

save millions of dollars in the total cost of these toll structures. I re-emphasize here that they will be paid for by users of the bridge and tunnel facilities, not out of the general tax funds of the State.

Mr. Jerome B. Wolff, the Chairman-Director of the State Roads Commission, who is here for this bill signing, informs me that studies are already under way for the traffic counts that will determine the establishment of priorities for these facilities. He expects to be able to announce the results sometime in June.

I am pleased to unlock handcuffs on the Commission through the signing of this legislation.

STATEMENT ON SIGNING HOUSE BILL 520
(SUSQUEHANNA RIVER BASIN COMPACT)

April 21, 1967

The bill that I am about to sign enables Maryland to take the lead in the creation of a compact with Pennsylvania, New York and the Federal government to control the massive water resources of the Susquehanna River.

The Susquehanna is the largest fresh water source of the Chesapeake Bay, and within the next few years it will be ranked among the leading sources of electric power in the world. By joining in this compact with our sister states, we help create a control commission that will directly benefit Maryland by regulating the basin's water resources and power potential.

A similar bill is now awaiting the signature of Governor Rockefeller and the expected favorable reaction from the Pennsylvania Legislature is all that is needed to make this vital compact a reality.
