highway Committee of that city. This meeting also was attended by Chamber of Commerce and City officials from Clayton, New Mexico. Their reaction to our Highway 87 and Highway 287 proposals was most favorable. The Raton group officially endorsed these proposals and adopted a motion calling for prompt presentation to the New Mexico Highway Commission. Representatives from Clayton stated that similar action undoubtedly would be taken soon in their community. The two communities tentatively agreed to make a joint presentation to the New Mexico Highway Commission as soon as possible.

"Although these routes would fit perfectly into the existing Interstate Highway System, we do not ask the Commission to advocate an expansion of that system to include these routes. However, we realize that the improvements we have requested may require a greater proportion of Federal financing than is now available under any Federal aid highway program except the Interstate program, which is due to expire in 1973. In a resolution to members of Congress we called attention to the growing demands for superior highways and urged that Congress act this year to establish a policy and the framework for an adequate Federal aid highway program to follow immediately after completion of the Interstate System."

"We do not advocate an expansion of the Interstate System. But should Congress decide to expand it, then we would urge the Commission to strongly advocate the inclusion of these three routes.

"The route improvement program, policy and plan of action outlined above were adopted by the Amarillo Chamber of Commerce Board of Directors on November 23, 1966."

I fully endorse these recommendations and those of the State Highway Engineer of Texas.