

SENATE BILL 307

R1

EMERGENCY BILL

7lr0158
CF 7lr0162

By: **The President (By Request – Administration) and Senators Bates, Cassilly, Eckardt, Edwards, Hershey, Hough, Jennings, Norman, Ready, Salling, Serafini, Simonaire, and Waugh**

Introduced and read first time: January 20, 2017

Assigned to: Budget and Taxation

A BILL ENTITLED

1 AN ACT concerning

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

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

16 BY repealing

17 Chapter 36 of the Acts of the General Assembly of 2016

18 Preamble

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

22 WHEREAS, The Maryland Department of Transportation’s Capital Transportation
23 Program has been in place for 34 years; and

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



1 WHEREAS, Local transportation priority letters are used by the Maryland
2 Department of Transportation to develop its draft and final Consolidated Transportation
3 Program; and

4 WHEREAS, The Maryland Department of Transportation, after releasing its draft
5 Consolidated Transportation Program, visits all 23 counties and Baltimore City in order to
6 receive additional local input on projects; and

7 WHEREAS, The safety and security of Maryland's transportation infrastructure is
8 crucial to the State's economic vitality; and

9 WHEREAS, The Maryland Department of Transportation currently has more
10 projects underway than at any other time in its history; and

11 WHEREAS, The Transportation Trust Fund is funded by all residents and
12 businesses statewide; and

13 WHEREAS, The project scoring system passed during the 2016 legislative session
14 does not support a statewide transportation network for Maryland; and

15 WHEREAS, Maryland's transportation network must support our nation's
16 homeland security and military needs with critical infrastructure projects; and

17 WHEREAS, The prescriptive regulations and their imminent implementation
18 required by the law passed during the 2016 legislative session make it impossible for
19 projects statewide to be scored and evaluated equally, resulting in the cancellation of 66
20 projects across the State; now, therefore,

21 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
22 That Chapter 36 of the Acts of the General Assembly of 2016 be repealed.

23 SECTION 2. AND BE IT FURTHER ENACTED, That this Act is an emergency
24 measure, is necessary for the immediate preservation of the public health or safety, has
25 been passed by a yea and nay vote supported by three-fifths of all the members elected to
26 each of the two Houses of the General Assembly, and shall take effect from the date it is
27 enacted.