

BY: Finance Committee

AMENDMENTS TO SENATE BILL NO. 731

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, strike beginning with "jointly" in line 3 down through the second "traffic" in line 5 and substitute "to report annually to the General Assembly on the attainment of certain transportation goals and benchmarks for the Maryland Transportation Plan and the Maryland Transportation Program; altering the time period for revising the Maryland Transportation Plan; altering provisions of law concerning the format of the Maryland Transportation Plan; requiring the Department to report annually to the General Assembly concerning the establishment of certain transportation performance goals, indicators, and benchmarks relating to priority funding areas"; strike beginning with "a" in line 6 down through "expenses" in line 8 and substitute "an advisory committee to advise the Department on the establishment of certain goals, indicators, and benchmarks relating to transportation"; in line 9, strike "Task Force" and substitute "advisory committee"; and in line 12, strike "with" and substitute "without".

AMENDMENT NO. 2

On pages 2 through 5, strike in their entirety the lines beginning with line 18 on page 2 through line 13 on page 5, inclusive.

On page 8, in line 11, strike "2 years" and substitute "3 YEARS THROUGH AN INCLUSIVE PUBLIC PARTICIPATION PROCESS"; in lines 15 and 17, in each instance, strike "Program" and substitute "GOALS AND"; in line 16, after "projects" insert "AND PROGRAMS"; in line 17, strike "an inter-modal administration" and substitute "A MULTI-MODAL"; in line 31, strike "ITS" and substitute "AN"; and strike beginning with ", AS" in line 34 down through "ARTICLE," in line 35.

AMENDMENT NO. 3

On page 9, after line 3, insert:

"(H) (1) BEGINNING WITH THE YEAR 2002 STATE REPORT ON

(Over)

TRANSPORTATION AND CONTINUING THEREAFTER, THE DEPARTMENT SHALL REPORT TO THE GENERAL ASSEMBLY REGARDING:

(I) THE ESTABLISHMENT OF CERTAIN MEASURABLE PERFORMANCE INDICATORS OR BENCHMARKS, IN PRIORITY FUNDING AREAS AT A MINIMUM, DESIGNED TO QUANTIFY THE GOALS AND OBJECTIVES SPECIFIED IN THE MARYLAND TRANSPORTATION PLAN; AND

(II) THE DEGREE TO WHICH THE PROJECTS AND PROGRAMS CONTAINED IN THE APPROVED MARYLAND TRANSPORTATION PLAN AND CONSOLIDATED TRANSPORTATION PROGRAM ATTAIN THOSE GOALS AND BENCHMARKS AS MEASURED BY THE PERFORMANCE INDICATORS OR BENCHMARKS.

(2) THE DEPARTMENT SHALL ESTABLISH MEASURABLE LONG-TERM GOALS, AND INTERMEDIATE BENCHMARKS OF PROGRESS TOWARD THE ATTAINMENT OF THE LONG-TERM GOALS, FOR THE FOLLOWING MEASURABLE TRANSPORTATION INDICATORS FOR THE DEPARTMENT'S ANNUAL REPORT:

(I) AN INCREASE IN THE SHARE OF TOTAL PERSON TRIPS FOR EACH OF TRANSIT, HIGH OCCUPANCY AUTO, PEDESTRIAN, AND BICYCLE MODES OF TRAVEL;

(II) A DECREASE IN INDICATORS OF TRAFFIC CONGESTION AS DETERMINED BY THE DEPARTMENT; AND

(III) ANY OTHER PERFORMANCE GOALS ESTABLISHED BY THE DEPARTMENT FOR REDUCING AUTOMOBILE TRAFFIC AND INCREASING THE USE OF NONAUTOMOBILE TRAFFIC.

(I) (1) AN ADVISORY COMMITTEE SHALL BE ASSEMBLED TO ADVISE THE DEPARTMENT ON THE ESTABLISHMENT OF THE TRANSPORTATION GOALS, BENCHMARKS, AND INDICATORS UNDER SUBSECTION (H)(2) OF THIS SECTION.

(2) MEMBERSHIP OF THE ADVISORY COMMITTEE SHALL INCLUDE THE FOLLOWING MEMBERS APPOINTED BY THE GOVERNOR:

(I) A REPRESENTATIVE OF THE MARYLAND BUSINESS COMMUNITY;

(II) A REPRESENTATIVE OF THE DISABLED CITIZENS COMMUNITY;

(III) A REPRESENTATIVE OF RURAL INTERESTS;

(IV) A REPRESENTATIVE OF AN AUTO USERS GROUP;

(V) A REPRESENTATIVE OF A TRANSIT USERS GROUP;

(VI) A REPRESENTATIVE OF THE GOODS MOVEMENT INDUSTRY;

(VII) A NATIONALLY RECOGNIZED EXPERT ON TRANSPORTATION DEMAND MANAGEMENT;

