

BY: Environmental Matters Committee

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

AMENDMENT NO. 1

On page 1, in line 2, after “Requirements” insert “and Citizens’ Advisory Council”; and strike beginning with “requiring” in line 11 down through “date;” in line 16 and substitute “requiring the Administration to consider methods for providing preference in hiring for construction jobs for construction of any Red Line transit project to residents of certain legislative districts surrounding the Red Line transit project; establishing a Citizens’ Advisory Council for the Baltimore Corridor Transit Study - Red Line; providing for the membership of the Advisory Council; requiring the Maryland Transit Administrator to designate the chair of the Advisory Council; establishing the term of the members of the Advisory Council; requiring meetings of the Advisory Council to be publicized and open to the public; prohibiting a member of the Advisory Council from receiving compensation; requiring the Advisory Council to advise the Administrator on certain major policy matters surrounding the Baltimore Corridor Transit Study - Red Line; requiring the Advisory Council to limit its review to certain matters; requiring the Advisory Council to report to the Governor and the General Assembly on its activities on or before a certain date each year; requiring the Administration to provide staff for the Advisory Council, solicit the advice of the Advisory Council at certain times, and prepare a certain report at certain times;”.

AMENDMENT NO. 2

On page 1, after line 17, insert:

“Preamble

WHEREAS, The Maryland Transit Administration has undertaken the Baltimore Corridor Transit Study - Red Line for a proposed 10-mile rapid transit line for the Baltimore metropolitan area; and

WHEREAS, The Red Line transit corridor encompasses a large number of residents, small

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and large businesses, schools, churches, and other community institutions, all of which are deeply concerned about the future of their communities; and

WHEREAS, Effective, high quality public transportation is important to these communities;  
and

WHEREAS, Public transit must be frequently available, reliable, and safe, and must provide an efficient and economical means to connect community members to major destinations throughout the Baltimore metropolitan area; and

WHEREAS, First and foremost, the Red Line should improve the public transportation system in the Baltimore metropolitan region and in the communities surrounding the Red Line transit corridor, and should be planned in a manner to serve those communities and foster economic development; and

WHEREAS, It is the intent of the General Assembly that, during the course of planning and constructing the Red Line project, the Administration adhere to the best practices of transit planning and implementation; and

WHEREAS, It is the intent of the General Assembly that community members participate in good faith in the planning process for the Red Line project and seek to fairly represent the interests of all community members; now, therefore”.

On page 2, after line 2, insert:

“(v) Baltimore County;”;

in lines 3 and 4, strike “(v)” and “(vi)”, respectively, and substitute “(vi)” and “(vii)”, respectively; and in line 5, after the semicolon insert “and”

(3) Consider methods for providing preference in hiring for construction jobs for the construction of any Red Line transit project to:

(i) residents of legislative districts in which the Red Line transit project will be constructed; or

(ii) residents of legislative districts adjacent to those in which the Red Line transit project will be constructed.”.

On pages 2 and 3, strike in their entirety the lines beginning with line 6 on page 2 through line 4 on page 3, inclusive, and substitute:

“SECTION 2. AND BE IT FURTHER ENACTED, That:

(a) There is a Citizens’ Advisory Council for the Baltimore Corridor Transit Study - Red Line.

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

(1) 10 members who:

(i) are appointed by the Maryland Transit Administrator from a list of:

1. 10 names provided by the President of the Senate; and

2. 10 names provided by the Speaker of the House; and

(ii) are business owners, residents, service providers, or workers in the Red Line transit corridor within Baltimore City;

(2) 3 members who are appointed by the Governor or, at the Governor’s discretion, the Maryland Transit Administrator.

(c) The Maryland Transit Administrator shall designate the chair of the Advisory Council from a list of:

(1) 2 names provided by the President of the Senate from the 13 members appointed under subsection (b) of this section; and

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(2) 2 names provided by the Speaker of the House from the 13 members appointed under subsection (b) of this section.

(d) The term of a member of the Advisory Council shall be 1 year.

(e) On resignation of a member, a new member shall be appointed according to the procedure used to appoint the resigning member.

(f) 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 required under Section 1 of this Act; and

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

(v) 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;

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

(vii) places a priority on maintaining the Study schedule.

(i) The Advisory Council shall limit its review to matters within the scope of the Study and any other matters identified by the Administrator.

(j) The Advisory Council shall advise the Administrator on the major policy matters under subsection (h) of this section in a manner to maintain the Red Line project schedule.

(k) On or before September 1 of each year, the Advisory Council shall report on its activities during the prior fiscal year to the Governor and, in accordance with § 2-1246 of the State Government Article, to the General Assembly.

(l) The Administration shall:

(1) provide staff to the Advisory Council;

(2) solicit the advice of the Advisory Council before major project decisions are made; and

(3) at the conclusion of the planning phase of the Red Line and at the commencement of passenger service, prepare a report, in consultation with the Advisory Council, that evaluates:

(i) the Advisory Council as a best practice strategy for incorporating community participation in major transportation planning projects;

(ii) whether it is advisable for a similar advisory council to be incorporated

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into major planning projects undertaken by the Administration throughout the State; and  
(iii) if it is advisable, how incorporation of an advisory council into major  
planning projects can best be accomplished.

SECTION 3. AND BE IT FURTHER ENACTED, That this Act shall take effect July 1,  
2006.”.