

ing "John F. Kennedy Memorial Highway Revenue Bonds," to follow immediately after Section 162A thereof, to prohibit a direct connection between the improvements to Northern Parkway and Interstate Highway 70 and Northern Parkway and the John F. Kennedy Memorial Highway AND THAT SEGMENT KNOWN AS THE GWYNNS FALLS ALIGNMENT SEGMENT 13 WHICH CONNECTS I-95 TO I-70 without a specific authorization from the General Assembly.

May 28, 1971.

Honorable William S. James  
President of the Senate  
State House  
Annapolis, Maryland 21404

Dear Mr. President:

In accordance with Article II, Section 17, of the Maryland Constitution, I have today vetoed Senate Bill 578.

This bill provides for specific authorization or approval from the General Assembly in order to connect certain areas in Baltimore City with the highways of the Interstate Highway System.

In my opinion, there are already adequate rules and regulations relating to approval of proposed highway systems by administrative agencies and the concerned public through the use of such formats as public hearings. The public hearings process involves due notice and advertisement to the public. The public hearing provides a forum for the public to express its views concerning corridor alignment and design. These views are reviewed by the Interstate Division for Baltimore City, the State Roads Commission, and the Federal Highway Administration. The present procedural guidelines are more than adequate and in the public interest.

The Chairman of the State Roads Commission has written to me requesting that I veto the bill. The pertinent portion of his letter to me is as follows:

"Senate Bill 578 provides, among other listed improvements, that that segment known as the Gwynns Falls alignment Segment 13, which connects I-95 to I-70, is prohibited without a specific authorization from the General Assembly. Segment 13, an integral part of I-70N within Baltimore City, serves as a connection between I-70N from the west through the Gwynns Falls Park Corridor to I-95 within Baltimore City and to I-170, which in turn connects to the Franklin-Mulberry Street Corridor."

"Thus, any action which would delay or eliminate this segment could materially affect the continuity of the total Interstate System in Baltimore City and its environs. It is the opinion of this office that the decision making processes required to implement this total system would be more appropriately retained within the established procedural framework which already provides adequate review through the Public Hearing process and subsequent review for approval by the Federal Highway Administration."

In light of the foregoing, I have decided to veto Senate Bill 578.

Sincerely,

/s/ MARVIN MANDEL,

Governor.