

make South Dade County become an outstanding example of how an urban area can and should grow.

For an additional allocation of 28 miles, the distance from Miami to Homestead, this Committee now could do much to insure the orderly and proper growth of what is fast becoming one of this nation's largest metropolitan areas, while at the same time providing important access to interstate commerce to a major agricultural area now served by only one federal highway, U.S. 1, and one state highway, State Road 27.

In addition to the pressing needs for the extension of I-75 from Tampa to Miami and I-95 from Miami to Homestead on the basis of the need of motor vehicle traffic, there is also a pressing need for these highways in order to provide more adequately for our national defense.

One only has to look back to 1962 and the Cuban Missile Crisis to realize the inadequacies of the interstate highway system in expediting a major military buildup in southern Florida.

In the only case within memory when major American military forces have been necessarily concentrated in one area of our own country, only one interstate highway was available to serve the needs of these forces: I-95. The extension of I-75 to Miami would double the capacity for moving large volumes of military equipment rapidly and safely to south Florida should Cuba again become a base for possible aggression against the United States. Extension of I-95 from Miami to Homestead would bring these forces 30 miles south of Miami and to the vicinity where the majority of forces in the 1962 crisis were deployed. These combined roads would provide needed highway transportation to the major tactical air command facility located at Homestead Air Force Base and speed highway traffic bound for the Key West Naval Base and the Key West Naval Air Station, which is the primary response base for any air threat from Cuba.

The State of Florida is on record in supporting an additional allocation to Florida of interstate mileage sufficient to extend I-75 from Tampa to Miami, a distance of 268 miles, and I-95 from Miami to Homestead, a distance of 28 miles.

I fully support this request but I urge the Chairman and the Committee not to wait until after 1972 to approve these additions. They are needed now.

Thank you.

Mr. FASCELL. I appreciate having this opportunity, Mr. Chairman, to acknowledge publicly that you are a man of your word, thank goodness, because the rest of us in Congress and the country and at large would be in very serious trouble if this subcommittee had not undertaken these very important and vital hearings.

I do not doubt that there is any question at all that you will have ample testimony from everybody about the tremendous needs for additions to the Interstate System after 1972.

I would venture a guess that you would have as much or more than you have in the present system by way of need because by far and large all of us know from firsthand experience that the concept has worked out magnificently well and has provided for every aspect of the country.

As we have learned by experience now we welcome the opportunity therefore for this interim problem of adjustments and I know that there are many of them which ought to be seriously considered.

I take this opportunity today to call attention of this subcommittee to two high-priority gaps in my own State which the distinguished ranking minority Member from Florida has also very strongly advocated and worked on, and I would hope that this committee in consideration of the high-priority adjustments which it will make and recommend for a prior to 1972 will give very serious consideration to the gaps that exist in Florida, and I know that you will.

The one principally that we point out is the link from Tampa to Miami where you have two communities of over 1 million people