

and expenses of the Commissioner of Motor Vehicles, the Traffic Courts and the Maryland State Police, as well as all of the expenditures by the State Roads Commission, are included in the general budget and are subject to the statutory budgetary regulations. It, therefore, follows that any curtailment of administrative expense in any of these Departments does not relieve the burden of general taxation, but operates solely to make available more money for the maintenance and extension of the State Highways System.

This, however, does not, I think, lessen my responsibility in connection with the appropriations for these departments, and I conceive it to be my duty to exercise the same care and restraint in considering their requests as is done with other departments whose income is derived from General Funds. I have, therefore, given equal study and consideration to the requests of every State department, institution and State agency appearing in the budget which I am submitting to you, regardless of the source of all or any part of their income.

The budget for the State Roads Commission originally submitted to me by the Commission has been revised and rewritten and the revised draft, with the allowances I recommend, is included in the General State Budget.

The following comments—briefly stated—relate to the more outstanding features of the revised budget which I submit to you:

- (1) No diversion of gasoline taxes are to occur and this budget reflects a complete restoration of all gasoline taxes;
- (2) It provides for *72 less positions* than the budget under which the Commission now operates, amounting to a reduction in total salaries of \$98,862.00.
- (3) It provides for *164 less positions* and a reduction of \$282,806.00 in total salaries requested in the budget originally submitted to me by the State Roads Commission.
- (4) The original Budget set up the cost for maintaining State highways at \$4,000,000.00, or almost \$2,000,000.00 in excess of the 1938-1939 Legislative budget appropriation for maintenance, and after dedicating funds necessary to complete approaches to the Susquehanna River and Potomac River proposed bridges, left a reconstruction fund of only \$231,000, whereas the revised Budget, after making provisions for the same approaches to the two bridges, and after providing for the cost of maintenance, shows a reconstruction fund of \$1,445,000.00, plus other funds which will be available for reconstruction and new construction.
- (5) Heretofore the Commission has not established in its budget the details and total of its normal administrative expenses; but instead, has set up the estimated detailed cost of all of its operations, including all administrative costs, and has then apportioned the total to maintenance, reconstruction and new construction, without showing the details of such apportionment in the budget. In the revised budget, the normal administrative expenses of the Commission are shown as a separate item, no part of which should be apportioned to construction, maintenance or other projects. The establishment of this item affords an opportunity to maintain a closer study of the details of the normal administrative expenses of the Commission.