

HB0051/733824/1

BY: Budget and Taxation Committee

AMENDMENTS TO HOUSE BILL 51
(Third Reading File Bill)

AMENDMENT NO. 1

On page 1, in lines 3 and 4, strike “**Grant Anticipation Revenue Vehicle Bonds and Grant Anticipation Notes**” and substitute “**Financing and Commission on Transportation Revenue and Infrastructure Needs**”; in line 16, after “aid;” insert “repealing the pledge of certain taxes to the payment of certain bonds secured by a pledge of federal aid; establishing the Maryland Commission on Transportation Revenue and Infrastructure Needs;”; and in line 19, after “aid” insert “and transportation revenue and infrastructure needs”.

AMENDMENT NO. 2

On page 7, strike in their entirety lines 22 and 23 and substitute:

“SECTION 2. AND BE IT FURTHER ENACTED, That:

(a) There is a Maryland Commission on Transportation Revenue and Infrastructure Needs.

(b) The Commission consists of:

(1) (i) subject to item (iii) of this item, three members of the Senate of Maryland, appointed by the President of the Senate;

(ii) subject to item (iii) of this item, three members of the House of Delegates, appointed by the Speaker of the House; and

(iii) of the six members appointed under items (i) and (ii) of this item;

HB0051/733824/01 Budget and Taxation Committee
Amendments to HB 51
Page 2 of 5

1. one member shall represent the core service area of the Maryland Transit Administration, as defined in § 7–301.1 of the Transportation Article; and

2. one member shall represent the Washington Metropolitan Area Transit Authority service area; and

(2) the following members appointed by the Governor:

(i) the Secretary of Transportation;

(ii) the Secretary of Budget and Management;

(iii) the Secretary of Commerce;

(iv) the Secretary of Planning;

(v) a representative of the Washington Metropolitan Transit Authority;

(vi) two modal administrators from the Department of Transportation, selected by the Secretary of Transportation;

(vii) three representatives from the business community, including two representatives of statewide or regional organizations;

(viii) two representatives of the transit community;

(ix) two representatives of the environmental community;

(x) a representative of the American Automobile Association;

HB0051/733824/01 Budget and Taxation Committee
Amendments to HB 51
Page 3 of 5

- (xi) a representative of the freight rail industry;
- (xii) a representative of the motor carrier industry;
- (xiii) a representative of the Maryland Association of Counties;
- (xiv) a representative of the transportation construction industry;
- (xv) a representative of the Maryland Municipal League;
- (xvi) a representative of the cycling advocacy community;
- (xvii) two representatives of labor unions; and
- (xviii) two individuals representing rural areas in the State.

(c) The Governor shall designate the chair of the Commission after consultation with the President of the Senate and the Speaker of the House.

(d) To the extent practicable, the President of the Senate, the Speaker of the House, and the Governor shall attempt to ensure regional, economic, ethnic, and gender diversity on the Commission.

(e) A member of the Commission:

- (1) may not receive compensation as a member of the Commission; but
- (2) is entitled to reimbursement of expenses under the Standard State Travel Regulations, as provided in the State budget.

(Over)

HB0051/733824/01 Budget and Taxation Committee
Amendments to HB 51
Page 4 of 5

(f) The Department of Transportation and the Department of Legislative Services shall provide staff support to the Commission.

(g) The Commission shall review, evaluate, and make recommendations concerning:

(1) the current State funding sources and structure of the Maryland Transportation Trust Fund; including:

(i) revenue trends that demonstrate weaknesses in the stability of the Trust Fund;

(ii) trends in operating and capital expenditures, and how existing resources have constrained programming;

(iii) trends in the General Fund and general obligation support for State transportation expenditures and an analysis of whether this approach to support should continue or transportation expenditures should solely be supported by the Transportation Trust Fund; and

(iv) whether revenue funds for transit and roads, bridges, and tunnels should be segregated;

(2) the methods that other states are employing to fund state transportation operating and capital programs, including toll revenue, vehicle-miles-traveled fees, fees on zero-emission vehicles, and non-transportation-related revenue options;

(3) short- and long-term construction and maintenance funding needs for transit, highway, pedestrian, bicycle, heavy rail, shipping, air travel, and other transportation needs;

HB0051/733824/01 Budget and Taxation Committee
Amendments to HB 51
Page 5 of 5

(4) options for public-private partnerships, including partnerships with local governments, to meet transportation funding needs, including funding options;

(5) changes in transportation technology and trends that will impact transportation infrastructure needs and costs to the State;

(6) existing practices for prioritizing project funding and options to better prioritize needs, including local and legislative priorities;

(7) the structure of regional transportation authorities and the ability of these authorities to meet transportation needs in various regions of the State;

(8) options for sustainable, long-term revenue sources for transportation; and

(9) options for improving the Maryland Department of Transportation's ability and capacity to deliver major capital projects.

(h) On or before January 1, 2024, the Commission shall submit an interim report of its findings and recommendations to the Governor and, in accordance with § 2-1257 of the State Government Article, the General Assembly.

(i) On or before January 1, 2025, the Commission shall submit a final report of its findings and recommendations to the Governor and, in accordance with § 2-1257 of the State Government Article, the General Assembly.

SECTION 3. AND BE IT FURTHER ENACTED, That this Act shall take effect July 1, 2023. Section 2 of this Act shall remain effective for a period of 2 years and, at the end of June 30, 2025, Section 2 of this Act, with no further action required by the General Assembly, shall be abrogated and of no further force and effect.”.