(VIII) A NATIONALLY RECOGNIZED EXPERT ON PEDESTRIAN AND BICYCLE TRANSPORTATION;

(IX) A NATIONALLY RECOGNIZED EXPERT ON TRANSPORTATION PERFORMANCE MEASUREMENT;

(X) A REPRESENTATIVE OF AN ENVIRONMENTAL ADVOCACY ORGANIZATION;

(XI) A REPRESENTATIVE FROM THE MARYLAND OFFICE OF PLANNING;

(XII) A REPRESENTATIVE OF THE MARYLAND ASSOCIATION OF

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COUNTIES; AND

(XIII) A REPRESENTATIVE OF THE MARYLAND MUNICIPAL LEAGUE.

(3) THE GOVERNOR SHALL APPOINT THE CHAIRMAN OF THE ADVISORY COMMITTEE.

(4) THE ADVISORY COMMITTEE SHALL MEET AT LEAST FOUR TIMES DURING THE PROCESS OF DEVELOPING THE MARYLAND TRANSPORTATION PLAN TO PROVIDE ADVICE TO THE DEPARTMENT ON MEETING THE REQUIREMENTS OF THIS SUBSECTION.

(5) THE DEPARTMENT AND THE ADVISORY COMMITTEE SHALL CONSIDER THE FOLLOWING:

(I) TRANSPORTATION AND POPULATION TRENDS AND THEIR IMPACT ON THE STATE'S TRANSPORTATION SYSTEM AND PRIORITY FUNDING AREAS;

(II) PAST AND PRESENT STATE FUNDING DEVOTED TO THE VARIOUS TRANSPORTATION MODES AND DEMAND MANAGEMENT;

(III) THE FULL RANGE OF UNMET TRANSPORTATION NEEDS IN PRIORITY FUNDING AREAS;

(IV) THE FULL RANGE OF TRANSPORTATION MEASURES AND FACILITIES AVAILABLE, AND THEIR ROLE, EFFECTIVENESS, AND COST EFFECTIVENESS IN PROVIDING TRAVEL CHOICES AND REDUCING CONGESTION;

(V) A REVIEW OF TRANSPORTATION PERFORMANCE INDICATORS AND THEIR USE IN OTHER STATES;

(VI) A REVIEW OF THE COORDINATION OF STATE TRANSPORTATION INVESTMENTS WITH LOCAL GROWTH PLANS FOR PRIORITY

FUNDING AREAS; AND

(VII) THE TYPES OF INVESTMENTS NEEDED AND THEIR LEVELS OF FUNDING FOR SUPPORTING THE GOALS AND OBJECTIVES OF THE MARYLAND TRANSPORTATION PLAN.

(J) THE DEPARTMENT MAY CONDUCT ITS ANALYSIS OF PLANNED TRANSPORTATION INVESTMENTS IN PRIORITY FUNDING AREAS ON A STATEWIDE BASIS OR IN GROUPINGS OF PRIORITY FUNDING AREAS CENTERED ON REGIONS, METROPOLITAN AREAS, CITIES, OR OTHER GROUPINGS SUITABLE FOR TRANSPORTATION MODELING, AND THE DEPARTMENT MAY CHOOSE TO EXCLUDE FROM ANALYSIS PRIORITY FUNDING AREAS WHICH HAVE AN INSIGNIFICANT ROLE IN TRANSPORTATION TRENDS BECAUSE OF SMALL SIZE, POPULATION, OR PHYSICAL ISOLATION.

(K) IN REPORTING ON THE ATTAINMENT OF TRANSPORTATION PERFORMANCE GOALS AND BENCHMARKS, THE DEPARTMENT SHALL:

(1) USE NARRATIVE, GRAPHS, CHARTS, TABLES, AND MAPS AS APPROPRIATE TO MAKE THE RESULTS EASILY UNDERSTOOD BY THE PUBLIC;

(2) INCLUDE PROJECTED LONG-TERM TRENDS FOR EACH OF THE INDICATORS AND THE EFFECT OF PLANNED TRANSPORTATION INVESTMENTS ON THE TRENDS;

(3) TO THE EXTENT PRACTICABLE, ACCOUNT FOR THE EFFECT OF PLANNED TRANSPORTATION INVESTMENTS ON INDUCING AUTOMOBILE TRAVEL;

(4) TO THE EXTENT PRACTICABLE, ACCOUNT FOR AUTOMOBILE TRIPS NOT TAKEN DUE TO DEMAND MANAGEMENT MEASURES, INCLUDING TELEWORKING, TEleshopping, AND LAND USE PATTERNS SUPPORTING ALTERNATIVES TO DRIVING; AND

(5) INDICATE THE COST EFFECTIVENESS OF INVESTMENTS FOR

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ACHIEVING RELEVANT PERFORMANCE GOALS AND BENCHMARKS.”.