

**Expenditures and Appropriations
1950 Expenditures**

Special funds:

State Roads Commission (excluding \$22,073,276.87 invested in United States Treasury obligations).....	\$49,341,995.39
State Roads Commission—Revenue Bonds and Toll Facilities	1,907,541.47
Total.....	\$51,249,536.86

1951 Appropriations

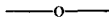
Special funds (exclusive of Federal aid and bond proceeds):

For construction and maintenance of roads on the State system, for debt service on State Highway Construction Bonds, etc.	\$22,778,453.00
For benefit of Counties and municipalities.....	6,533,931.00
For maintenance, administrative, and operating ex- penses of the Susquehanna River and Potomac River Toll bridges and the Chesapeake Bay Ferry System and for administrative expenses in connection with the Bay Bridge Construction Fund.....	1,736,773.00
Total.....	\$31,049,157.00

Appropriations available to the Commission for the construction of roads will be supplemented by earnings from Federal aid appropriations and by proceeds from the sale of State Highway Construction Bonds. Federal aid appropriations to the State of Maryland for 1951 primary, secondary, and urban programs total \$4,272,072. At December 31, 1950, State Highway Construction Bonds totaling \$50,000,000 had been issued out of a total authorized issue of \$100,000,000; further sales of bonds will be made as funds are required to meet expenditures in connection with the expanded road construction program.

In addition, funds administered by the Baltimore National Bank, as Trustee, are available to the Commission for the construction of the Chesapeake Bay Bridge. Such funds have been provided from the sale of \$43,925,000 Bridge Revenue Bonds, all of which were outstanding at December 31, 1950.

Staff: 2,819.



BUREAU OF CONTROL SURVEYS AND MAPS

Advisory Board

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University of Maryland

William F. Childs, Jr., Chief Engineer, State Roads Commission
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