

*Resolved, by the General Assembly of Maryland, That the public officials of the several departments, bureaus, commissions and agencies of this State be requested to include the Eastern Orthodox Church in any references to the major religious faiths in future proclamations, papers, forms and documents; and be it further*

*Resolved, That copies of this resolution be sent to the executive and administrative officials of the several departments, bureaus, commissions, and agencies of this State.*

Approved March 1, 1957.

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No. 8

(Senate Joint Resolution 13)

Senate Joint Resolution directing the State Roads Commission to re-examine the comparative rates of toll charges for the several toll facilities.

The members of the General Assembly of Maryland have serious and basic questions as to the justice and equity of the toll charges for the several bridge and tunnel facilities now operated or being constructed by the State Roads Commission.

There are four of these facilities. Two were constructed in the late 1930's, being a bridge for U. S. Route 301 across the Potomac River, southward from Charles County, and a bridge for U. S. Route 40 across the Susquehanna River between Harford and Cecil counties. The third is the Chesapeake Bay Bridge, which was opened for traffic in 1951 from Sandy Point to Kent Island. The fourth will be a tunnel under the Patapsco River in the harbor of Baltimore City, now scheduled to be completed by late 1957.

The overall length of these several projects, including approaches, is approximately as follows: Potomac River Bridge, 2 miles; Susquehanna River Bridge, 1½ miles, Chesapeake Bay Bridge, 7 miles; Patapsco River Tunnel, 15 miles.

In terms of cost of construction for the four toll facilities, the figures are as follows: Susquehanna River Bridge, \$4,700,000.; Potomac River Bridge, \$5,600,000.; Chesapeake Bay Bridge, \$45,300,000.; Patapsco River Tunnel, \$144,000,000.

On the Susquehanna River Bridge, the toll charge for a passenger vehicle (including driver) is 20¢, with a commutation rate of 1¢. The maximum truck rate is 40¢, with a commutation rate of 30¢.

The toll charge on the Potomac River Bridge for a passenger car is \$1.00, and it is a maximum of \$2.50 for a truck.

For the Chesapeake Bay Bridge, the charge for a passenger car and driver is \$1.40, with a 25¢ charge for each additional passenger.

**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.