

that the State has personally, and I think the evidence is overwhelming, the parallel Bay Bridge should be the first of the crossings and first of the facilities authorized by this bill.

I understand the need for the other facilities and I hope they will come in proper order, but let us not try here in the Congress to tell the State of Maryland what to do first but let us provide the permissive legislation that this is, so that the State can properly make up its own mind.

Mr. HOWARD. Thank you.

Mr. FALLON. Any questions on my left?

Mr. SNYDER. I would comment, Congressman Morton was raised in Glenview, Ky., which is within the confines of the Fourth Congressional District. I am glad he moved to Maryland, because he would probably be here and I would be back home. [Laughter.]

Mr. FALLON. Thoroughbreds come from that part of the country.

Thank you very much, Congressman Morton.

Ladies and gentlemen, that is all of the witnesses we have here this morning.

The member sponsors of the bill will be able to insert their remarks at this point in the record.

The committee stands adjourned until the call of the Chair.

(Whereupon, at 12:15 p.m., the committee adjourned until call of the Chair.)

(The following was furnished for insertion:)

REMARKS OF HON. SAMUEL N. FRIEDEL, A REPRESENTATIVE IN CONGRESS FROM THE
STATE OF MARYLAND

Mr. Chairman, an Executive Session scheduled by my own Committee makes it impossible for me to personally appear before you this morning to speak in Support of H.R. 11627. However, I would appreciate your making my statement a part of the record.

H.R. 11627 is designed to permit the Maryland State Roads Commission to proceed with the construction, maintenance and operation of a bridge parallel to the existing Chesapeake Bay Bridge from Sandy Point to Kent Island; a bridge across or tunnel under the Chesapeake Bay in Maryland from Baltimore County to Kent County or a combination bridge and tunnel; a bridge across or a tunnel under the Chesapeake Bay from Calvert County to Dorchester County or a combination bridge and tunnel; and an additional tunnel under or bridge across the Patapsco River from Hawkins Point in Baltimore City to Sparrows Point in Baltimore County, and approaches to all structures, including connecting highways. In order to accomplish these objectives, the bill amends Public Law 80-654.

The State Roads Commission of Maryland under the authority of Federal and State legislation has constructed and is presently operating three toll bridges—the Susquehanna River Bridge, the Potomac River Bridge, and the Chesapeake Bay Bridge as well as the Baltimore Harbor Tunnel—all very successfully, I might add. The Susquehanna River Bridge and the Potomac River Bridge were built with the aid of federal grants and the sale of revenue bonds. The Chesapeake Bay Bridge and the Baltimore Harbor Tunnel were built solely with money derived from the sale of revenue bonds. The tolls pay for the operation and maintenance of these projects and are also used to redeem outstanding bonds which were sold by the State Roads Commission to finance them.

Mr. Chairman, I submit that the growth in Maryland in the past ten years has been such that traffic patterns and the public safety demand that these additional structures be built.

Capital investment in commercial and industrial development by private corporations and construction projects by the Federal government in the last eight years exceeds \$410 million. The payroll for private business and government installations in Maryland exceeds \$724 million annually. In the past