

STATE ROADS COMMISSION--(Continued)

BUDGET FOR THE BIENNIUM 1944-1945

For the Fiscal Year 1945
 2,059,787.82

For the Fiscal Year 1944
 1,863,094.69

\$2,661,563.34

\$2,942,554.03

Account Number

Account Title

Appropriation of Lateral Gasoline Tax, One and one-half Cent (1½c) to the Counties;
 Total Appropriations to the several Counties.....
 Total Expenditures to be made by the State Roads Commission from the estimated product of the One and one-half Cent (1½c) Lateral Gasoline Tax....

03 **ELIMINATION OF GRADE CROSSINGS (One-half Cent (½c) Gasoline Tax):**
 To the State Roads Commission the proceeds of Eighty Percent (80%) of the Revenue of One-half Cent (½c) Gasoline Tax (Less refund exemptions) after deducting one-eighth (⅛) of the appropriation aforesaid for maintaining the Gasoline Tax Collection Department in the office of the State Comptroller. From Eighty Percent (80%) of the net receipts of the One-half Cent (½c) Gasoline Tax, after refund exemptions but before the other deductions as hereinafter provided, there shall be paid from the tax each year, provided the State Roads Commission shall demand a payment each year, an amount equal to the Debt Service cost for each year, in the event that the net toll incomes from the operation of the Chesapeake Bay Ferry System shall be insufficient for the payment of Debt Obligations on State Roads Commission of Maryland Chesapeake Bay Ferry Revenue Bonds of 1941, authorized and issued in accordance with the provisions of Sections 140-A to 140-M, both inclusive, of Article 89B, of the Annotated Code of Maryland (1939 Edition). After the reserve for Debt Service, should the same be required, there will then be deducted a ratable share of the tax not exceeding \$30,100.00 for the purpose of maintaining the State Guard Detail as part of the Military Department of the State, but such deduction shall be made only so long as the Emergency ex-ists, due to the War status, or until provision is otherwise made to release the Guard from the duty of safeguarding strategic points or projects for the continued and uninterrupted use of the road and highway system. The ratable share to be deducted shall be the ratio of the One-half Cent (½c) Grade Elimination Gasoline Tax to the entire net income from the Gasoline Tax and income from Commis-sioner of Motor Vehicles, exclusive, however, of one and four-tenths mills (\$.0014) of the Two-cent (2c) Tax, and exclusive of income from Truck License Fees and Franchise Taxes. The amounts named herein are computed as estimates only, it