

JOINT RESOLUTIONS

No. 8

(House Joint Resolution 13)

House Joint Resolution to request the State Roads Commission to undertake a study of the feasibility of a reduction in or elimination of the Susquehanna Bridge toll.

WHEREAS, The opening of the Northeastern Expressway has had a deleterious economic impact upon diverse businesses located on United States Route 40; and

WHEREAS, One of the possible solutions to this problem is a reduction of the toll on the Susquehanna Bridge on United States Route 40 from the current twenty-five cents (.25) to some lesser amount; and

WHEREAS, The tolls on the Susquehanna Bridge are tied into the tolls on the Potomac River Bridge, the Chesapeake Bay Bridge and the Baltimore Harbor Tunnel; and NOW, THEREFORE, BE IT

~~Whereas, The tolls of these four projects are covered by one trust agreement with the Maryland National Bank and the tolls cannot be changed without approval by the firm of Coverdale and Colpitts, traffic engineers of New York, with the concurrence of the State Roads Commission of Maryland; now, therefore, be it~~

Resolved, by the General Assembly of Maryland, That the State Roads Commission of Maryland is requested to institute, in conjunction with the firm of Coverdale and Colpitts, the necessary procedure to review this problem in the light of the possible continuing adverse impact retention of the Susquehanna Bridge toll at its current level may have upon future business conditions on United States Route 40, and to make a recommendation based upon the facts developed as to whether the toll should be retained at its present level or whether it should be reduced or eliminated; and be it further

Resolved, That the State Roads Commission is requested to report its findings and recommendations to the Governor and the members of the General Assembly prior to the 1965 Session.

Approved April 7, 1964.

No. 9

(House Joint Resolution 10)

House Joint Resolution requesting the President of the United States to help determine the ownership of and arrange for the removal of abandoned boats, ships, vessels and barges from the waters of Maryland.

WHEREAS, Many boats, ships and vessels have come to rest in the navigable waters of the State of Maryland either through the vicissitudes of fortune or the deliberate but misguided intentions of their owners, and