

been seeing frequently over a period of some four years, and I think he was impressed with the people and with their overall grasp and ability to evaluate the course that we charted in Maryland. It was a very profitable meeting.

Q. What was the turning point in your decision to sign the bill allowing income tax credit for the earnings tax?

A. I suppose the basic problem is that there happens to be some serious timing problems with respect to the substitution of the income tax for the earnings tax. While the impact on the individual taxpayer that would be caused by veto of this bill is small, nonetheless, the signing of the bill is in accordance with our attempt to reduce as much as we can the burden of the new taxes on the individual. So I have decided to sign it.

Q. Governor, what have you decided to do with the bill that permits the State Roads Commission to obtain rights-of-way with retirement fund money?

A. I have pretty well decided to veto that bill. It's only permissive legislation, and it really wouldn't do anything. But the unified position in opposition that has been taken by the agencies, by the retirement fund heads, has convinced me that it would be of no conceivable benefit to anyone to sign it. Moreover, while I recognize the needs of the State Roads Commission to have greater flexibility in obtaining rights-of-way, this is not going to be the answer. Six percent money is no conceivable benefit to the State at this time, and it does create a proposition where there are temptations to run to the retirement funds for assistance and possibly a modification to a lesser interest rate later on. I have decided to veto that bill.

Q. Governor, have you talked to the New York bond people about the possibility of voting a combined bond for the Bay crossing and Harbor tunnel?

A. No, we did not. We talked very generally about toll facilities and about the problems of toll facility financing, but we made no reference to any such issue of that magnitude, and I might indicate very conclusively at this point, we haven't reached the stage in our thinking when we've even decided on the priorities of these projects. The studies are still in progress. As I indicated several months ago, the Harbor crossing is unquestionably the highest priority, but beyond that we have made no determination.