

is Interstate 40 going through Albuquerque, New Mexico. The logical route that would connect the above two mentioned areas would be the continuation of Interstate 70 from Cove Fort on into San Francisco as Interstate 70 now goes through Denver.

6. This new proposed route would provide the shortest driving distance between the San Francisco Bay Area and Denver, Kansas City, and other points east thereby affording a tremendous savings to the motoring public.

What is being done to promote the continuation of Interstate 70 from its present termination point in western Utah on west to Sacramento and San Francisco?—The National Highway 50 Federation at its annual meeting held in La Junta, Colorado, on October 1, 1964, adopted a resolution asking for this continuation of Interstate 70. (Copy attached.) At the same time the Federation is contacting all interested chambers of commerce, cities, counties, business firms, community service organizations, and individuals asking them to support this resolution or a similar one of their own choosing. There is much interest for this proposed route and it is the goal of the National Highway 50 Federation to carry on a full program of education and information to show a definite need for this route.

RESOLUTION OF THE NATIONAL HIGHWAY 50 FEDERATION, LA JUNTA, COLO.

Whereas, the National System of Interstate and Defense Highways is being constructed to provide a Nation-wide transportation system for use during an emergency as well as to serve the overall general traveling public, and

Whereas, Interstate Highway 50 will be constructed from the East Coast west to southwestern Utah and will be the only interstate highway crossing the Rocky Mountains between Albuquerque on the south and Cheyenne, Wyoming, on the north, and

Whereas, Interstate Highway 50 is terminated at a point in Southwestern Utah called Cove Fort, and

Whereas, there will be only one interstate highway in the present system under construction serving the San Francisco Bay area on an east-west basis and this will be the only such highway between Los Angeles and Portland, Oregon, a distance of 1,001 miles, and

Whereas, there is both a need for a second east-west defense highway from the San Francisco Bay area and this need is increasing yearly, and

Whereas, the present routing of US Highway 50, especially between Sacramento and Lake Tahoe South Shore is inadequate to properly and safely carry the present traffic flow now using this road, and

Whereas, there is a definite need for an interstate highway between Colorado and the San Francisco Bay area . . .

Therefore be it resolved, that, in the best public interest and safety the National Highway 50 Federation urges the Bureau of Public Roads, The State Highway Departments, Governors, State Legislators, and Congressional Delegates from the States of California, Nevada, and Utah, and all others in authority to do everything within their power to bring about the continuation of Interstate 70 from its present terminal point at Cove Fort, Utah, on west through Ely, Nevada, and thence along the present routing of US Highway 50 to Carson City, Nevada, Lake Tahoe South Shore, and on into Sacramento, California.

It is further requested that these recommendations be included in reports presently being prepared for Congressional action on highway needs after 1972.

Dated this 1st day of October, 1964.

GEORGE KOENIG, *President.*

Attest:

DOYLE L. DAVIDSON,
Executive Vice President.

DUKE CITY LUMBER CO., INC.,
Albuquerque, N. Mex., June 1, 1968.

HON. THOMAS G. MORRIS,
House of Representatives, Washington, D.C.

DEAR MR. MORRIS: We have watched with great interest the recent appropriations to the U.S. Forest Service because more and more we recognize the