

better highways for the money we are spending. The State Roads Commission construction program is vital to every county and political subdivision of our State. Proper planning requires that the highway needs of the political subdivisions, as well as the over-all highway needs of the State, be considered. Not only is this desirable in connection with the expenditure of Commission funds, but also with respect to the allocations and expenditure of monies received from the Federal Bureau of Public Roads of the United States Government. I propose, therefore, that there be established within the Commission an over-all planning department to coordinate the highway requirements of the political subdivisions with those of the Commission. That Department should also consider and make recommendations to the Director and the Commission on the distribution and use of Federal funds allocated to the counties and municipalities of the State.

The office of the Comptroller of the State Roads Commission is one of tremendous importance. The Comptroller should and must work very closely with the Director of Highways and the entire Commission is advising them of the full and complete monetary picture, so that the Commission and the Director may at all times know the accurate and true financial situation. However, the Comptroller, although working in complete cooperation with the Director and the Commission, should not in the ultimate instance be answerable to the Commission. The Comptroller should be in a position to apply the "brakes" on Commission spending if he determines that the Commission is planning to spend beyond its income or is about to expend funds for purposes not allowed by law. To accomplish this, the Comptroller should be responsible to the Chief Executive of the State and should be in a position to consult and confer with the Governor if the Director or the Commission refuses to heed his advice.

Another important department in the State Roads Commission is the Legal Department. By law the Attorney General of the State of Maryland is the legal adviser to the State Roads Commission. The Special Assistant Attorney General and his staff, while working in close cooperation with the Commission and its Director, should be answerable only to the Attorney General, and should be in charge of all legal services affecting the operation of the Commission.

I believe that at all times the press, radio and television and the public in general should be fully informed of the Commission's activities, its plans, its programming and the reason therefor. Without public support, any highway construction program would be difficult to accomplish. Only through adequate and proper dissemina-