

If a bridge is built intrastate, there is no need for permission of the Congress to authorize it.

When we authorize the Interstate System, in the bill we make sure that all of the projects that were apt to be constructed—the different lanes, the different points that were desired by the bill—the location had to be first recommended by the several States. The engineering selection was made by those States. The contractors who were to build the projects were to be selected by the States. Congress has no right to delve into where these projects will be built or who will build them, and that is when we furnish 90 percent of the money.

In this case there is no Federal funds in these projects, or to be used in these projects. They are strictly collected by tolls from the users. So that it is more of a perfunctory position we are in here this morning, just allowing the State to do what it wants to do over which Congress has no control.

So our first witness this morning, who has a short statement I understand, is Mr. Machen.

Will you come up to the microphone?

Mr. Machen, on behalf of the committee, I want to welcome you here this morning.

I do not very often get my colleagues from Maryland to come down to visit us. When they do, we are always glad to see them.

STATEMENT OF HON. HERVEY G. MACHEN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MARYLAND

MR. MACHEN. Thank you, Mr. Chairman. It is a pleasure to appear before the dean of our delegation and chairman of this committee.

To members of the committee, I am Hervey G. Machen, from the Fifth Congressional District of Maryland. I am honored to be a co-sponsor of H.R. 11627 with the distinguished chairman of this committee and with five of my Maryland colleagues.

The legislation before you today is an authorization bill, the enactment of which is a prerequisite to the construction of additional crossings of the Chesapeake Bay and the Baltimore Harbor. This legislation is very far sighted, because it would authorize a number of bay and harbor crossings, enough, in my opinion, to meet our needs for decades.

Enactment of this bill would allow the State of Maryland to proceed with construction of each additional bay and harbor crossing on a priority basis as the State sees fit, without the necessity of coming back to Congress for additional legislation each time an additional project is needed.

As many of you are aware, there has been some controversy about which additional bay crossing should be constructed first. This legislation does not settle that controversy, nor is it intended to; but it will, if enacted, allow the State to assign and implement its construction priorities on each additional crossing without further congressional action.

Mr. Chairman, I strongly support this bill and urge its enactment, because additional bay and harbor crossings are very badly needed to serve the people of our State and those who travel through it.

Additional bay crossings, in particular, can mean closer economic and social ties within our State with the resulting strengthening of