

**SB0024/343924/1**

BY: Budget and Taxation Committee

AMENDMENTS TO SENATE BILL 24  
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in the sponsor line, strike “**Senator McCray**” and substitute “**Senators McCray, Bailey, Benson, Corderman, Elfreth, Guzzone, Hettleman, Jackson, Jennings, King, Rosapepe, Salling, and Zucker**”; in lines 2 and 3, strike “**Consolidated Transportation Program and Debt Limit of Grant Anticipation Revenue Vehicle Bonds**” and substitute “**Financing and Commission on Transportation Revenue and Infrastructure Needs**”; strike beginning with “requiring” in line 5 down through “sources;” in line 7 and substitute “repealing a requirement that the Capital Debt Affordability Committee include certain debt that is secured by future federal aid within its review of State tax supported debt;”; in line 11, after “purposes;” insert “altering the maximum term of certain bonds that are secured by a pledge of future federal aid; 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;”; strike beginning with “the” in line 11 down through “issue” in line 13 and substitute “debt issued by the Department of Transportation that is secured by future federal aid and transportation revenue and infrastructure needs”; and strike in their entirety lines 14 through 23, inclusive, and substitute:

“BY repealing and reenacting, with amendments,

Article - State Finance and Procurement

Section 8-104

Annotated Code of Maryland

(2021 Replacement Volume and 2022 Supplement)”.

AMENDMENT NO. 2

On page 2, after line 3, insert:

**“Article – State Finance and Procurement**

8–104.

- (a) In this Part II of this subtitle the following words have the meanings indicated.
- (b) “Committee” means the Capital Debt Affordability Committee.
- (c) (1) “Tax supported debt” means:
  - (i) State debt; and
  - (ii) other forms of debt, including State agency capital leases supported in whole or part by State tax revenues and debt of the Department of Transportation, the Maryland Stadium Authority, and other units of State government which, in the opinion of the Committee, are supported directly or indirectly by State tax revenues.
- (2) ["Tax supported debt" includes debt issued by the Department of Transportation under Title 3, Subtitle 6 of the Transportation Article or by the Maryland Transportation Authority under Title 4, Subtitle 3 of the Transportation Article that is secured by a pledge of future federal aid from any source.
- (3) “Tax supported debt” does not include capital leases used to finance energy performance contracts entered into under § 12–301 of this article, if, as determined by the Committee, energy savings that are guaranteed by the contractor:
  - (i) equal or exceed the capital lease payments on an annual basis; and
  - (ii) are monitored in accordance with reporting requirements adopted by the Committee.”.

On pages 2 and 3, strike in their entirety the lines beginning with line 5 on page 2 through line 31 on page 3, inclusive.

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On page 4, in line 32, strike “\$750,000,000” and substitute “**\$1,000,000,000**”.

On page 5, in lines 1 and 2, strike “**ELECTRIC BUSES AND CONSTRUCTING RELATED INFRASTRUCTURE**” and substitute “**ZERO-EMISSION BUSES CONSISTENT WITH § 7-406 OF THE TRANSPORTATION ARTICLE AND CONSTRUCTING RELATED INFRASTRUCTURE, INCLUDING BUS MAINTENANCE FACILITIES**”; strike beginning with “**REHABILITATING**” in line 3 down through “**(V)**” in line 7; in line 8, strike “**OR**”; in line 9, strike “**(VI)**” and substitute “**(IV)**”; strike beginning with “**IMPROVING**” in line 9 down through “**SYSTEM;**” in line 11 and substitute “**DESIGNING AND CONSTRUCTING IMPROVEMENTS TO THE MARYLAND ROUTE 2 AND ROUTE 4 CORRIDOR, INCLUDING THE THOMAS JOHNSON BRIDGE;**”

**(V) DESIGNING AND CONSTRUCTING IMPROVEMENTS TO THE MARYLAND ROUTE 90 CORRIDOR; OR**

**(VI) DESIGNING AND CONSTRUCTING IMPROVEMENTS TO THE INTERSTATE 81 CORRIDOR;**”;

in line 12, strike “12” and substitute “**15**”; in line 13, after “issue;” insert “**AND**”; strike in their entirety lines 14 through 22, inclusive; and in line 23, strike “(5)” and substitute “**(3)**”.

**AMENDMENT NO. 3**

On page 6, strike in their entirety lines 9 and 10 and substitute:

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

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

(Over)

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(b) The Commission consists of:

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

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

(3) 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;

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- (x) a representative of the American Automobile Association;
- (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)

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(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; and

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

(2) the methods that other States are employing to fund state transportation operating and capital programs;

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

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

(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;

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

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

(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.”.