

three and a half years, there have been 164,604 new housing starts in our State. This growth means people. People who must get to work over already congested traffic arteries, people who seek rest and recreation on our Eastern shore, as well as a relatively new factor for Maryland, tourists. The first records kept on this new industry were for the years 1962-63 when sales tax receipts from motels and hotels throughout the State increased by 56.9%. State house visits to Annapolis are up 40% from 1962. Fort McHenry visits are up 36% from the same year.

In 1963, the National Transportation Survey conducted by the Bureau of the Census estimated that 2½ million people made Maryland their vacation destination. In 1963, \$145 million was spent by tourists and others passing through our State. Today, the State Economic Development Commission believes that a *conservative* figure of \$300 million is spent each year by tourists in Maryland.

Our crossing facilities are taxed beyond their capacities and certainly far beyond any factor of safety. How many times have we heard over summer holiday weekends that the Bay Bridge traffic was backed up for ten miles and open only one way for four and five hours at a time to accommodate returning vacationers from the Eastern shore? How many times at Thanksgiving and Christmas holidays have we heard of four to six hour delays at the Baltimore Harbor Tunnel for those using the Washington-New York turnpikes? The need is *real*. The need is *now*!

The Maryland Legislature has already taken the appropriate action to have the State Roads Commission construct these four new toll crossings. H.R. 11627 is designed to implement the state legislation and give the State Roads Commission authority to proceed with its construction plans based on priorities already established.

H.R. 11627 amends Public Law 80-654 only to the extent of permitting the construction of these sorely needed facilities. All other terms and conditions of the Act remain in full force and effect.

It was my pleasure to co-sponsor this legislation with my esteemed colleague from Maryland and the distinguished Chairman of this Committee. I strongly urge the Members to take early and favorable action on H.R. 11627.

STATEMENT BY HON. GILBERT GUDE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MARYLAND

Mr. Chairman, I appreciate having the opportunity to testify on H.R. 11627, authorizing 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: (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.

I have long been interested in developing solutions to problems of traffic congestion on the Chesapeake Bay Bridge. Thousands of residents of Montgomery County, Maryland, as well as great numbers from other points in metropolitan Washington and Baltimore using the Bay Bridge to reach the recreational facilities offered by the Delmarva Peninsula, has put an increasing burden on the existing two-lane span across the Chesapeake Bay during seasons of peak travel. In addition, growing commerce using highway U.S. 50 and 301, and the Harbor Tunnel for Interstate 95 through the Baltimore Harbor Tunnel has created the need for additional lanes.

Construction of the additional facilities authorized by H.R. 11627 according to priorities determined by the Maryland State Roads Commission will reduce congestion in this area of high traffic volume.

Mr. Chairman, I recommend favorable consideration of this legislation.

RESOLUTION ON SECOND CHESAPEAKE BAY BRIDGE

The Delmarva Advisory Council has reviewed feasibility studies and has unanimously voted to urge the State of Maryland to start building as quickly as possible a second motor vehicle crossing of the Chesapeake Bay between the Western Shore and the Eastern Shore of that State.