

Mr. HOPKINS. Yes, sir; and then there is just general military movement necessary between large urban areas in case of a crisis like that.

Mr. CRAMER. So these are two of the most populous areas in the Southeastern United States and two of the most rapidly growing, so this situation is going to become more acute, is it not?

Mr. HOPKINS. Yes, sir.

Mr. CRAMER. Now, can you just wait until after 1975 or 1978, which is the projected completion date of the present Interstate System?

Mr. HOPKINS. No, sir. As stated earlier, this is something we have to do something about right away.

Mr. CRAMER. And this is in the category, is it not, of a missing link inclusion that would be necessary in order to not start a new system, or even an extension therewith, but to make the present system workable?

Mr. HOPKINS. That is right. It would be connecting two loose ends of the present system.

Mr. CRAMER. So we are not talking about extension of the Interstate System; we are talking about closing some missing links and some gaps that are obvious in the system as it is presently constituted?

Mr. HOPKINS. Yes, sir. That is a tremendous hiatus right there in the Interstate System of Florida.

Mr. CRAMER. Now, as it relates to what Florida gives and what Florida gets concerning highway construction, it is true, is it not, that highway user money paid into the general fund is almost twice what Florida gets out of it?

Mr. HOPKINS. Yes, sir. I believe the last time we figured it, we came out with a figure of 65 percent as much back as we paid in.

Mr. CRAMER. So even if this were included as part of the Interstate System and Florida received an allocation proportionately for that, meaning more money going in, then Florida still would not be getting out as much as it paid in, would it, of the trust money?

Mr. HOPKINS. No, sir.

Mr. CRAMER. So actually we are not asking for something that, based upon the money we put into the trust fund, is an unreasonable request, do you think, in the State of Florida?

Mr. HOPKINS. This is a reasonable request; yes, sir.

Mr. CRAMER. Based upon what we pay in, if not for other reasons. And the State Roads Department has passed resolutions in support of this project, has it not?

Mr. HOPKINS. Yes, sir.

Mr. CRAMER. And all the areas involved are in full support?

Mr. HOPKINS. Yes, sir.

Mr. CRAMER. And for the further reason—as I see it, it is imperative action be taken on this matter this year—is that there is presently a study underway, some discussion about a bobtail toll road in a portion of that area, is that not correct, from Bradenton to—what is it, Naples?

Mr. HOPKINS. From Naples north, yes, sir.

Mr. CRAMER. To Bradenton?

Mr. HOPKINS. To north of Bradenton.

The Florida State Turnpike Authority is now conducting a feasibility study trying to determine how much, if any, of it can be constructed as a toll facility.