

Mr. FALLON. Thank you very much, Mr. Fornos.

Mr. Dewberry.

Mr. Dewberry, on behalf of the committee, we want to welcome you here this morning.

I understand that you are going to make a statement on behalf of Mr. Dale Anderson, the county executive of Baltimore County.

STATEMENT OF FRED DEWBERRY, BALTIMORE COUNTY DEVELOPMENT COORDINATOR, ON BEHALF OF DALE ANDERSON, COUNTY EXECUTIVE OF BALTIMORE COUNTY, MD.

Mr. DEWBERRY. Mr. Anderson regrets, because of conflicts in schedule, he could not be with you gentlemen this morning. He has asked me to present his statement.

I sincerely appreciate the opportunity to express my thoughts on a matter that is very close to and of extreme importance to not only the citizens of Baltimore County but all who live, work, or do business in the greater Baltimore metropolitan area. My remarks will be brief and to the point, and in the main reiterate what I have said in a public statement released earlier this month.

The legislation under discussion today proposes to authorize the State of Maryland to build three more bridges across the Chesapeake Bay as well as another tunnel under the Baltimore Harbor. Such a bill satisfies, at least for the moment, everyone in Maryland no matter what opinion he may have on the controversial subject of bay or harbor crossings. However, as they must, priority decisions ultimately will fall on the shoulders of State officials. And it is for this reason I come before this committee, in order that the record may show the deep concern of a great majority of Marylanders over continuing efforts to misplace priority emphasis on one or more of these projects.

When a second bay bridge is built, and certainly we realize this is inevitable in the not-too-distant future, it should be an upper bay crossing connecting the Baltimore metropolitan area with the Eastern Shore of Maryland. But I do not intend to address myself to the merits of the proposal at this time. More important, I contend, are existing conditions recurring daily throughout 52 weeks of the year that demand our consideration above all others in any plans to relieve traffic congestion and to improve traffic flow and safety on Maryland State highways. I refer, of course, to the unbearable, daily overcrowding of the present tunnel under the Baltimore Harbor caused by an ever-increasing volume of traffic. Friday backups of 3 to 5 miles are not uncommon—and Mr. Wolff, director of the Maryland State Roads Commission, testified to those conditions earlier.

Even the consideration of additional bridges across the Chesapeake Bay, which would compete for summer traffic on a maximum of only 14 weekends, is incredible at this time. Such a venture would cost over \$200 million. Certainly I, too, would like to breeze across a traffic-free span on my several trips to and from the Eastern Shore of Maryland each summer. But, not at that price.

The citizens of Maryland recognized the economic inadvisability of this project and rejected a proposed parallel bridge by referendum last November, as has been discussed here quite frequently this morn-