

(Senate Joint Resolution 10)

Joint Resolution requesting the Governor and the State Roads Commission to study the feasibility and the possibility of establishing and authorizing round-trip rates for the same price as one-way rates on the Chesapeake Bay Bridge for motorists making one complete round-trip across the Chesapeake Bay Bridge within a twenty-four hour period, and authorizing the establishment of such round-trip rates not later than July 31, 1954.

WHEREAS, The Governor in his message to the 1953 Session of the General Assembly reported that the revenues received from the tolls on the Chesapeake Bay Bridge far exceed those that had been expected; and

WHEREAS, Tolls are presently maintained on the Susquehanna River Bridge and the Potomac River Bridge for the purpose of augmenting those tolls received on the Chesapeake Bay Bridge; and

WHEREAS, It appears that sufficient revenues will be received prior to the date when all bonds issued for construction of the Bay Bridge have matured; and

WHEREAS, By its very nature a round-trip rate on the Chesapeake Bay Bridge would favorably affect the people of Maryland, and maintain the same structure of rates for transients; and

WHEREAS, It is quite probable that the introduction of round-trip rates on the Chesapeake Bay Bridge might actually increase the revenue received on the Bridge in that many persons would desire to avail themselves of such a rate; and

WHEREAS, Such a round-trip would actually tend to more strongly unite the Eastern and Western Shores of Maryland, thus further effecting the primary purpose of constructing the Bridge; and

WHEREAS, such a round-trip rate would keep much commerce within the State that now seeks outlets in neighbor-

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EXPLANATION: *Italics indicate new matter added to existing law.*

[Brackets] indicate matter stricken from existing law.

CAPITALS indicate amendments to bill.

~~Strike out~~ indicates matter stricken out of bill.