

BY: Finance Committee

AMENDMENTS TO HOUSE BILL NO. 1309
(Third Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 18, after the second “for” insert “certain”; strike beginning with the third “for” in line 18 down through “project” in line 20 and substitute “to certain individuals”; and in line 23, strike “chair” and substitute “co-chairs”.

AMENDMENT NO. 2

On page 3, after line 5, insert:

“(iv) The University of Maryland, Baltimore;”;

and in lines 6, 7, 8, and 9, strike “(iv)”, “(v)”, “(vi)”, and “(vii)”, respectively, and substitute “(v)”, “(vi)”, “(vii)”, and “(viii)”, respectively.

AMENDMENT NO. 3

On pages 4 and 5, strike in their entirety the lines beginning with line 20 on page 4 through line 28 on page 5, inclusive, and substitute:

“(b) The Advisory Council consists of the following members:

(1) five members who are business owners, residents, service providers, or workers in the Red Line transit corridor, and who are appointed by the President of the Senate:

(i) based on geographic consideration; and

(ii) after consultation with the members of the Baltimore City Delegation of the General Assembly who represent legislative districts 41, 44, and 46 and the members of the Baltimore County Delegation to the General Assembly who represent legislative district 10;

(Over)

(2) five members who are business owners, residents, service providers, or workers in the Red Line transit corridor, and who are appointed by the Speaker of the House:

(i) based on geographic consideration; and

(ii) after consultation with the members of the Baltimore City Delegation of the General Assembly who represent legislative districts 41, 44, and 46 and the members of the Baltimore County Delegation to the General Assembly who represent legislative district 10;

(3) two members who are appointed by the Governor or, at the Governor's discretion, the Maryland Transit Administrator;

(4) two members who are appointed by the Mayor of the City of Baltimore to represent the Baltimore City Department of Transportation and the Baltimore City Department of Planning; and

(5) one member who is appointed by the County Executive of Baltimore County.

(c) The Maryland Transit Administrator shall designate two co-chairs of the Advisory Council in the following manner:

(1) one from a list of two names provided by the President of the Senate from the members appointed under subsection (b) of this section; and

(2) one from a list of two names provided by the Speaker of the House from the members appointed under subsection (b) of this section.

(d) The term of a member of the Advisory Council shall continue until the commencement of operation of passenger service on the initial phase of the Red Line or until project funding is otherwise expended.

(e) On resignation of a member, a new member shall be appointed by the person who appointed the resigning member.

(f) (1) The Advisory Council shall meet at least once every 3 months.

(2) The meetings of the Advisory Council shall be publicized and open to the public.

(g) A member of the Advisory Council may not receive compensation.

(h) The Advisory Council shall advise the Administrator on major policy matters concerning the Baltimore Corridor Transit Study - Red Line, including:

(1) compensation for property owners whose property is damaged during the construction of any Red Line project, redevelopment of commercial areas surrounding the Red Line transit corridor in Baltimore City and Baltimore County, and providing hiring preferences as provided by Section 1 of this Act;

(2) consideration of a full range of construction alternatives, including an underground rail option;

(3) ensuring that the Red Line project:

(i) benefits the communities through which it will travel;

(ii) uses an inclusive planning process, including consultation with community residents, businesses, and institutions in the corridor;

(iii) is planned to maximize the likelihood that federal funding will be obtained for the project;

(iv) includes, during its planning phase, the distribution of factual information that allows the community to compare the costs, benefits, and impacts of all construction alternatives;

(v) favors alignments that produce the least negative community impacts practicable; and

(vi) places a priority on maintaining the Study schedule.”.

(Over)