

In its twenty-year plan for the development of the highway system in the State of Maryland, the State Roads Commission feels that a crossing of the southern portion of the Chesapeake Bay will be necessary to consolidate and enhance the economies of the lower Eastern and Western Shores of Maryland. Particularly is this true when you consider that Montgomery and Prince George's Counties immediately north of Washington and Arlington County in Virginia to the south of Washington are three of the fastest-growing counties in the country. Ultimate growth and commercial and industrial development of these area will increase the necessity for the lower crossing. And, furthermore, there is now in the planning stage the development of a deep water port in the Patuxent River in Southern Maryland, which is further indication of the commercial and industrial growth of that part of the State.

The need for the two structures which are currently being planned for immediate construction by the State Roads Commission is urgent and critical. The other two structures, while not as urgent at the present time, will become necessary with the expected growth in the areas they will serve. It is therefore respectfully urged that H.R. 11627 be given favorable action by your Committee and the Congress during its present session.

Sincerely,

SPIRO T. AGNEW.

Mr. FALLON. Mr. Wolff, on behalf of the committee, I welcome you this morning.

We are waiting for some testimony that might unravel things we have sort of been wound up here this morning.

I think probably any questions that the members might have pertaining to this legislation, either you or Mr. Buscher might have the answers.

So if you have a statement, Mr. Wolff, you may make the statement.

STATEMENT OF JEROME B. WOLFF, CHAIRMAN, STATE ROADS COMMISSION OF MARYLAND, ACCOMPANIED BY JOSEPH D. BUSCHER, SPECIAL ASSISTANT TO THE ATTORNEY GENERAL OF MARYLAND

Mr. WOLFF. Mr. Chairman and distinguished members of the committee, I am happy to have the opportunity to explain the background of the proposed H.R. 11627, and I hope that we can help to clarify the position of the State and State roads commission in this connection.

We, of course, are urging adoption and passage by the Congress of the bill, which was jointly sponsored, as you know, by Messrs. Fallon, Garmatz, Friedel, Mathias, Machen, Morton, and Gude, which was introduced by Mr. Fallon.

This bill was prepared to help us effectuate the will of the State legislature and the Governor in passing the House bill 348 by the State. This bill is a rather interesting one in that what it does is authorizes construction of an additional tunnel under the Baltimore Harbor and three crossings of the Chesapeake Bay. The locations are generally stipulated in your bill. All of these crossings are proposed to be financed by toll revenues.

Under the provisions of this legislation, the State roads commission is authorized to establish priorities of construction of these facilities. The commission is currently planning on the immediate construction of a parallel Chesapeake Bay Bridge adjacent to the existing bridge, and in addition, it proposes to construct either a second Baltimore Harbor tunnel or, alternatively, a northern crossing of the Bay. In