

(4) TO THE EXTENT PRACTICABLE, ACCOUNT FOR AUTOMOBILE TRIPS NOT TAKEN DUE TO DEMAND MANAGEMENT MEASURES, INCLUDING TELEWORK, TELESHOPPING, AND LAND USE PATTERNS SUPPORTING ALTERNATIVES TO DRIVING; AND

(5) INDICATE THE COST EFFECTIVENESS OF INVESTMENTS FOR ACHIEVING RELEVANT PERFORMANCE GOALS AND BENCHMARKS, INCLUDING A SPECIFIC ANALYSIS OF PLANNED TRANSPORTATION INVESTMENTS DETAILING:

(I) ANY PROJECTED DECREASES OR INCREASES IN INDICATORS OF TRAFFIC CONGESTION AS DEFINED BY THE DEPARTMENT; AND

(II) THE COST PER PASSENGER MILE AND OTHER INDICATORS OF COST EFFECTIVENESS AS DEFINED BY THE DEPARTMENT.

SECTION 2. AND BE IT FURTHER ENACTED, That the measurable performance indicators, benchmarks, and goals established by the Department under this Act may not serve as the basis of any cause of action brought by any party seeking damages or injunctive relief, or in any tort action to block a transportation project for the alleged failure to meet the indicators, benchmarks, or goals.

SECTION ~~2~~ 3. AND BE IT FURTHER ENACTED, That this Act shall take effect October 1, 2000.

May 18, 2000

The Honorable Casper R. Taylor, Jr.
Speaker of the House
State House
Annapolis MD 21401

Dear Mr. Speaker:

In accordance with Article II, Section 17 of the Maryland Constitution, I have today vetoed House Bill 1225 – Kent County – Custody and Transportation of Inmates.

This bill authorizes the County Commissioners of Kent County to provide, by resolution or law, for the custody, safekeeping and transportation of prisoners by corrections officers or law enforcement officers other than the sheriff.

Senate Bill 216, which was passed by the General Assembly and signed by me today, accomplishes the same purpose. Therefore, it is not necessary for me to sign House Bill 1225.

Sincerely,
Parris N. Glendening
Governor

House Bill No. 1225

AN ACT concerning