

sub-title "Revenue Bonds" and to be known as Sections 105 to 122, inclusive, authorizing the State Roads Commission to formulate a comprehensive plan for the construction of bridges and tunnels providing for the creation of the Bridge Supervisory Committee and conferring powers on such Committee; providing for the construction, operation and maintenance of bridges over and tunnels under rivers and navigable waters which are wholly or partly within the State, and for the construction, operation and maintenance within the State of tunnels through hills and mountains; conferring powers and imposing duties on the State Roads Commission; authorizing the issuance of revenue bonds of the State, payable solely from earnings, to pay the cost of such bridges and tunnels, providing that no debt of the State shall be incurred in the exercise of any such powers; providing for the collection of tolls for the payment of such bonds and for the cost of maintenance, operation and repair of the bridges and tunnels; prescribing conditions upon which such bridges and tunnels shall become free; making such bonds exempt from taxation; providing for condemnation; and authorizing the issuance of revenue refunding bonds.

WHEREAS, approximately one-fifth of the State of Maryland is water area, which in former generations has proven a great blessing to the welfare of the people of this State and in many ways still remains so, but as a result of the development of the automobile and other means of rapid transportation, substantial water areas in many states have become a handicap to the development and growth of such states, and in many of such states provision has been made by law to overcome this handicap by the building of necessary bridges, tunnels and other modern means of shortening routes and cutting down the cost of transportation; and

WHEREAS, the Chesapeake Bay stretches one hundred and thirty miles from the southern border line of Maryland to the upper reaches of the Bay without any bridge or tunnel crossing, and the Potomac River on the southern boundary stretches ninety miles from the mouth of the river to the City of Washington where the first bridge crossing is located; and

WHEREAS, various rivers, creeks, bays and estauries tributary to the Chesapeake Bay, including the Susquehanna, Patuxent, Severn, Magothy, Rock Creek, Patapsco, Gunpowder, Bush, North East, Elk, Sassafras, Charles, Choptank, and Nanticoke Rivers are at present handicaps to quick transportation by automobile require circling by roadways, which handicaps would be removed and the best interests of the territories affected would be served by the construction of bridges; and