

Article - Public Utility Companies

9-208.

(A) THIS SECTION DOES NOT APPLY TO A MOTOR COACH THAT IS LICENSED BY THE COMMISSION TO PROVIDE TRANSPORTATION OF PERSONS FOR HIRE.

(B) A NOT-FOR-PROFIT ENTITY THAT OWNS AND OPERATES A MOTOR COACH WITH A CAPACITY OF AT LEAST 30 PASSENGERS AND A CAPACITY OF AT LEAST 30 PASSENGERS GROSS VEHICLE WEIGHT RATING OF AT LEAST 32,000 POUNDS SHALL OBTAIN A LICENSE FOR THE MOTOR COACH FROM THE COMMISSION.

~~(B)~~ (C) THE NOT-FOR-PROFIT ENTITY SHALL HAVE THE MOTOR COACH INSPECTED FOR SAFETY EVERY 6 12 MONTHS BY AN AUTHORIZED MARYLAND INSPECTION STATION.

~~(C)~~ (D) A MOTOR COACH THAT IS LICENSED UNDER THIS SECTION AND ONLY PROVIDES SERVICE FOR OR ON BEHALF OF A NOT-FOR-PROFIT ENTITY IS NOT SUBJECT TO TARIFFS OR RATE MAKING UNDER THIS ARTICLE.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect October 1, 2000.

May 18, 2000

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 972 - Business and Economic Development - Financing Programs Consolidation Act of 2000.

This bill consolidates 20 financing assistance programs within the Department of Business and Economic Development into 10 primary programs. The legislation also repeals two inactive funds.

Senate Bill 783, which was passed by the General Assembly and signed by me on May 11, 2000, accomplishes the same purpose. Therefore, it is not necessary for me to sign House Bill 972.

Sincerely,
Parris N. Glendening
Governor

House Bill No. 972

AN ACT concerning