

Council members are of the opinion, as unanimously expressed at a regularly constituted Council meeting held at Dover, Delaware, on September 27, 1965, that any further postponement for the purposes of making additional traffic surveys or economic studies at this time, will, in the years subsequent to 1967, impede the orderly development of the industrial and tourist economies of the entire Delmarva Peninsula.

The Council directs that copies of this request for immediate action be transmitted to the Honorable J. Millard Tawes, Governor of Maryland, to each member of the Maryland Senate and to each member of the Maryland House of Delegates and to the Chairman-Director and to each member of the Maryland State Roads Commission.

(S) WORTHINGTON J. THOMPSON,
*Executive Director,
Delmarva Advisory Council.*

AMERICAN AUTOMOBILE ASSOCIATION,
Washington, D.C., September 21, 1967.

HON. GEORGE H. FALLON,
*Chairman, House Committee on Public Works,
House of Representatives, Washington, D.C.*

MY DEAR CONGRESSMAN FALLON: Our appearance before the Blatnik Subcommittee on Toll Roads last year and the recently released report of those hearings prompts us to comment on H.R. 11627 to amend the Act of June 16, 1948, to authorize the State of Maryland, by and through its State Road Commission or the successors of said Commission, to construct, maintain, and operate certain additional bridges and tunnels in the State of Maryland.

First permit me to point out that while many consider this bill local in nature since it is restricted to the State of Maryland, we at the National Headquarters of the American Automobile Association feel that it has national implications because it will be cited by other states for similar Congressional requests as we will point out in this letter.

The AAA suggests that if H.R. 11627 is to be passed by the Congress that it be amended to prohibit the pooling of toll funds among the several projects involved and to delete the reference to "connecting highways" in Section 1.

1. As presently written, this bill would permit the pooling of revenues from one toll structure to support other structures. Such pooling inevitably leads to the maintenance of tolls in perpetuity. In this connection we suggest the Committee review the testimony presented to the Blatnik Subcommittee on Toll Roads last year involving the five bridge crossing across the lower Hudson River between New Jersey and New York.

Under H.R. 11627, the State of Maryland would be permitted to continue pooling tolls not only among the existing four structures, namely:

- (a) Baltimore Harbor Tunnel,
- (b) Chesapeake Bay Bridge at Annapolis,
- (c) Morgantown Bridge,
- (d) Susquehanna Bridge at Havre de Grace,

but also the four authorized structures enumerated in the bill, namely:

- (a) Parallel Chesapeake Bay Bridge at Annapolis,
- (b) Additional Baltimore Harbor Tunnel,
- (c) Upper Chesapeake Bay Crossing, and
- (d) Lower Chesapeake Bay Bridge.

Thus, the pooling of tolls would be permitted on the eight crossings for 40 years after the completion of the last of the above enumerated authorized four items as contained in H.R. 11627. No one, at this point, has any idea when some of these authorized crossings will be completed. The ultimate effect will be perpetual tolls on the existing four structures and those of the four which might be built.

Recommendation

Rather than permit the pooling of tolls, we suggest the bill be amended so as to condition Congressional approval upon an agreement being reached by the State of Maryland that each new crossing be financed with 50-50 or 90-10 Federal matching funds, depending on the Federal-aid system involved. What we are suggesting is that each such authorized bridge or tunnel be financed under existing Federal highway law as provided for in Title 23 U.S. Code, Section 129(a).