

tions included steep upward adjustments in aid to education and a replacement of the flat-rate income tax with a graduated tax as well as reform of various business taxes. The "Cooper-Hughes" program, as it came to be known, was approved by the Senate, but failed passage in the House of Delegates by two votes.

The next year, however, Governor Agnew asked for a reexamination of the program and appointed Senator Hughes Chairman of the Committee on Taxation and Fiscal Reform. This Committee recommended the graduated income tax that is now our law, a local income tax (piggy-back tax), a sharing with local governments of the revenues from the State property tax, an increase in the aid to education formula, an increase in aid for school construction, and a grant to the counties and municipalities for police protection. Essential provisions of this program were enacted in 1967. Its recommendation for a restructuring of business taxes was enacted in 1968.

In 1970 Senator Hughes was named Chairman of a Commission to Study the State's Role in Financing Public Education. It was in accordance with that Commission's recommendation that the State assumed most of the costs of public school construction, embodied in the present State school construction program. Its recommendation for further increases in State aid to education was subsequently adopted.

In 1971 Mr. Hughes was appointed by Governor Mandel to head the newly created Department of Transportation. His first task in that capacity was to consolidate and coordinate the several quasi-independent air, rail, port, highway, and mass transit agencies. Under his direction the Department created the first State program to

provide both capital and operating assistance to smaller urban areas for the development of public transit systems. It was under his guidance that the vast subway system in the Baltimore area was initiated.

Hughes was instrumental in the State acquiring Friendship International Airport, since renamed Baltimore-Washington International Airport, and in making major capital and operating improvements there. He also spearheaded the State's acquisition and improvement of the general aviation facility at the Glenn L. Martin State Airport. During his tenure great emphasis also was given to improvements in the operation and physical facilities of the Port of Baltimore. As Secretary of Transportation, he made a commitment to support Minority Business Enterprise (MBE) as a socially and economically compelling State program.

In May 1977 Mr. Hughes resigned his position as Secretary of Transportation over what he termed unethical and improper interference with his Department's procedures for awarding a contract to manage construction of the Baltimore subway system. After leaving State service he became a partner in the Baltimore law firm of Miles and Stockbridge.

Governor Hughes has been active in politics — local, State, and national — since his graduation from law school. He served as Chairman of the Democratic Party of Maryland in 1969–1970.

The Governor is married to the former Patricia Donoho. They have two daughters, Ann, who teaches school in Frederick, Maryland, and Elizabeth, who is studying at the University of Maryland Law School.