

Special Assistant Attorney General: Edmond H. Johnson.  
Chief Engineer: Wilson T. Ballard.

The Commission consists of three members appointed by the Governor for no specific term of office. One shall be appointed from that one of the two leading political parties opposite to the Governor's political party.

The Governor designates a Chairman who shall also be the Director of the Department of Public Works (Chapter 29, 1922).

The State Roads Commission administers all financial and physical transactions applicable to the construction and maintenance of all State roads and bridges on the Road System. (Chapter 539, 1931.) The construction of new roads, and other projects, on the System, is financed from a portion of the proceeds of one and one-half cent ( $1\frac{1}{2}\text{¢}$ ) gasoline tax, Federal Aid, and with contributions from the counties through bond issues, together with a portion of the one-half cent ( $\frac{1}{2}\text{¢}$ ) Gasoline Tax, a portion of the two cent (2¢) Gasoline Tax, and a portion of the Commission's participation in revenue from Commissioner of Motor Vehicles. New bridges on the State System of roads, likewise are constructed from proceeds of the Construction funds.

In fourteen of the twenty-three counties of the State, the State Roads Commission of Maryland has been delegated the authority of performing all necessary functions in connection with the maintenance of County Systems of Roads and Bridges. The cost of maintenance of the County Systems of Roads and Bridges is charged to those funds allotted to the Counties from the one and one-half cent ( $1\frac{1}{2}\text{¢}$ ) Lateral Gasoline Tax, and administered by the Commission for use of the respective counties (Chapter 425, 1933, Chapter 465, 1935, Chapter 341, 1937, and Chapter 766, 1939).

At the session of the General Assembly 1941 the administration of the Lateral Gasoline Tax Fund was changed by Chapter 888. An important modification of the previous law permitted additional counties to maintain and to construct roads under the County System and likewise changed the previous law with respect to use of the Lateral Gasoline Tax Fund by the Counties for the payment of debt service and county obligations, except in connection with those counties which by a previous Act had dedicated a part of the Lateral Tax to service bond obligations. Since the passage of the Bill at the 1941 session the following counties will maintain their own roads, beginning October 1st. Anne Arundel, Baltimore, Carroll, Frederick, Garrett, Harford, Howard, Montgomery, Washington.

At the session of the Legislature 1939 the two most important measures passed affecting the application of road income were

- (a) The Act controlling the administration of road funds for the use of the Counties. Under the Act, at least fifty percent. (50%) of the funds allotted to the use of the counties from the one and one-half cent ( $1\frac{1}{2}\text{¢}$ ) Lateral Gasoline Tax fund must be applied and expended in the construction of new roads as part of the State System. This will insure the construction of additional miles of new roads;
- (b) The Budgetary provision with respect to the Diversion of road incomes to other than road purposes. Under the provisions of the Appropriation Bill, large amounts of funds previously applied to purposes other than road construction and maintenance, have been applied to no other purposes than road development, and as a consequence larger amounts than pre-