

I might say that many of my constituents have told me that they feel—and several of them are elderly people in my district who told me that they are not going to vote again. They went to the polls in November past and recorded a vote, and it won, or at least was defeated, it went the way they wanted, and now it is being reintroduced by the present administration.

We have heard testimony of need, and you can look at the map, and I am sure you gentlemen will, for a harbor tunnel.

Now, you have heard mention of I-95. When I-95 goes through Baltimore as a free facility, we are going to be sitting there with two tunnels skirting around the lower part of Baltimore through the harbor, and I doubt whether maybe either one of these at that time will pay for themselves.

Coverdale and Colpitts we have heard mention of opposed the tunnel. They have since then changed their position.

I feel to report this bill favorably would say to the people of Maryland, and perhaps to every State, you have a constitutional right to petition a question of referendum, but that you all have decided you have no obligation to honor this decision. Conversely, an unfavorable report, or withdrawing the parallel bridge provision, would restore the voter's faith in Maryland to have his right heard and also to have his opinion considered and respected.

If you gentlemen have any questions, I would be happy to try and answer them.

Mr. FALLON. Well, Senator, thank you very much.

Are there any questions on my right?

Mr. McCARTHY. Senator, I do not understand this. If this was turned down, why is it being so vigorously pushed?

Senator McCOURT. Why is it needed so or pushed so?

Mr. McCARTHY. Yes.

Senator McCOURT. Originally at the time the parallel bridge was pushed, they had the plans and they were ready to do. I am not questioning any fees involved with consultant engineers, bond sales, or any of the things that have been mentioned previously in the State legislature and in our local news media. It would take several hours. But it is being pushed now as a package, a subterfuge, to build the harbor tunnel and parallel bridge. The State roads tell us that these are the two projects they want, and they do it in a circumvent way, going around the proposing the package. Even in the referendum petition, I might say, there was authorization to build a northern and southern crossing, but it fell back on a parallel bridge and that was the issue.

We have fine summer resort areas on the Eastern Shore and the congestion comes about as a result of people going to Ocean City and other parts of the shore. We hear about traffic and toll. I think you have to take into consideration the overall economic picture of the State of Maryland.

This Eastern Shore deals with other areas where they could move into Baltimore. Now, if there were a northern crossing—and this is what many of the citizens, at least in the Baltimore area, feel. We have a large State; there are people who feel the southern crossing should be built.

Now, the question of why they are pushing a harbor tunnel, I think we want to get the harbor tunnel built before I-95 comes in. Why