

mistake for the State of Maryland and for its residents, who would be paying for this blunder by higher taxes and tolls for years to come. We should not penalize Marylanders by asking them to pay for an unnecessary bridge. The need for a parallel bridge is so far from being proven, and the black marks against it so many and varied that the committee would be wise not to authorize its construction at this time. I therefore respectfully urge this committee to delete from this bill all reference to "a bridge parallel to the existing Chesapeake Bay Bridge in the State of Maryland." That is to say, I would support the bill in general, but I think the parallel bridge feature should be deleted.

Thank you very much, Mr. Chairman.

Mr. FALLON. Are there any questions on my right?

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Mr. SNYDER. I have a couple of questions, Mr. Chairman.

Congressman Long sounds like he has done his homework.

You make reference to the referendum and you refer to the percentage of the voters who have opposed the parallel bridge in the area. How large an area did the referendum cover?

Mr. LONG. The entire State.

Mr. SNYDER. What was the return on the entire State?

Mr. LONG. The entire State, the total vote against was 289,000 for 241,000. It was defeated statewide by 38,000 votes, roughly.

Mr. SNYDER. Then am I correct in my assumption that in the Baltimore metropolitan area, these are the people who would be nearest to this bridge and most likely to get the most use out of it if it were built?

Mr. LONG. If it were built in a northern area, that is right. That is why generally the Baltimore people feel so strongly about a parallel bridge. They see quite clearly if a parallel bridge is built, it will use up money for decades to come for a bridge that could be built in the Baltimore area. We are about the only big city fronting on water without such a bridge.

Mr. SNYDER. Is this anticipated bridge in your district?

Mr. LONG. No, that would be in Mr. Morton's district, in the First Congressional District.

Mr. SNYDER. And does your bill, H.R. 3135, incorporate all the other bridges that are in 11627 except the one that you are opposed to?

Mr. LONG. This bill covers one harbor tunnel, a duplicate of the harbor tunnel, and three bridges.

Mr. SNYDER. Are they all included in your bill?

Mr. LONG. My bill would only cover two bridges. In other words, my bill makes no reference to the harbor tunnel and no reference to the parallel bridge, but only a northern and southern bridge. In other words, my bill deals with only bridges in areas where there are no crossings now; whereas, the bill introduced here, which we are considering today, deals with what I regard as two basically duplicative facilities: One, a bridge alongside of a bridge, and two, a tunnel alongside of a tunnel.

Mr. SNYDER. Are you also opposed to a tunnel in 3135?

Mr. LONG. I am not taking a stand against the tunnel. I think a tunnel is needed. There is a great deal of congestion.

I will point out there will be an east-west expressway, freeway, through the city, which I believe is set. That will be built by the Fed-