

**HB1013/274561/1**

BY: Appropriations Committee

AMENDMENTS TO HOUSE BILL 1013

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in the sponsor line, strike “Jacobs,”; in line 5, after “goals;” insert “requiring the Department to develop a project-based scoring system and promulgate certain regulations; requiring the Department to submit a certain list;”; and after line 25, insert:

“Preamble

WHEREAS, It is the intent of the General Assembly that a public process for transportation planning be developed that provides Maryland citizens with a clear and transparent explanation as to how their transportation taxes and revenues are allocated to fund major capital transportation projects; now, therefore.”.

On page 2, in lines 17, 21, 24, 30, and 32, strike “(5)”, “(6)”, “(7)”, “(8)”, and “(9)”, respectively, and substitute “**(6)**”, “**(7)**”, “**(8)**”, “**(9)**”, and “**(10)**”, respectively.

On page 3, in lines 6, 8, and 10, strike “(10)”, “(11)”, and “(12)”, respectively, and substitute “**(11)**”, “**(12)**”, and “**(13)**”, respectively.

On page 15, in lines 18, 21, 25, 27, 29, and 30, in each instance, strike “CAPITAL” and substitute “TRANSPORTATION”.

On page 16, in line 8, strike “capital” and substitute “transportation”.

AMENDMENT NO. 2

On page 2, after line 16, insert:

(Over)

“(5) “MAJOR TRANSPORTATION PROJECT” HAS THE MEANING STATED IN § 2-103.7 OF THIS SUBTITLE.”.

On page 12, in line 7, after “(A)” insert “(1)”; strike beginning with the comma in line 7 down through “SUBTITLE” in line 8 and substitute “THE FOLLOWING WORDS HAVE THE MEANING INDICATED.

(2) “MAJOR CAPITAL PROJECT” HAS THE MEANING STATED IN § 2-103.1 OF THIS SUBTITLE.

(3) (I) “MAJOR TRANSPORTATION PROJECT” MEANS A MAJOR CAPITAL PROJECT IN THE STATE HIGHWAY ADMINISTRATION OR THE MARYLAND TRANSIT ADMINISTRATION WHOSE TOTAL COST FOR ALL PHASES EXCEEDS \$5,000,000 AND THAT:

1. INCREASES HIGHWAY OR TRANSIT CAPACITY;

2. IMPROVES TRANSIT STATIONS OR STATION AREAS;

OR

3. IMPROVES HIGHWAY CAPACITY THROUGH THE USE OF INTELLIGENT TRANSPORTATION SYSTEMS OR CONGESTION MANAGEMENT SYSTEMS.

(II) “MAJOR TRANSPORTATION PROJECT” DOES NOT INCLUDE:

1. PROJECTS IN THE MARYLAND AVIATION ADMINISTRATION, THE MARYLAND PORT ADMINISTRATION, OR THE MARYLAND TRANSPORTATION AUTHORITY;

- PROJECTS;
2. MAINTENANCE AND STORAGE FACILITIES
  3. WATER QUALITY IMPROVEMENT PROJECTS; OR
  4. PROJECTS RELATED TO MARYLAND'S PRIORITIES FOR TOTAL MAXIMUM DAILY LOAD DEVELOPMENT".

AMENDMENT NO. 3

On page 3, strike beginning with "IN" in line 15 down through "SUBTITLE" in line 16; in line 20, strike "and"; in line 23, after "Department];" insert "AND"; and after line 23, insert:

"D. IF APPLICABLE, THE MANNER IN WHICH EACH MAJOR CAPITAL PROJECT WAS EVALUATED AND RANKED UNDER § 2-103.7 OF THIS SUBTITLE;".

On page 5, in line 25, strike "ESTABLISHED UNDER § 2-103.7 OF THIS SUBTITLE".

On page 6, in line 12, after "AND" insert ", IF APPLICABLE, USING THE".

On pages 10 and 11, strike beginning with ", INCLUDING" in line 33 on page 10 down through "SUBTITLE," in line 2 on page 11.

On page 15, in line 19, strike "PROJECT AREA" and substitute "COUNTY OR COUNTIES WHERE THE PROJECT WILL BE LOCATED"; and in line 17, strike "THE" and substitute "FOR REGIONAL EQUITY, THE".

