

SB0693/517671/2

BY: Finance Committee

AMENDMENTS TO SENATE BILL 693
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in the sponsor line, strike “and Getty” and substitute “Getty, Kittleman, Middleton, Pugh, Simonaire, and Stone”; strike line 2 in its entirety and substitute “Task Force to Study Toll Rates and the Funding of Transportation Facilities Projects”; strike beginning with “terminating” in line 3 down through “Authority” in line 23 and substitute “establishing a Task Force to Study Toll Rates and the Funding of Transportation Facilities Projects; specifying the membership and staffing of the Task Force; requiring the Governor to designate the chair of the Task Force; prohibiting members of the Task Force from receiving certain compensation, but authorizing the reimbursement of certain expenses; authorizing the Maryland Transportation Authority to hire a certain consultant for certain purposes; requiring the Task Force to study certain issues relating to certain tolls and the funding of certain transportation facilities projects; requiring the Task Force to submit a report of its findings and recommendations by a certain date; providing for the termination of this Act; and generally relating to the Task Force to Study Toll Rates and the Funding of Transportation Facilities Projects”; and strike lines 24 through 28, inclusive.

AMENDMENT NO. 2

On page 2, strike beginning with “That” in line 2 down through “ENACTED,” in line 4.

On pages 2 and 3, strike in their entirety the lines beginning with line 5 on page 2 through line 29 on page 3, inclusive, and substitute:

“(a) There is a Task Force to Study Toll Rates and the Funding of Transportation Facilities Projects.

(Over)

(b) The Task Force consists of the following members:

(1) two members of the Senate of Maryland, appointed by the President of the Senate; and

(2) two members of the House of Delegates, appointed by the Speaker of the House;

(3) the Chair of the Maryland Transportation Authority, or the Chair's designee;

(4) the Secretary of Business and Economic Development, or the Secretary's designee;

(5) the State Treasurer, or the Treasurer's designee; and

(6) the following members, appointed by the Governor:

(i) a representative from the business community;

(ii) a representative of an organization that represents public employees;

(iii) a representative of the motor carrier industry;

(iv) a representative of the Maryland Association of Counties;

(v) a representative of the transportation construction industry;
and

(vi) three citizens of the State, at least one of whom is from a rural area in the State.

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

(d) The Maryland Transportation Authority:

(1) shall provide staff support to the Task Force; and

(2) if necessary, may hire an independent consultant to assist and advise the Task Force on the matters for study under subsection (f) of this section.

(e) A member of the Task Force:

(1) may not receive compensation as a member of the Task Force; but

(2) is entitled to reimbursement of expenses under the Standard State Travel Regulations, as provided in the State budget.

(f) (1) The Task Force shall:

(i) examine the toll rates for each of the Maryland Transportation Authority's (MDTA) toll facilities and how MDTA is using revenues from each facility, including whether toll rates are appropriate and fair and whether revenues from each transportation facility are being used in a manner that is reasonably related to the benefit that users of each toll facility derive from use of each toll facility;

(ii) examine MDTA's financial program, including its debt capacity, bond ratings, cost of borrowing, and toll revenue projections;

(iii) analyze, based on revenue projections from current toll revenues, MDTA's ability to operate, maintain, improve, and protect existing facilities.

(Over)

and the extent to which MDTA is able to undertake new transportation facilities projects;

(iv) analyze whether MDTA is meeting timelines and cost targets for projects underway, such as the project to construct express toll lanes on I-95;

(v) consider the pros and cons of tolling currently untolled portions of MDTA roadways, including any cost or safety impacts on State and local roads due to increased traffic resulting from efforts of motorists to avoid tolls;

(vi) examine the possibility of entering into reciprocity agreements with other states for the purpose of collecting unpaid tolls of out-of-state users of MDTA transportation facilities; and

(vii) review the operating structure of MDTA and consider whether it is the best possible structure to meet the State's transportation needs in the future.

(2) The Task Force's analysis of toll rates and revenue use shall include:

(i) a comparison of rates, on a per-mile basis, for each toll facility in the State and other comparable transportation facilities in the region; and

(ii) a review of toll revenue use practices by other public-private partnerships that operate comparable transportation facilities.

(g) On or before December 31, 2012, the Task Force shall submit a report of its findings and recommendations to the Governor and, subject to § 2-1246 of the State Government Article, the General Assembly.”.

On page 3, in line 30, strike “3.” and substitute “2.”; and in line 31, strike “October 1, 2012” and substitute “July 1, 2012. It shall remain effective for a period of 1 year and, at the end of June 30, 2013, with no further action required by the General Assembly, this Act shall be abrogated and of no further force and effect”.