

of transportation, finds its system inadequate to accommodate the increase in volume and weight of vehicles, as well as developments in speed of automotive transportation; and

WHEREAS, this deplorable condition has forcibly been brought to the attention of the General Assembly by unprecedented winter conditions and recent floods, and

WHEREAS, it is apparent that there are not sufficient funds available to make the necessary improvements to the State Road system; and

WHEREAS, it is the concensus of opinion that the revenues from motor vehicles should be expended exclusively for road purposes; and

WHEREAS, it is apparent that certain inequalities exist in the allocation of motor vehicle revenues to the various Counties of the State, and to the City of Baltimore; and

WHEREAS, the members of the Senate do not have sufficient time during the regular session of the Legislature to make a complete investigation of these conditions and to determine the proper steps to be taken to readjust and correct the same; therefore be it

*Resolved by the General Assembly of Maryland, That John N. Mackall, Howard Bruce, John K. Shaw, Nathan L. Smith, Marion De K. Smith, William C. Walsh, and Russell S. Davis be and they are hereby appointed as a committee to make a thorough study of the above mentioned conditions, the said committee serving without pay and acting independently of any existing commission or agency previously set up, and said committee is hereby requested to report with recommendations to the Governor and to the General Assembly of 1937 prior to the preparation and submission of the Governor's budget; that said committee is hereby authorized to select such additional members as they deem necessary in order to accomplish the best results; and be it further*

*Resolved, That the State Roads Commission is hereby directed to cooperate with said committee, furnishing whatever assistance and advice that may be called for, together with their engineering assistance and such clerical services as the committee may need.*

Approved April 29, 1936.