

Bill No. HB 591, 2nd Eng.

Amendment No.     

	<u>Senate</u>	CHAMBER ACTION	<u>House</u>
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11	Senator Geller moved the following amendment to amendment		
12	(453732):		
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14	<b>Senate Amendment</b>		
15	On page 52, line 30, through page 54, line 7, delete		
16	those lines		
17			
18	insert:		
19	<u>(c) Additionally, each MPO shall consider:</u>		
20	<u>1.2.</u> The consistency of transportation planning with		
21	applicable federal, state, and local energy conservation		
22	programs, goals, and objectives;		
23	<del>3.</del> <del>The need to relieve congestion and prevent</del>		
24	<del>congestion from occurring where it does not yet occur;</del>		
25	<u>2.4.</u> The likely effect of transportation policy		
26	decisions on land use and development and the consistency of		
27	transportation plans and programs with all applicable		
28	short-term and long-term land use and development plans;		
29	<del>5.</del> <del>The programming of transportation enhancement</del>		
30	<del>activities as required by federal law;</del>		
31	<del>6.</del> <del>The effect of all transportation projects to be</del>		

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1 ~~undertaken in the metropolitan area, without regard to whether~~  
2 ~~such projects are publicly funded;~~

3 ~~7. The provision of access to seaports, airports,~~  
4 ~~intermodal transportation facilities, major freight~~  
5 ~~distribution routes, national and state parks, recreation~~  
6 ~~areas, monuments and historic sites, and military~~  
7 ~~installations;~~

8 ~~8. The need for roads within the metropolitan area to~~  
9 ~~efficiently connect with roads outside the metropolitan area;~~

10 ~~9. The transportation needs identified through the use~~  
11 ~~of transportation management systems required by federal or~~  
12 ~~state law;~~

13 ~~3.10.~~ The preservation of rights-of-way for  
14 construction of future transportation projects, including the  
15 identification of unused rights-of-way that may be needed for  
16 future transportation corridors and the identification of  
17 corridors for which action is most needed to prevent  
18 destruction or loss;

19 ~~11. Any available methods to enhance the efficient~~  
20 ~~movement of freight;~~

21 ~~12. The use of life-cycle costs in the design and~~  
22 ~~engineering of bridges, tunnels, or pavement;~~

23 ~~4.13.~~ The overall social, economic, energy, and  
24 environmental effects of transportation decisions; and

25 ~~5.14. Any~~ Available methods to expand or enhance  
26 transit services and increase the use of such services. and

27  
28 (Redesignate subsequent sections.)

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