

bills. Likewise, the sums of \$30 and \$40 million for highway safety research and development will meet only minimum needs in this important program area.

The Insurance Institute for Highway Safety, which is actively involved in traffic safety activities complimentary to those underway in Washington and in the state capitals, urges favorable action on the safety sections of the two bills as written.

We respectfully request that this letter be made a part of the hearings record. The IIHS stands ready to assist your subcommittee in any way possible in attacking the social disgrace represented by traffic deaths, injuries, and property damage.

Sincerely,

NILS A. LOFGREN,
Acting President.

NATIONAL HIGHWAY 50 FEDERATION,
La Junta, Colo.

To: Congressional Delegates, Governors, State Highway Commissions, State Highway Departments of the States of California, Nevada, Utah, Colorado, Kansas, Missouri, Illinois, Indiana, Ohio, West Virginia, Virginia, and Maryland, The United States Department of Transportation, and the Federal Highway Administration in Washington, D.C.

From: National Highway 50 Federation, Post Office Box 316, La Junta, Colorado.
Subject: Upgrading and improvement of U.S. Highway 50, and a proposal to have U.S. Highway 50 included in any subsequent legislation that will outline the next major highway improvement program that will follow after the present National System of Interstate and Defense Highways is completed.

PREFACE

U.S. Highway 50 is a coast to coast highway between the points of Ocean City, Maryland on the Atlantic Coast and San Francisco, California on the Pacific Coast. It traverses on an east-west basis the 12 States noted above, plus the District of Columbia. It is 3,241 miles in length and affords the traveler the most direct highway route coast to coast and is located midway between the Canadian and Mexican Borders.

The National Highway 50 Federation is an association of individual business people and organizations who have joined together in an effort to promote more travel and highway improvements on this key arterial route. It is governed by a board of directors consisting of members from each of the 12 States served by U.S. 50.

In the Federal Aid Highway Acts of 1956 and 1958, Congress set up the National System of Interstate and Defense Highways. Very little mileage of U.S. 50 was included in this 41,000 mile network of four lane, limited access highways. It has come to our attention that within the next several months, Congress will start considering what type of new highway improvement program will follow upon completion of the present Interstate System sometime in the mid 1970's. It has also been indicated that in all probability one of three programs will be initiated in this regard:

1. The addition of mileage to the present Interstate Highway System.
2. The creation of an entirely new system of upgraded highways.
3. Adoption of a program to upgrade the present primary and secondary highways throughout the Nation.

Although there are many sections of U.S. Highway 50 that need *immediate* improvement, the National Highway 50 Federation respectfully asks that the entire length of U.S. 50 be considered for inclusion in any future highway upgrading program, whether passed by Congressional legislation or initiated at the State level.

In order to better present the Highway 50 needs, we would like to briefly outline on a State or regional basis what we feel are the key points for an overall improvement program.

CALIFORNIA, NEVADA, UTAH

These three States will be considered jointly, as we feel the continuation of Interstate 70 from its present dead end at Cove Fort, Utah, on west through Ely, Nevada; Carson City, Nevada; South Lake Tahoe, California; and on west to join with Interstate 80 at Sacramento, would solve this entire problem.