

The growth experienced in Austin over the past 5 years is phenomenal. There is simply no other way to describe it, and I will support this statement in the Hearing Record with charts and tables.

The "adequate" service of yesterday is simply not good enough today, and the surging economic growth of the area demands new service. Attached at the end of my statement are seven of the economic indicators often used to measure a city's economic growth. They demonstrate dramatic progress. The Austin area leads the national averages on six of the seven scales. The significant economic indicator of effective buying income in Central Texas has increased more than 50% in the period from 1962 to 1966, while in the U.N. generally, the increase was only 16%.

These economic increases are due to a number of contributing factors:

The University of Texas continues to grow and already stands as an outstanding educational and research center. The University has increased 25% in both its enrollment and employment in the last five years, and the combined total now reaches 39,000. The University registrar estimates that today's enrollment of 29,841 will reach 35,000 in 1975. Let me repeat that figure—35,000 transient students on one university campus.

The State government, based in Austin, continues to grow and expand in influence. Already, it has a building complex covering a large area, and the need to connect Houston and El Paso with the seat of government is pressing.

Commercial enterprises are on the up-swing. Such companies as Tracor, Inc., Glastron Boats, and International Business Machines, to mention a few, all have plants in Austin. Tracor, an electronics manufacturer, established a plant in 1963, and now has an employment of over 1,500. IBM employs over 700 in an operation emphasizing skilled office machine workers.

Federal activities includes the Internal Revenue Service Center for the Southwest District, the regional headquarters for the Office of Economic Opportunity for an eight-state region, the Economic Development Administration regional office and the Veterans' Administration Automatic Data Processing Center, to mention a few.

Bergstrom AFB was recently designated as the headquarters for the 12th Air Force, and its military complement is now 7,000.

Although the Interstate Highway System was last reviewed comprehensively in the mid-50's, let's take a look at other developments just in the recent years. To begin with, the population in Austin has increased 19.4 percent since 1960, and the rate is comparable in surrounding counties; and this is in light of population slow-down on a State-wide scale. The national average increase is 8.7 percent.

Another economic index, effective buying income, demonstrates the same acceleration of growth in the Central Texas area. Also, in the 1960-1963 period the growth was 17.3 percent but this increased to 20.9 percent in the 1963 to 1966 period.

These figures are merely indicative of the growth witnessed over the past few years. With dramatic increases in government, the military, and education, the needs of the area are not only increasing in their own right, but are also becoming much more important to the entire State.

Mr. Chairman, to this point, most of my comments have not detailed the support and need of this proposal in the areas outlying Austin itself. I would like to point out that the surrounding towns are also much in need of improved traffic service.

Already, virtually every town to be affected by this proposal has met to consider the impact of an approved Interstate Highway-10N, and I am pleased to report to you that the response is overwhelmingly favorable. I would like to insert for the record copies of the petitions and resolutions to show the ground-swell support this idea has marshaled in the areas to be affected. In short, I can say, that the ground work is laid.

These resolutions show that there is solid agreement among residents of the eight counties the road would pass through that the loop would be a great asset to travel to the state capital and east and west through Texas.

Groups, under the direction of their respective county governments and chambers of commerce, are meeting regularly to discuss the northern loop and are working actively to turn this idea into reality.

A steering committee has been set up through the Austin Chamber of Commerce to help provide leadership in the vital area of planning on this project.