

sible to build a bridge at any one of the three locations, two of which you favor, that they be required designations?

Mr. LONG. The reason I ask you this is I simply do not trust the State leadership's—either the Governor or the State roads commission—discretion at this time.

Mr. FALLON. Will the gentleman yield?

Mr. CRAMER. That is not a matter I care to get into. I yield.

Mr. FALLON. I might say this committee is not with this legislation, telling the State of Maryland where to build or how many to build. This is permissive legislation to allow them to judge for themselves where they want to build and when they want to build. That is all this legislation does.

Mr. LONG. If you are right in that, Mr. Chairman, then I would suggest that you introduce legislation to remove all congressional authority over the location of bridges and tunnels, so that these matters should not even be brought before Congress.

Mr. FALLON. We have done that as much as we could. If the Morgantown Bridge was not in this compact, this legislation would not be here. It would be the decision of the State of Maryland, the General Assembly of the State of Maryland, where the bridge would be built and when it would be built.

Mr. CRAMER. As I understand it, the State legislature provided for all three locations, did it not?

Mr. LONG. Harbor Tunnel and four locations really, the tunnel and three bridges.

Mr. CRAMER. Yes.

Mr. LONG. I think this was done, if I might interject, for political reasons. It was done in the hope of winning the city people into voting for a parallel bridge. It was believed and said, I think even said quite frankly, they could put three bridges in here; they would have something for everybody. And a lot of the people voted for this, the whole package, believing that there was enough money to build a bridge in Baltimore. But I assure you that there is not enough money to build a bridge in Baltimore if a parallel bridge and a harbor tunnel, which are the two announced top priorities in the State roads commission, are carried out. This will bond the toll taxpayers up to the year 2000.

I even have some question of whether you are going to be able to get the bond holders to buy enough bonds to provide both of these, so I think even the Harbor Tunnel itself may be in some jeopardy. But if those two projects are built, you are not going to get a Baltimore bridge; you are not going to get a southern Maryland bridge. But those were put in there as bait to get the city to vote for this.

All of you gentleman have had some experience with politics in the past and know some of the political facts of life.

Mr. FALLON. Well, thank you very much.

Mr. McEWEN. Mr. Chairman.

Mr. FALLON. Mr. McEwan.

Mr. McEWEN. Mr. Chairman, I have a question of either you or Mr. Long.

Mention was made, there was a bill identical or similar to H.R. 11627. It was reported out of the committee previously.

Mr. FALLON. That is right. It just contained the parallel bridge.