

of Tampa and St. Petersburg, but we do not have a route continuing down the west coast and onto the east coast in the Miami area.

I would like to point out that the Tampa-St. Petersburg urban area and the Miami urban area are the State's two largest urban areas and we have no interstate route connecting these areas.

Florida's minimum needs for extension to the Interstate System and in the order presented are a 268-mile extension of I-75, from Tampa to Miami, which is urgently needed now; a 28-mile extension, from Miami to Homestead and Florida's 16-mile portion of a route from Montgomery, Alabama to I-10 in the vicinity of Marianna, Fla., for a total increase of 312 miles.

(At this point a chart was presented.)

Now, the interstate I-75 extension, this proposed facility would extend interstate 75 from its present terminus here—[indicating]—in Tampa, a distance of 268 miles down the west coast and on over to Miami.

This extension would link the two major metropolitan areas of Florida, which is the Tampa-St. Petersburg area and the Miami area; the Tampa Bay area with 885,000 people in the Tampa-St. Petersburg area alone and the Eastern Gold Coast with 1.1 million people in Dade County alone.

The proposed routing would traverse then seven counties and, in addition to the populous Tampa-St. Petersburg and Miami areas, service such other populous areas as Bradenton, Sarasota and Fort Myers.

In addition to the permanent residents, there were 15 million tourists who entered Florida in 1956 by automobile. Of these, over 30 percent were destined specifically for the seven counties in the path of this proposed extension. Miami had over 2 million tourists arrive by automobile and, in addition, there were 2.6 million who were not destined for a given location but who were touring the State at large.

This addition would connect with other interstate routes so that the tourist could circulate freely around the State.

From a defense standpoint, this route would link the important air bases at Tampa and Homestead, south of Miami, and would provide free movement of manufacturing and agricultural products to and from the State's two largest urban areas. We need this extension now.

I would like for you to look at this map. Down the east coast of Florida we have I-95. It comes right on down to Miami and the terminus.

In the west section, we have I-75, which comes right down to Tampa and stops.

What amazes me is that in the beginning, this Interstate System was set up, and I believe it was set up with the idea of connecting all cities with 100,000 population or more, or as near as possible to attaining that; and yet we come down here and stop [indicating]. And Florida is the ninth most populous State in the Union, and still we did not connect the two most populous urban areas in this State with an interstate route.

This is most urgently needed. There is no four-lane highway from this area over here [indicating] over to Miami.

In addition, the St. Petersburg-Tampa population, that whole west coast, is one of the fastest growing areas of Florida. And of the seven