

BY: Budget and Taxation Committee

AMENDMENTS TO SENATE BILL NO. 850
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in the sponsor line, strike “and Colburn” and substitute “Colburn, Lawlah, Ruben, Hogan, Jones, and DeGrange”; in line 2, after the second “Funding” insert “Study”; and strike beginning with “altering” in line 3 down through “practices;” in line 12 and substitute “requiring the Maryland Department of Transportation to conduct certain analyses on the operating and capital funding needs for transit over a certain period of time; requiring the Department to conduct certain reviews of the funding structures of certain other transit systems; requiring the Department to identify certain funding strategies; establishing a certain steering committee; providing for the membership of the steering committee; requiring the Department to submit a certain report;”.

AMENDMENT NO. 2

On pages 1 and 2, strike in their entirety the lines beginning with line 14 on page 1 through line 10 on page 2, inclusive, and substitute:

“Preamble

WHEREAS, The Maryland Department of Transportation is studying the future transit needs of the Baltimore and Washington regions and several major transit projects are under consideration, including the Red and Green lines in Baltimore City, the Bi-County Transitway, the Corridor Cities Transitway, and the expansion of the Washington Metro to BWI-Thurgood Marshall Airport; and

WHEREAS, In January 2005, a Blue Ribbon Panel identified an average annual shortfall of \$300 million in the Washington Metropolitan Area Transit Authority’s (WMATA) capital funding needs through 2015. In response, legislation was introduced in Congress to provide a substantial federal commitment to funding WMATA, contingent on participating state and local governments earmarking funds from dedicated funding sources for the same purpose; and

(Over)

WHEREAS, Maryland supports efforts to obtain additional federal assistance for the operations, maintenance and expansion of WMATA, given the federal government's reliance on the transit system; and

WHEREAS, Maryland has and will continue to meet its obligation to fund its share of WMATA's operating and capital needs, as evidenced by the State's participation in Metro Matters; and

WHEREAS, Maryland has statewide transit funding needs that should be addressed using a statewide approach that is equitable for all regions; now, therefore,."

AMENDMENT NO. 3

On page 2, after line 10, insert:

"SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That:

(a) The Maryland Department of Transportation shall provide an analysis of operating and capital funding needs for transit in the State over a twenty year horizon. The analysis shall include a comprehensive, financially unconstrained review of potential needs. Projections should provide detail on operating and capital assumptions, including baseline growth, system preservation, service expansion, and system expansion including all new transit projects currently under study. To the extent practical, the analysis shall consider previous studies or approved service expansion plans for the Washington Metropolitan Area Transit Authority (WMATA), Maryland Transit Administration services (Metro, Light Rail, Bus, Commuter Bus, and MARC), and locally operated transit systems.

(b) The Maryland Department of Transportation shall conduct a review of how transit services are funded across the country and in select cities outside the United States with large transit systems. The review should provide a list of revenue sources used, examples of the mix of sources applied, and other detailed information helpful to considering transit funding strategies. This review should consider state, regional, and local approaches to funding transit systems, including capital expansion projects. The study may discuss the policy considerations of potential revenue sources not currently used in Maryland.

(c) The Maryland Department of Transportation shall identify State funding strategies to take advantage of potential new federal funding for WMATA that could be authorized by pending federal legislation.

(d) (1) There is a Transit Funding Study Steering Committee.

(2) The Steering Committee shall meet periodically to provide guidance and direction to the Maryland Department of Transportation in conducting the studies and analysis required under this section.

(3) The Steering Committee shall consist of the following members:

(i) Three members of the Senate of Maryland, appointed by the President of the Senate;

(ii) Three members of the House of Delegates, appointed by the Speaker of the House;

(iii) The Secretary of Transportation, or the Secretary's designee; and

(iv) The Secretary of Budget and Management, or the Secretary's designee.

(e) The Maryland Department of Transportation shall submit a report to the General Assembly on or before December 15, 2006, in accordance with § 2-1246 of the State Government Article, that includes the studies and analysis required under this section.”.

AMENDMENT NO. 4

On pages 2 through 8, strike in their entirety the lines beginning with line 11 on page 2 through line 1 on page 8, inclusive.

On page 8, in line 2, strike “4.” and substitute “2.”.