

WHEREAS, such lack of bridges not only interferes with quick transportation of goods and people but results in a handicap to the agricultural and industrial development of the land areas adjoining these bodies of water, resulting in certain sections in declining real estate values and gradual loss of population; and

WHEREAS, the State requires very heavy annual expenditures for the building and maintenance of State roads and highways and will be so committed for many years to come, necessarily postponing much of the proper bridge construction which otherwise might be undertaken in this State; and

WHEREAS, it is wise and expedient to approach the solution of this economic problem with foresight, as has been done in other states, and to make such provision as may be wise and necessary; and

WHEREAS, the plan pursued successfully in other states has been to provide for the immediate construction of bridges and tunnels and the financing of such construction without any contribution whatever from funds of the State but solely by means of tolls and revenues to be paid by the users of the bridges and tunnels so constructed, as a result of which these states are now receiving the benefits of quick transportation and will continue to receive such benefits in the years to come without any cost to the taxpayers of such state, but under provisions by which the bridges and tunnels will be paid for by the users and when the cost shall have been repaid out of such tolls and revenues, then such bridges and tunnels become the property of the State and tolls are abolished; and

WHEREAS, it seems advisable for the General Assembly of the State of Maryland to adopt a bridge and tunnel policy for the State of Maryland which will provide a method by which the above-mentioned handicaps may be overcome and the advantages referred to above secured; therefore,

SECTION 1. *Be it enacted by the General Assembly of Maryland,* That eighteen new sections be and the same are hereby added to Article 89B of the 1935 Supplement to the Annotated Code of Maryland (1924 Edition), title "State Roads", such new sections to follow immediately after Section 104 of said Article under a new sub-title "Revenue Bonds", to be known as Sections 105 to 122, inclusive, and to read as follows:

REVENUE BONDS.

105. COMPREHENSIVE PLAN FOR CONSTRUCTING BRIDGES AND TUNNELS. The State Planning Commission and the Highway