

I share your frustrations and aspirations, your impatience and your objectives for Montgomery County — and for the State of Maryland. I take pride in the accomplishments of this administration and in the courageous and commendable record of the 1967 General Assembly; even while I am aware that greater challenges await us, pressing problems compel resolution and future growth demands vital leadership and direction.

I take comfort in the unprecedented reforms and extensive innovations which have been established to revitalize the State and local governments.

Let me cite the record of the first one hundred days of this administration as the justification of my hopes and my confidence.

We enacted a fiscal reform program which will provide nearly \$16 million additional in State funds for local law enforcement agencies, and over \$20 million additional to implement public kindergarten education. A total exceeding \$100 million in State aid will be directly returned to local governments so that they may provide vital services while holding the line or even reducing property taxes.

Fiscal responsibility at the State level was increased by the adoption of a policy of substantial down-payments on capital construction. A Task Force on Modern Management was established, which is now engaged in evaluating every State agency to assure efficiency and economy throughout the government.

A Constitutional Convention was authorized to reform and revitalize the political superstructure of the State.

Model air quality control legislation was enacted to eliminate and prevent the contamination of our most precious natural resource.

A \$50 million bond issue was authorized for critically needed major sewer facilities, one which *tripled* previous State aid to local governments.

Moderate fair housing legislation was achieved and public accommodations statutes extended, measures designed to help destroy the illogical barriers centuries have built.

On a priority basis, the construction of three bridges crossing the Chesapeake Bay and a tunnel beneath the Baltimore Harbor was authorized, making possible the development of vital transportation arteries essential to the economic growth of Maryland.