

feasibility of completing the proposed Arundel Expressway from its presently planned terminus to the vicinity of Annapolis as a highway wholly financed from the proceeds of toll revenue bonds or partially financed from the proceeds of toll revenue bonds.

WHEREAS, Annapolis, the Capitol of the State of Maryland, can readily be reached by vehicular traffic from the west via the John Hanson Highway; from the east via Routes 50 and 301 and from the south via Route 301, all of which provide adequate access to the Capitol from the west, east and south, and

WHEREAS, the Arundel Expressway traversing a route generally from the north to the vicinity of Annapolis, when completed, will provide adequate access from that direction. However, financing is not now available or expected to become available in the immediate future to complete said highway, and

WHEREAS, legislation is being introduced currently with this Resolution which would authorize the construction of such Arundel Expressway as a toll highway or a highway partially financed from toll receipts; now, therefore, be it

*Resolved*, That the Chairman of the State Roads Commission of Maryland (sometimes referred to under the provisions of Chapter 526 of the Acts of 1970, the Act creating the Department of Transportation, as Director of Highways of the State of Maryland) and the Secretary of Transportation are requested to conduct or have conducted a study to determine the feasibility of completing the Arundel Expressway from its presently planned and financed terminus to the vicinity of Annapolis as a toll road to be financed from the sale of toll revenue bonds or partially financed from the proceeds of the sale of toll revenue bonds and partially financed from other sources, and be it further

*Resolved*, That the said Chairman of the State Roads Commission, working in conjunction with the Secretary of Transportation, be and they are hereby requested to use such engineering, traffic and other expert assistance as may be available within their respective departments, or requested to obtain the services and advice of outside engineering, traffic and other expertise necessary to conclude this study, and be it further

*Resolved*, That the said Chairman or Secretary is requested to make a report of their findings and recommendations to the Legislative Council of Maryland on or before October 1, 1971, and be it further

*Resolved*, That it is the sense of the General Assembly of Maryland that the State Roads Commission or the Secretary of Transportation, as the case may be, be and is hereby authorized to expend from the State Roads Commission's Construction and Maintenance Fund, or the Secretary of Transportation's Gasoline and Motor Vehicle Revenue Account, such sum of money as may be necessary to pay for the cost of independent engineering or traffic studies necessary to complete this request, and be it further

*Resolved*, That the Chairman of the State Roads Commission is requested to initiate this study, however, he shall proceed in coopera-