

counties we would traverse here [indicating]—Hillsborough County, Tampa, from 1950 to 1960, there was a 59 percent growth in population. Now we are talking about permanent residents, not tourists. And from 1960 until 1966, there was another 14 percent increase. In Pinellas County, St. Petersburg-Clearwater area, from 1950 to 1960, there was a 35 percent increase in population; and since 1960 up until 1966, there has been an increase of another 16 percent.

And then Manatee County, Bradenton is the major urban area, between 1950 and 1960, there was a 99 percent increase in population; and since 1960 up to 1966, there has been a 16 percent increase.

In Sarasota County, Sarasota is the principal urban area, between 1950 and 1960, there was a 167 increase in population; and since that time, between 1950 and 1960, there has been a further increase of 24 percent.

And then Charlotte County, between 1950 and 1960, increased 194 percent in population; and since 1960, up until 1966, there has been a further 64 percent increase in population.

In Lee County, Fort Myers being the principal urban area down here [indicating], 1950 to 1960, there was a 133 percent increase in population; between 1960 and 1966, there was a further 40 percent increase in population.

And then Collier County, down here [indicating], between 1950 and 1960, there was a 143 percent increase in population; and since that time, there has been a further 81 percent increase in population.

And then over to Dade County, and in Dade County, between 1950 and 1960, there was an 89 percent increase in population; and between 1960 and 1966 there has been a further 18 percent increase in population.

So, you see, gentlemen, this is a must to give us a coordinated Interstate System.

Florida, with its 30 million tourists in 1975, will have over 25 million interstate automobiles whose drivers are going to want to circulate the State, and this would give them a route to go all the way around the State [indicating].

Now, the next extension will be an extension of an interstate 95. That is an extension from Miami on down to Homestead, a distance of 28 miles.

The entire length of this extension is within the boundaries of the Miami urban area transportation study and is consistent with the recommended freeway which will serve the southern portion of Dade County.

This extension would provide a vital link in the defense aspect of the Interstate System since it would tie Homestead Air Force Base to the rest of the network.

It would also improve service to defense-oriented industries, including the Aerojet Corp., which provides missile engines.

Our requested extension is one that we requested in conjunction with the State of Alabama. It can be seen up here on this map, right here [indicating], I-10 in the vicinity of Marianna, up to the Alabama line.

There are just 16 miles of this in Florida and about 124 miles that Alabama requested. But it can be seen on this map here what we are talking about, right in here [indicating].