7lr0162 CF SB 307

By: The Speaker (By Request – Administration) and Delegates Adams, Afzali, Anderton, Arentz, Aumann, Beitzel, Buckel, Carozza, Cassilly, Ciliberti, Clark, Cluster, Flanagan, Folden, Ghrist, Grammer, Hornberger, S. Howard, Jacobs, Kipke, Kittleman, Krebs, Long, Malone, Mautz, McComas, McConkey, McKay, McMillan, Metzgar, Miele, Morgan, Otto, Parrott, Reilly, Rey, Rose, Saab, Shoemaker, Simonaire, Szeliga, Vogt, West, B. Wilson, and Wivell

Introduced and read first time: January 26, 2017

Assigned to: Appropriations and Environment and Transportation

A BILL ENTITLED

1 AN ACT concerning

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Repeal of the Maryland Open Transportation Investment Decision Act of 2016 (Road Kill Bill Repeal)

FOR the purpose of repealing certain State transportation goals; repealing a requirement that the Department of Transportation score the extent to which certain projects satisfy certain goals; repealing a requirement that the Department develop a certain scoring system and promulgate certain regulations; repealing a requirement that the Department submit a certain list; repealing a requirement that the Department evaluate, score, and rank certain projects for inclusion in a certain program; repealing a requirement that certain projects be ranked in a certain manner; repealing a requirement that the Department incorporate certain State transportation goals into a certain program and a certain plan; repealing a requirement that certain analyses and benchmarks are included in a certain program and certain plan; making this Act an emergency measure; and generally relating to State transportation programs and plans.

16 BY repealing

Chapter 36 of the Acts of the General Assembly of 2016

18 Preamble

WHEREAS, Chapter 36 of the Acts of the General Assembly of 2016 created the "Road Kill Bill", which had the effect of making 66 local transportation priorities ineligible for the State Consolidated Transportation Program; and

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



- WHEREAS, The Maryland Department of Transportation's Capital Transportation
 Program has been in place for 34 years; and
- WHEREAS, Local transportation priority letters are used by the Maryland Department of Transportation to develop its draft and final Consolidated Transportation Program; and
- WHEREAS, The Maryland Department of Transportation, after releasing its draft Consolidated Transportation Program, visits all 23 counties and Baltimore City in order to receive additional local input on projects; and
- 9 WHEREAS, The safety and security of Maryland's transportation infrastructure is crucial to the State's economic vitality; and
- WHEREAS, The Maryland Department of Transportation currently has more projects underway than at any other time in its history; and
- WHEREAS, The Transportation Trust Fund is funded by all residents and businesses statewide; and
- WHEREAS, The project scoring system passed during the 2016 legislative session does not support a statewide transportation network for Maryland; and
- WHEREAS, Maryland's transportation network must support our nation's homeland security and military needs with critical infrastructure projects; and
- WHEREAS, The prescriptive regulations and their imminent implementation required by the law passed during the 2016 legislative session make it impossible for projects statewide to be scored and evaluated equally, resulting in the cancellation of 66 projects across the State; now, therefore,
- SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND, That Chapter 36 of the Acts of the General Assembly of 2016 be repealed.
- SECTION 2. AND BE IT FURTHER ENACTED, That this Act is an emergency measure, is necessary for the immediate preservation of the public health or safety, has been passed by a yea and nay vote supported by three—fifths of all the members elected to each of the two Houses of the General Assembly, and shall take effect from the date it is enacted.