

Now, the reason we need this bill at this time—and I think as your chairman has pointed out—is that under the original parent act, the assent act passed by the Congress, and under Maryland legislation, the revenues from all of the structures are pooled under one financial umbrella. All the revenues from all of the structures are used first for maintenance and operation of the structures, and then to pay the bonds as they retire.

Mr. CRAMER. Now, that revenue is used solely for that purpose, is that right?

Mr. BUSCHER. Yes, sir. It is limited.

Mr. CRAMER. Not used for other purposes?

Mr. BUSCHER. It is limited to that purpose. It cannot be used for any other purpose. That limit is under Maryland law and also under the trust agreements under which the bonds were sold back at the time.

Mr. CRAMER. Yes. Then as I understand it, if we acceded to the wishes of Congressman Long, we, in effect, would be putting a limitation on the State of Maryland which is not only contrary to the legislation the State passed, which I understand had to be passed by a three-fifths vote as an emergency matter—

Mr. WOLFF. That is correct.

Mr. BUSCHER. It was passed by a three-fifths vote by both houses.

Mr. CRAMER (continuing). But he would also be suggesting that we eliminate the present authority which the State has relating to the parallel and Chesapeake Bay Bridge. Is that correct?

Mr. BUSCHER. That is correct, sir. We respectfully suggest, sir, that if the Congress would see fit to do so, it would be interfering with Maryland's right to construct a bridge strictly and wholly within the State of Maryland.

Mr. CRAMER. As far as traffic congestion is concerned, the need, as you suggest, is presently that a parallel to the Chesapeake Bay Bridge is one of the top priority items?

Mr. WOLFF. Yes, sir.

Mr. BUSCHER. There can be no question about it, Mr. Cramer.

Mr. WOLFF. That is without any question, Mr. Cramer.

Mr. CRAMER. So even if you were to build a bridge near Baltimore as permitted by this legislation and State legislation, that would not relieve the congestion of the Chesapeake Bay Bridge, would it?

Mr. WOLFF. No, sir.

Mr. BUSCHER. No, sir.

Mr. WOLFF. Let me just mention for a moment precisely why that is.

Mr. CRAMER. The same is true with regard to the southern bridge south of the Chesapeake Bay Bridge, is that correct?

Mr. WOLFF. That is correct.

Mr. CRAMER. Just looking at the map, it looks like it is obvious traffic from Washington going east that has to use the Chesapeake Bay Bridge, and a bridge parallel to the east of Baltimore would not serve that purpose; right?

Mr. WOLFF. That is correct.

Mr. CRAMER. Secondly, a bridge to the south, due to the lack of primary connecting links, would not necessarily serve that purpose either?

Mr. WOLFF. That is also true.

Mr. CLEVELAND. Will the gentleman yield?