

The commutation rate is 35¢ for the car and driver. The maximum truck rate on the Bay Bridge is ~~\$5.50~~ \$5.00.

It has been proposed that the toll rate per passenger vehicle (including driver and all passengers) in the Patapsco River Tunnel will be 35¢, and that the highest truck rate will be 75¢.

When all these figures are compiled in tabular form, the inequities clearly appear:

Facility	Cost	Length (miles)	Passenger Cars		Trucks (Maximum)	
			Toll	Commu- tation	Toll	Commu- tation
Potomac	\$ 5,600,000	2	\$1.00	50¢	\$2.50	None
Susquehanna..	4,700,000	1½	0.20	1¢	.40	30¢
Chesapeake ...	45,300,000	7	1.40	35¢	5.50 5.00	None
Patapsco	144,000,000	15	.35	None	.75	None

The members of the General Assembly would point out two main faults in the schedule of toll fees. First, traffic estimates for the use of the bridges and tunnel were very conservative, and the volume of traffic using the several facilities has been far above the original estimates. Probably, therefore, all these tolls could have been set at a lower figure in the first instance.

Secondly, the amount of tolls charged for the use of the several projects now is seriously unjust and inequitable. Note, for example, the very low toll charge which is planned for the Patapsco River Tunnel, although it is twice as long and is costing four times as much as the Chesapeake Bay Bridge.

We fully appreciate that the toll facilities have been constructed with borrowed funds and that the investment of the bondholders may not be impaired. We point out, however, that so long as the total receipts from all four facilities remain constant, modifications may be made among the individual fees.

Clearly, users of the Chesapeake Bay Bridge are subject to discrimination. Not only is the toll charge for passenger vehicles four times as great as for the Patapsco Tunnel, but the commutation rate—which is of such high importance for local users—is clearly inordinately high in comparison with the commutation rate on the Susquehanna River Bridge. It may be noted also that the maximum truck rate on the Bay Bridge is ~~\$5.50~~ \$5.00, and there is no commutation rate; these figures likewise are far out of line with those for the Susquehanna River Bridge where the maximum toll charge is 40¢ and the commutation charge is 30¢.

These comparative figures have a very real and serious implication for many parts of the State. It appears that citizens of the State who use the Chesapeake Bay Bridge are bearing a far heavier burden in terms of toll charges than are other residents of the State.

It is, therefore, the considered judgment of the General Assembly of Maryland that the State Roads Commission immediately should undertake a complete and thorough re-survey and revision of the toll charges—actual and planned—on the four toll facilities operated by it; now, therefore, be it