

Mr. DEWBERRY. Thank you, Mr. Chairman.

Mr. FALLON. We have one more witness here this morning, our colleague from the First District of Maryland. Previously we talked about the proposed parallel bridge being in his district. So I am sure that Mr. Morton would like to give us his opinion on this.

STATEMENT OF ROGERS C. B. MORTON, MEMBER OF THE HOUSE OF REPRESENTATIVES FROM THE STATE OF MARYLAND

Mr. MORTON. Mr. Chairman and members of the committee, I am Rogers Morton and I am a Member of Congress representing the First District of Maryland.

Mr. Chairman, in order to save some time, I would like to include a very short statement, which is simply a précis, or résumé of this bill, in the record and would be glad to answer any questions that the chairman or any member of the committee might have.

Mr. FALLON. With no objections, it will be made a part of the record. (The prepared statement by the Honorable Rogers C. B. Morton of Maryland follows:)

STATEMENT BY ROGERS C. B. MORTON, OF MARYLAND

Mr. Chairman, I appreciate having the opportunity to testify on H.R. 11627, which authorizes the construction of additional bridges and tunnels in Maryland, and the grouping of these facilities with the existing Chesapeake Bay Bridge, Baltimore Harbor Tunnel, Susquehanna River Bridge, and Potomac River Bridge for the financing of construction.

The crossings authorized by H.R. 11627 are as follows: (1) a bridge parallel to the existing Chesapeake Bay Bridge; (2) a northern crossing of the Chesapeake Bay; (3) a southern crossing of the Bay; and (4) an additional crossing of the Patapsco River.

The need for additional facilities is evidenced by the traffic congestion which occurs both at the Chesapeake Bay Bridge and the Baltimore Harbor Tunnel. Both facilities serve north- and southbound traffic—the Bay Bridge for U. S. Routes 50 and 301, and the Harbor Tunnel for Interstate 95. The mass exodus of Washington and Baltimore metropolitan area residents to the popular recreational attractions of the Delmarva Peninsula creates havoc on the two-lane span across the Chesapeake Bay, especially on weekends.

Mr. Chairman, the construction of these facilities not only will eliminate the bottlenecking of traffic, but also will contribute in large degree to the development of the Eastern Shore and other parts of Maryland. As is proper, H.R. 11627 leaves to the Maryland State Roads Commission the authority to set priorities for the construction of these crossings.

Mr. Chairman, I urge the Committee to give favorable consideration to this legislation.

Mr. FALLON. Are there any questions on my right?

Mr. KLUCZYNSKI. Mr. Chairman, may I say Mr. Morton is a big man with a short statement. That is how he gets things done.

Mr. FALLON. Mr. Howard.

Mr. HOWARD. Mr. Morton, you feel the parallel bridge is necessary?

Mr. MORTON. Yes, I do. I think that is the system of the dual highway between the Eastern Shore and the metropolitan areas of Baltimore and Washington, Annapolis, and the rest is a necessary part of developing the total transportation system.

The question of priorities that has been brought up and raised here is one not to be decided in this forum. It is not to be decided by the Congress of the United States, but by the State legislature and the powers that be in the State. This is a prerogative. It is an autonomy