

SECTION 3. AND BE IT FURTHER ENACTED, That the provisions of this Act requiring a certificate of completion to be updated every 4 years shall take effect on July 1, 1993, and, as of that date, all certificates issued prior to August 1, 1989 are not valid and are required to be updated. Those certificates of completion issued after August 1, 1989 shall be updated every 4 years from the date of issuance.

SECTION 4. AND BE IT FURTHER ENACTED, That, subject to the provisions of Section 3 above, this Act shall take effect October 1, 1992.

May 26, 1992

The Honorable Thomas V. Mike Miller, Jr.
President of the Senate
State House
Annapolis, Maryland 21401

Dear Mr. President:

In accordance with Article II, Section 17 of the Maryland Constitution, I have today vetoed Senate Bill 247.

Senate Bill 247 requires the Motor Vehicle Administration (MVA) to provide road crew driver's licensing services in five specified counties on the Eastern Shore. The services must be provided a minimum of two days each month at the county seat of each specified county.

Before the three full-service branch offices were established on the Eastern Shore, road crews were necessary to provide adequate driver's licensing services to residents on the Eastern Shore. However, we now have full-service branch offices in Easton, Salisbury, and Chesapeake City, as well as the nearby facility in Annapolis. Despite these full-service branch offices, for some time the MVA has continued to operate road crews. This was done even though driver services operations at the Eastern Shore branch offices had to be closed on the days that road crew operations were staffed.

Unfortunately, road crew services were eliminated as part of MVA's fiscal year 1992 cost containment program, saving approximately \$90,000. I certainly understand the concern of elected officials and citizens who do not want to see governmental services reduced or eliminated, but we have gone through a difficult period when important services throughout State government have suffered because of the budget crisis. Since this crisis began, thousands of State jobs have been eliminated, and the budget has been cut by hundreds of millions of dollars. The elimination of road crew services was part of the overall reductions in the budget.

The Maryland Department of Transportation believes that adequate service is still being provided to residents of the Eastern Shore through branch offices. I share that opinion and, furthermore, feel that Senate Bill 247 would set a dangerous precedent. Operational decisions such as when and where to staff a governmental office belong to the Executive Branch. Making that decision by statute, eliminating all flexibility, is unacceptable.

In addition, the budget bill contains language that contradicts the provisions of Senate