

## No. 66

## (House Joint Resolution 32)

House Joint Resolution requesting the Legislative Council to study the practice of assessing property for purposes of property taxation, with a view towards ascertaining the feasibility and desirability of reassessing all property annually.

WHEREAS, The Annotated Code of Maryland provides in Article 81, Section 14, for annual assessments of personal property but continuing assessments of real property; and

WHEREAS, Normal practice results in the reassessment of real property only about once in four years, although property values change substantially from year to year; and

WHEREAS, The present practice results in discrimination between taxpayers whose assessments are up to date and other taxpayers whose assessments are out of date, and results in a loss of revenue to the state and local governments in periods of rising property values; now, therefore, be it

*Resolved by the General Assembly of Maryland,* That the Legislative Council of Maryland be requested to study the assessment system with a view towards ascertaining the feasibility and desirability of using computer projections to reassess all property each year on the basis of its current true value; and that the Legislative Council be requested to report its recommendations to the 1971 session of the General Assembly.

Approved April 28, 1970.

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No. 67

## (House Joint Resolution 111)

House Joint Resolution endorsing the wish of the Montgomery County Delegation to the Maryland General Assembly that the entire road shown as F-4, Northern Parkway on the April 1967 map, preliminary Master Plan for Highways for Montgomery County, be deleted.

WHEREAS, a majority of the Montgomery County Delegation to the Maryland General Assembly voted for the deletion of the Northern Freeway from the Twenty-Year Highway Needs Study at a meeting in Annapolis on February 2, 1970, and voted for a transportation study of the Georgia Avenue Corridor; and

WHEREAS, the Interstate section of the Twenty-Year Highway Needs Study still contains provision for Beltway Exit 22 and a connecting link between the Northern Freeway and the Maryland portion of the North Central Freeway, said link frequently referred to as the "Woodside Spur"; and

WHEREAS, the deletion of the Northern Parkway north of the Beltway eliminates the need for Beltway Exit 22 interchange and the connecting link to the North Central Freeway, both of which were planned as integral parts of the said Northern Freeway; and