AMENDMENT NO. 4

On page 12, strike lines 9 through 12 in their entirety and substitute:

**“(B) THE DEPARTMENT SHALL:**

**(1) IN ACCORDANCE WITH FEDERAL TRANSPORTATION REQUIREMENTS, DEVELOP A PROJECT-BASED SCORING SYSTEM USING THE GOALS AND MEASURES ESTABLISHED UNDER SUBSECTION (C) OF THIS SECTION;**

**(2) DEVELOP THE WEIGHTING METRICS FOR EACH GOAL AND MEASURE ESTABLISHED UNDER SUBSECTION (C) OF THIS SECTION;**

**(3) ON OR BEFORE JANUARY 1, 2017, ADOPT REGULATIONS TO CARRY OUT THE PROVISIONS OF THIS SECTION; AND**

**(4) IN ACCORDANCE WITH THE PROJECT-BASED SCORING SYSTEM DEVELOPED UNDER THIS SUBSECTION, RANK MAJOR TRANSPORTATION PROJECTS FOR INCLUSION IN THE DRAFT AND FINAL CONSOLIDATED TRANSPORTATION PROGRAM.”;**

in line 20, strike “AND”; in line 21, after “INVESTMENT” insert “**;** AND

**(IX) LOCAL PRIORITIES AND PLANNING”;**

and strike beginning with “IN” in line 25 down through “MANNER” in line 26 and substitute “**USING THE FOLLOWING MEASURES**”.

On page 13, strike beginning with “SHALL” in line 2 down through “SCORE;” in line 3 and substitute “**;** AND”; strike beginning with “SHALL” in line 6 down through “SCORE” in line 8; strike beginning with “SHALL” in line 11 down through “SCORE” in

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line 12; in line 14, strike “SHALL ACCOUNT FOR 30% OF THE SCORE”; in line 17, strike “SHALL ACCOUNT FOR 30% OF THE SCORE”; in line 20, strike “45-MINUTE” and substitute “60-MINUTE”; in line 21, strike “AN APPROXIMATELY 60-MINUTE COMMUTE FOR”; in line 22, strike “SHALL ACCOUNT FOR 50% OF THE SCORE”; strike in their entirety lines 23 through 26, inclusive, and substitute:

**“2. THE DEGREE TO WHICH THE PROJECT HAS A POSITIVE IMPACT ON TRAVEL TIME RELIABILITY; AND”;**

and in line 29, strike “SHALL ACCOUNT FOR 30% OF THE SCORE”.

On page 14, in line 2, strike “SHALL ACCOUNT FOR 30% OF THE SCORE”; in line 5, strike “SHALL ACCOUNT FOR 30% OF THE SCORE”; strike beginning with the first “OF” in line 7 down through “SCORE” in line 8; strike beginning with “SHALL” in line 11 down through “SCORE” in line 12; in line 14, strike “SHALL ACCOUNT FOR 25% OF THE SCORE;” and substitute “; AND”; strike beginning with “SHALL” in line 16 down through “SCORE” in line 21; in line 24, strike “45-MINUTE” and substitute “60-MINUTE”; in line 25, strike “SHALL ACCOUNT FOR 40% OF THE SCORE”; in line 28, strike “SHALL ACCOUNT FOR 30% OF THE SCORE”; and in line 31, strike “SHALL ACCOUNT FOR 30% OF THE SCORE”.

On page 15, in line 3, strike “45-MINUTE” and substitute “60-MINUTE”; in line 4, strike “SHALL ACCOUNT FOR 40% OF THE SCORE;” and substitute “; AND”; strike beginning with “SHALL” in line 6 down through “SCORE” in line 9; and strike in their entirety lines 11 through 16, inclusive, and substitute:

**“1. THE ESTIMATED TRAVEL TIME SAVINGS DIVIDED BY THE PROJECT COST;**

(Over)

**2. THE DEGREE TO WHICH THE PROJECT LEVERAGES ADDITIONAL FEDERAL, STATE, LOCAL, AND PRIVATE SECTOR TRANSPORTATION INVESTMENT; AND**

**3. THE DEGREE TO WHICH THE PROJECT WILL INCREASE TRANSPORTATION ALTERNATIVES AND REDUNDANCY.**

**(IX) FOR LOCAL PRIORITIES AND PLANNING, THE DEGREE TO WHICH THE PROJECT SUPPORTS LOCAL GOVERNMENT LAND USE PLANS AND GOALS.”.**

**AMENDMENT NO. 5**

On page 16, strike in their entirety lines 1 and 2; after line 9, insert:

**“SECTION 4. AND BE IT FURTHER ENACTED, That nothing in this Act may be construed to prohibit or prevent the funding of the capital transportation priorities in each jurisdiction.”;**

in line 10, strike “4.” and substitute “5.”; and in line 11, strike “October” and substitute “July”.