

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D.C., January 26, 1968.

Hon. JOHN C. KLUCZYNSKI,
Chairman, Subcommittee on Roads,
House Committee on Public Works,
Washington D.C.

DEAR KLU: It is my understanding that the House Public Works Committee will give consideration this year to extensions of the interstate highway system. The purpose of this letter is to urge you to consider and act favorably on a proposal to extend Interstate 70 to California and to split this route at its western end into 70-S and 70-N, as has been done at its Eastern end.

The extension which I have urged upon you will bring to an end a condition of physical isolation which has plagued my District from time immemorial and contribute to the objectives of the interstate system.

As you know, Interstate 70 extends from Baltimore and Washington via Frederick, Maryland, westward into Utah, where it terminates at Cove Fort at a junction with Interstate 15—a North-South route. *This is the only place in the interstate system where a major East-West interstate highway deadends rather than merging with another interstate going in the same direction.*

Between Los Angeles on the South and Portland, Oregon, on the North, there is only one East-West interstate highway and that is Interstate 80, which serves Reno and San Francisco. It is inconceivable that the needs of the fast growing Central and Northern California areas can be served by this one highway alone.

The District which I represent, part of which will be represented by Congressman Bizz Johnson beginning with the next term, and all or parts of the District represented by Congressman McFall, Mathias of California, Edwards, Gubser and Talcott, have always been confronted by a vast highway no-man's land to the East. All traffic to the East has been forced to go Northward to what is now Interstate 80, or Southward to Interstate 40, to get access to the East. The cost in dollars and time staggers the imagination.

While it is true that Los Angeles and the San Francisco Bay area are the two primary population areas in California, it is also true that California's midlands are growing by leaps and bounds—the San Joaquin Valley of California alone has a population in excess of 1.6 million and this is only part of the area that would be served by a new Interstate 70 across central Nevada and into central California. While a population of 1,600,000 may not sound impressive in comparison with the population of Los Angeles and San Francisco, it must be borne in mind that this 1,600,000 is greater than the population of 17 of the states.

In addition to the population, of course, the commercial considerations must be borne in mind. The area which I represent is the biggest agricultural producing area in the world and an access from our area to the Eastern markets would be of immeasurable economic benefit.

It is my suggestion that Interstate 70 be extended from its present westerly terminus westward generally toward Ely, Nevada, and that at that point it be split, with 70-N proceeding generally westward along the present route of U.S. 50 and 70-S proceeding westerly generally along the route of U.S. 6 through Tonopah, Nevada, Bishop, California, over the Sierra Nevada range in the general vicinity of Mammoth Pass and then westward to the coast.

The Regional Engineer of the Federal Highway Administration is thoroughly in support of our proposal and would, I am given to understand, prefer my proposed 70-S routing over the 70-N routing if only one route were to be provided instead of a split route.

Your favorable consideration of this matter will be personally appreciated.
With best wishes.

Sincerely,

B. F. SISK,
Member of Congress.

Enclosure.