

Mr. WOLFF. Two only.

Mr. KLUCZYNSKI. And you are anticipating building another parallel bridge. How many lanes would that be?

Mr. WOLFF. We are hoping we can afford to put three lanes in.

Mr. KLUCZYNSKI. Three lanes?

Mr. WOLFF. In the adjacent bridge.

Mr. KLUCZYNSKI. We are very fortunate to have a gentleman who is Chairman of the Roads Commission. I am very much impressed with his statement and feel Governor Agnew should be complimented for appointing a gentleman of his caliber, who is an engineer, and a good lawyer—and you have a good lawyer sitting next to you. We are very happy to have you with us before this committee.

Mr. WOLFF. Thank you.

Mr. DENNEY. I would like to address two questions to Mr. Buscher, just for the purpose of clarifying the record, based on Mr. Long's testimony.

No. 1, in your opinion, could the bridges and tunnel, as contained in the bill before this committee, be built by the State of Maryland without congressional action?

Mr. BUSCHER. No, sir; it could not.

Mr. DENNEY. Second, then, in your opinion, we are not giving a stamp of approval to the action of the Governor and the Roads Commission by enacting this law in light of a disagreement by the referendum voters of the State of Maryland?

Mr. BUSCHER. May I comment briefly on that and attempt to answer your question, Mr. Denney?

In 1966, the Legislature of Maryland passed a bill authorizing the parallel bay bridge and other crossings of the bay. It passed a separate bill authorizing a Baltimore Harbor tunnel.

The bill authorizing the parallel bridge and other crossings of the bay was brought to referendum, spearheaded mostly by Mr. Long in association with some elements within Baltimore City.

When it came up for vote, as Mr. Long told you today, the referendum carried. The bill was defeated.

Now, it is interesting to observe, sir, that the great majority of the people, the total people who voted against that bill, lived in the area that Mr. Long represents or in the area of Baltimore City. Taking the State statewide, county by county and area by area, the great preponderance of the areas involved, the great preponderance of the counties that voted, voted in favor of the parallel bridge built.

In spite of that and with all of that knowledge, the general assembly, which was elected at the same time the bridge bill was on the ballot and was operating under Maryland's new reapportionment law, was elected that way, voted by at least a three-fifths majority in both houses, to reenact or to pass new legislation authorizing the three bridges, which would include the parallel bridge and the Baltimore Harbor tunnel. That legislation Mr. Long and others did not see fit to bring to referendum.

Mr. DENNEY. That answers my question.

Mr. CRAMER. Will the gentleman yield?

Mr. DENNEY. Yes.

Mr. CRAMER. I want to make sure it is understood, as I understand it, Kennedy Expressway goes from Baltimore to Wilmington, does it not?