

The needs of my own area indicate that future allocations to the interstate system must pay increasing attention to the problem of adequate roads in our urban areas. Our rapidly growing cities serve both as the source and destination for the overwhelming majority of the volume of interstate commerce which flows over our highways. Congestion in the cities, if it goes unchecked, can seriously hamper the objectives which Congress sought when it originally authorized the interstate highway system. I, therefore, urge the Committee to begin now to give serious consideration to providing far greater emphasis on providing adequate highways for the major urban areas linked by the interstate system.

I am certain that abundant evidence will be presented by other witnesses on the overall need for additions to the interstate system after 1972 as well as on the need for increased emphasis on the urban areas.

Mr. Chairman, there are, however, areas in my own state, and I am sure in several other states, where we cannot afford to delay another four years in providing needed additional interstate mileage.

One of the most serious gaps in the interstate system in the entire nation exists in my own state of Florida. Despite the fact that it is one of the heaviest traveled routes in the state, there is no interstate highway from Tampa to Miami, the state's two largest cities. Interstate 75 terminates in Tampa on the West coast of Florida while Miami is served by Interstate 95, which runs along the East Coast of Florida and terminates in Miami. There is an immediate overwhelming need of I-75 to be extended as rapidly as possible to Miami. This extension is needed because the present road is inadequate for the substantial commerce between the two cities. The urgency of the need is underlined because the present road is not only inadequate in size but far less safe than interstate highways have proved to be throughout the country.

The present road, U.S. 41, is a narrow two lane road for more than $\frac{3}{4}$ of its distance. It is bordered for much of this length by canals which have, on far too many occasions, served as death traps for motorists who meet with accidents along the way. Not only is this road unsafe, but it is the only direct land route between these two metropolitan areas, each with a population of more than one million.

Clearly, Mr. Chairman, this gap in the interstate system must be closed at the earliest possible date.

Florida also contains many examples of the pressing needs of our urban areas for an increase in their share of interstate highway mileage. Miami's need is particularly great. Because of its location almost at the southern tip of the peninsula the Bureau of Public Roads has made it particularly difficult for Miami to gain any interstate assistance in providing for its urban highway needs. It was only after considerable urging by the state that the Bureau of Public Roads did agree to extend I-95 to downtown Miami and I-195 was constructed to link Miami with the city of Miami Beach which, in almost anyone's mind, except that perhaps of a bureaucrat, is one of the major destinations of American travelers.

Miami, however, is not at the tip of the Florida peninsula. The city of Homestead, which is 28 miles south of Miami, is the center of one of this country's most productive agricultural areas. Almost all of its produce is carried by truck to Miami, from where it is shipped by highway and rail to the rest of the country to provide most of this country's tropical fruits and vegetables as well as a significant portion of the fresh vegetables enjoyed by many of us throughout winter months in the north. Clearly I-95 must at some point be extended to Homestead solely on the basis of its agricultural role in interstate commerce.

This section of highway, however, is needed now because in the last 10 years much of this area has become highly urbanized. The Miami urban area, bound as it is on the west by the Everglades, has only one direction to grow and that is southward along the relatively high coastal plain between the ocean and the Everglades. It is estimated that in only a few years more than 50% of the population of the metropolitan area will be living south of the present terminus of I-95. These half-million American citizens certainly deserve the ready and convenient access to the interstate system which is enjoyed by residents of other major metropolitan areas.

More importantly, failure to immediately begin southward extension of I-95 to Homestead from Miami could seriously hamper the orderly development of this area and create myriad problems. Proper action now could, however,