recommended modification to the flood control project. Water falling on the coastal areas which now flows off to the ocean, is planned to be retained and backpumped for storage in Lake Okeechobee and reused when needed. An important element of the Martin County project is designed for this purpose. For this reason, these two water studies are considered together as mutually supporting.

The central and southern Florida flood control project is presently authorized at a total estimated Federal cost of $269 million. The public works committee has retained control of this project through the monetary or basin authorization procedures. To date, $171,300,000 has been authorized by this committee. There is not a sufficient balance remaining in the currently authorized monetary authorization to meet the requirements of fiscal year 1969. Additional authorization required to carry the project through 1970 is $32 million. This amount is recommended by the Corps of Engineers and is concurred in by the State, as detailed in our statement for the record.

The Florida Board of Conservation believes that improvement in transportation economies is an essential to our economic growth and stability. We further believe that the only feasible means of obtaining these economies is by providing water transportation. That is why our ports and inland waterways are of such great importance to our economic development and long-range security.

A 250-mile inland waterway project along the Gulf of Mexico from St. Marks River to Tampa Bay, Fla., designed to interconnect the inland waterways of the Atlantic seaboard with those of the Gulf of Mexico and the midcontinental United States, completing and tying together these separate systems, has been studied by the Corps of Engineers for the past 4 or 5 years and is recommended for authorization at this time.

Metropolitan-Dade County is completing this year a $23 million improvement program for the Miami port that will provide a modern passenger terminal, marginal wharves, transit sheds, warehouses, utilities, and other facilities needed for an efficient and modern port. A second phase development of the port is now in the planning stage for a longer range plan to meet future requirements. The existing channel depth of 30 feet for the Miami Harbor is inadequate to meet current requirements and will practically close out use by ships now under construction which are planned for future operations. The population and growth demands of the Miami area dictate consideration of improving the navigation facilities to meet at least the minimum demands of water transportation. Deepening of the main ship channel and turning basin to 36 feet is fully justified at this time. Authorization of this channel improvement is requested by Florida.

Port Sutton is served by a side channel in Tampa Harbor. The Port Sutton Channel and related port facilities were constructed with local funds. It was constructed to meet the growing industrial demands of the Florida west coast area. The Federal Government maintains all other channels of Tampa Harbor, but since the Port Sutton Channel was developed at private expense, it is not presently maintained by the Federal Government. The purpose of this request is to seek Federal authorization for maintenance of this channel, the same as for other channels in the Tampa Harbor.

There are two beach erosion control projects in Florida recommended for construction to protect important areas of our shoreline, one in