

is a toll facility, even though it is marked as an Interstate route. That facility will have been paid off by 1972, some 9 years after it was opened. It is on 40-year bonds, but will have been paid off in 9 years. This, too, was projected by Coverdale and Colpitts.

Mr. CRAMER. I might have a different attitude about that.

Mr. WOLFF. Well, it is the aspect——

Mr. CRAMER. That is on the Interstate and it should become free. Putting that in the package—I am glad it is not in this bill, I will say that.

Mr. WOLFF. I say the possibility does exist, though, sir, that we might be able to bring it in.

Mr. CRAMER. My basic position, as I am sure you know, is to try to get rid of these toll traps on the Interstate System wherever possible. I don't see that issue necessarily involved in this bill, however, unless you start talking about the Kennedy——

Mr. WOLFF. We are not talking about Kennedy here, sir.

Mr. McEWEN. Will the gentleman yield?

If I understood you, Mr. Wolff, you said you might be bringing Kennedy in.

Mr. WOLFF. No, I said the possibility exists if we could bring it in, we could actually accelerate the time at which the northern crossing would be undertaken. I said under normal circumstances, we are saying in the late 1970's. We feel we would have been able to pay off sufficiently on the two projects, which appear at this time to be most prominent; namely, the harbor tunnel crossing and the parallel bay bridge. We feel there would be enough recovery within the bond indenture umbrella to permit opening up, bringing the northern crossing in.

We have not made a final decision as between the northern and the harbor crossing yet. We are studying that situation now. We will know within about 3 months which one it is.

Mr. CRAMER. The State does not have funds available for building any of these facilities, the three facilities; is that correct?

Mr. WOLFF. No, sir. That is quite true.

Mr. CRAMER. As a matter of fact, as it relates to the Chesapeake Bay Bridge, I assume your bond indenture would not permit you to build a parallel free facility?

Mr. WOLFF. No, sir.

Mr. BUSCHER. We have a covenant against competition and could not do it.

Mr. CRAMER. Most do.

Mr. BUSCHER. I might add, Mr. Chairman, if I may, in connection with Mr. Wolff's remarks that if it were possible to bring the Kennedy in under the package, we might do certain things. But I might point out that could not be done without congressional action.

Mr. CRAMER. Well, I serve you notice now that this is one Congressman who will not look with favor to Congress acting in that respect favorably.

The CHAIRMAN. Mr. Kluczynski.

Mr. KLUCZYNSKI. Mr. Chairman, I would like to ask Mr. Wolff, for my own information, how many lanes do you have on your present Chesapeake Bay Bridge?

Mr. WOLFF. Two.

Mr. KLUCZYNSKI. Two lanes?