

BY: Commerce and Government Matters Committee

AMENDMENTS TO HOUSE BILL NO. 10
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in the sponsor line, strike “and Wood” and substitute “Wood, W. Baker, Bozman, Bronrott, Brown, Burns, Cadden, Carlson, Cole, Conway, D’Amato, DeCarlo, Frush, Giannetti, Goldwater, Hecht, James, A. Jones, V. Jones, Kirk, Love, McIntosh, Moe, Morhaim, Nathan-Pulliam, Patterson, Pendergrass, Pitkin, Riley, Rosso, Shriver, and Stern”.

AMENDMENT NO. 2

On page 1, in line 6, after “Authority;” insert “expressing the intent of the General Assembly that the Commission not consider issues relating to aviation;”; in line 9, strike the first “a”; in the same line, strike “report” and substitute “reports”; and in the same line, strike “a certain date” and substitute “certain dates”.

AMENDMENT NO. 3

On page 1, after line 22, insert:

“WHEREAS, Trips to and from work comprise only 25% of all daily trips in the Metropolitan Region; and

WHEREAS, By the year 2025, the total increase in daily work and nonwork trips in the Washington Metropolitan Region will increase by 38%, from approximately 12.8 million trips per day to approximately 17.6 million trips per day, yet according to currently adopted regional long range plans, highway lane miles will increase by only 13% over the same period, from approximately 12,500 to approximately 14,100 lane miles, leaving a much greater gap between projected demand and available capacity than exists today, according to the Metropolitan Washington Area Council of Governments; and”;

(Over)

and in line 24, strike “carry” and substitute “increase to”.

AMENDMENT NO. 4

On page 2, in line 18, after “capacity” insert “and projected travel demands for all modes of travel by 2025”; in line 21, after “of” insert “and compliance with”; in line 22, strike “and”; and in line 23, after “(7)” insert “the organizational structures, powers, and responsibilities of a regional transportation authority, including a review of regional transportation planning and decision making bodies already created under the laws of Maryland, Virginia, and the District of Columbia, and the experience of other states and regions that have created regional transportation authorities; and

(8)”.

AMENDMENT NO. 5

On page 2, in line 25, after “(b)” insert “It is the intent of the General Assembly that, in reviewing the issues specified in subsection (a) of this section, the Commission not consider issues relating to aviation.

(c)”;

and in line 29, strike “(c)” and substitute “(d) (1)”.

AMENDMENT NO. 6

On page 2, in line 29, after “Commission” insert “submit an interim”; in the same line, after “report” insert “of”; in line 31, strike “in time to submit its findings and recommendations” and substitute “, and”; in line 33, strike the first “and”; in the same line, strike “Assemblies of Maryland and” and substitute “Assembly of”; in the same line, after “Virginia,” insert “and the local government officials of the affected counties and municipal corporations,”; strike beginning with “prior” in line 33 down through “sessions” in line 34 and substitute “on or before December 1, 2001”; and after line 34, insert:

“(2) It is the intent of the General Assembly that the Commission submit a final report of its findings and recommendations to the General Assembly in accordance with § 2-1246 of the State Government Article, and to the Governors of Maryland and Virginia, the Mayor and Council of the District of Columbia, the General Assembly of Virginia, and the local government officials of the affected counties and municipal corporations, on or before December 1, 2002.”.

AMENDMENT NO. 7

On page 2, in line 36, strike “October” and substitute “June”.