

WHEREAS, it is desirable that studies be instituted at this time in order to determine what is the most desirable use that can be made by the State of the Cullen Hospital property; now therefore, be it

*Resolved by the General Assembly of Maryland, That the Governor of Maryland is requested to appoint a commission of eleven persons comprising the State Senators from Frederick and Washington Counties and one member each from the members of the House of Delegates from Frederick and Washington Counties, and three from the public and one representative each of the State Planning Department and the State Health Department and one member each of the Board of County Commissioners of Frederick and Washington Counties, and the Commission is to investigate the LEGISLATIVE COUNCIL IS REQUESTED TO INVESTIGATE THE most feasible future use of the Victor F. Cullen State Hospital in Frederick County and to make its report and recommendations to the General Assembly of 1964; and be it further*

~~*Resolved, That a copy of this resolution is sent to the Governor of Maryland.*~~

RESOLVED, THAT A COPY OF THIS RESOLUTION BE SENT TO THE LEGISLATIVE COUNCIL.

Approved May 6, 1963.

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No. 56

(Senate Joint Resolution 32)

Senate Joint Resolution requesting the State Roads Commission to study possibilities for reducing tolls on the Potomac River Bridge.

Many thousands of residents in Southern Maryland are concerned over the present high rate of toll for crossing the Potomac River Bridge on Route 301 at Morgantown.

This route for years has been a very heavily travelled one serving as a major artery between the North and the South. There presently are possibilities, however, that traffic on this route may be drastically curtailed.

A new federal interstate highway between Richmond and Washington which is being located below the south bank of the Potomac River may well take much traffic from Route 301. Also, the opening of the Cape Henry Bridge, tunnel, and causeway doubtless will send traffic along the Delmarva Peninsula and into the Norfolk area.

For these reasons it is vital to reduce to the lowest practical level the tolls now charged on the Potomac River Bridge at Morgantown in order not further to discourage possible travelers on Route 301. Many thousands of persons in Southern Maryland depend for their livelihood either directly or indirectly upon motor vehicle traffic on Route 301, and it is vital to the entire Southern Maryland area to make every concession to continue the present heavy traffic on Route 301; now, therefore, be it