

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect October 1, 1996.

May 23, 1996

The Honorable Casper R. Taylor, Jr.
Speaker of the House
State House
Annapolis MD 21401

Dear Mr. Speaker:

In accordance with Article II, Section 17 of the Maryland Constitution, I have today vetoed House Bill 677.

This bill alters the formula by which highway user revenues are distributed to local governments in the State. It provides that Baltimore City receive the greater of \$157.5 million or 11.5 percent of highway user revenues beginning in fiscal year 1998. The bill also requires the Maryland Port Administration to make certain payments in lieu of taxes to Baltimore City and provides that Baltimore City receive \$5 of each security interest filing fee collected by the Motor Vehicle Administration.

Senate Bill 673, which was passed by the General Assembly and signed by me on April 30, 1996, accomplishes the same purpose. Therefore, it is not necessary for me to sign House Bill 677.

Sincerely,
Parris N. Glendening
Governor

House Bill No. 677

AN ACT concerning

Transportation — Highway User Revenues — Distribution Formula State Aid to Local Subdivisions

FOR the purpose of altering the formula for distributing highway user revenues to Baltimore City, the counties, and municipalities; ~~altering a certain percentage used to determine eligibility for and the amount of certain State grants to certain counties and Baltimore City based on per capita yield of county income taxes;~~ altering the distribution of certain filing fees received by the Motor Vehicle Administration for vehicle security interest filings; requiring a certain annual State grant to Baltimore City; requiring the Maryland Port Administration and the Board of Estimates of Baltimore City to enter into certain agreements for payments in lieu of taxes for certain properties to make certain payments to the Mayor and City Council of Baltimore in lieu of taxes for certain properties; making this Act subject to a certain contingency; providing a delayed effective date for this Act; and generally relating to ~~the distribution of highway user revenues~~ certain State aid to Baltimore City, the counties, and municipalities.