

our economy and growth. We have already seen this to a significant degree as a result of the building of the first Chesapeake Bay Bridge. What follows on the Eastern Shore was almost less than dramatic.

If we should enact this omnibus authorization bill, it would assist southern Maryland, the southern and northern portions of the Eastern Shore in achieving similar economic growth.

Mr. FALLON, it is my understanding that this legislation does not provide for the expenditure of any Federal funds, does not place any additional financial obligation on the Federal Government, but is merely congressional authorization for the State of Maryland to undertake the construction of the various additional crossings under its own priority system and under its own system of financing.

I strongly urge the committee to give this bill a favorable report with a view toward early passage in the 90th Congress.

I appreciate very much the opportunity to be here, Mr. Chairman.

If there are any questions, I will defer them to you.

Mr. FALLON. Thank you, Mr. Machen.

Any questions on my right?

Mr. KLUCZYNSKI. No questions, Mr. Chairman.

I am happy to see my very good friend, the Congressman from the Fifth District of Maryland, here before this august body, and having the dean as chairman of this committee.

Mr. MACHEN. Thank you very much.

Thank you all.

Mr. FALLON. Mr. Denney.

Mr. DENNEY. Mr. Chairman, I am still at a loss to understand the reason for the hearings in view of your opening statement, it is not necessary that the State of Maryland go ahead and construct this; it is not costing the Federal Government anything.

What is the purpose of the bill we are now considering?

Mr. FALLON. This is an amendment to the 1938 act, which was passed, and supplemented and amended in 1948, so that that was a congressional act. So in order to amend it, to add due projects, it has to have congressional permission.

Mr. DENNEY. I thought I understood the chairman to say the State of Maryland could go ahead and do this whether we passed this bill or not.

Mr. FALLON. They could, except for the fact there is one interstate bridge in the authority, which is the bridge over the Potomac. If that bridge were not in the Maryland Bridge Authority, there would be no need for congressional action.

Mr. DENNEY. I see.

Mr. FALLON. In the State of Maryland, their legislature could do it.

Mr. DENNEY. In other words, this is to coordinate the Federal system with the State system?

Mr. FALLON. That is right.

Mr. DENNEY. I see.

Mr. MACHEN. All of our funding of this type of toll projects is in one package.

Mr. DENNEY. I just do not want to get in the position of agreeing to a toll facility.

Mr. FALLON. May I say, a member of the attorney general's staff is here from Maryland also the State director is here, and they would be better qualified to answer.