

advocate complete repeal. I will submit a bill to abolish the authority for imposition of the death penalty. However, for the protection of custodial personnel and society generally the measure would allow application of the penalty to a person serving a maximum life sentence who is convicted of a capital crime committed while in custody, after escape or while on parole.

I sincerely believe it is within the power of the General Assembly to save many lives each year by enacting reasonable and effective traffic safety measures. The issue of Implied Consent has been evaded for years, even as our highway death rates soared and State Police statistics attributed almost 50 percent of all Maryland traffic fatalities to drinking and drunken driving. I am certain all of you are aware of the dramatic reduction in England's traffic death rate resulting from her new and stringent breathalyzer test. Our legislation — which is neither as novel nor as stringent — can still succeed, and I challenge you to give it a try.

I have already mentioned the need to complete the fiscal reform started last year. The legislative-executive committee headed by Senator Harry Hughes has prepared a series of recommendations to improve Maryland's business tax structure.

By relating taxation to income rather than inventory, Maryland will be in a far better competitive position to attract and retain industry. Equity can be achieved for industry in much the same manner it was for the individual and property owner last year, by basing taxation on profit rather than property.

In another critical area of tax revision, the Legislative-Executive Committee on Highway Financing, known as the Redding Committee, has produced an outstanding series of recommendations affecting State and local highway construction and maintenance. You have received this complete report. I endorse all of its major recommendations, including replacing the present underfunded and overspent "six-year program" with a more practical, open-ended five-year program that can be updated every year; adoption of a new redistribution formula for *all* motor vehicle revenues from a single fund instead of the previous inequitable distribution of gasoline taxes; and increasing Maryland's motor vehicle registration fees, presently among the nation's lowest, by one-third to partially finance increased highway costs.

Let me say at this point that I think the present State Roads Commission has demonstrated remarkable progress in a single year as it