

HOUSE BILL 9

R2
HB 141/22 – ENT

(PRE-FILED)

3lr0393
CF 3lr0394

By: **Delegates Ruth, Bagnall, Cardin, Chang, Charkoudian, Ebersole, Foley, Fraser-Hidalgo, Henson, Hill, Kerr, Lehman, Love, Patterson, Qi, Terrasa, and Watson**

Requested: September 13, 2022

Introduced and read first time: January 11, 2023

Assigned to: Environment and Transportation

A BILL ENTITLED

1 AN ACT concerning

2 **Equity in Transportation Sector – Guidelines and Analyses**

3 FOR the purpose of requiring that equity be considered when certain State transportation
4 plans, reports, and goals are developed; altering the membership of the advisory
5 committee on State transportation goals, benchmarks, and indicators; requiring the
6 Department of Transportation, in collaboration with the Maryland Transit
7 Administration, to conduct certain analyses and consult with certain communities
8 before announcing or proposing certain service changes; requiring the
9 Administration to take certain actions to avoid or minimize certain disparate
10 impacts or disproportionate burdens; requiring the Administration to compile a
11 report on the impacts of a proposed service change after holding a public hearing on
12 the proposed service change; requiring the Department, in collaboration with the
13 Administration, to conduct certain analyses and consult with certain communities
14 before announcing any reduction or cancellation of a capital expansion project in the
15 construction program of the Consolidated Transportation Program; requiring the
16 Administration to compile a report on the impacts of a proposed reduction or
17 cancellation of a capital expansion project in the construction program of the
18 Consolidated Transportation Program; and generally relating to equity in
19 transportation.

20 BY repealing and reenacting, with amendments,
21 Article – Transportation
22 Section 2–103.1(d), (h), and (j) and 7–101
23 Annotated Code of Maryland
24 (2020 Replacement Volume and 2022 Supplement)

25 BY repealing and reenacting, without amendments,
26 Article – Transportation

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



1 Section 2–103.1(g) and (i)
 2 Annotated Code of Maryland
 3 (2020 Replacement Volume and 2022 Supplement)

4 BY adding to
 5 Article – Transportation
 6 Section 7–714 through 7–716
 7 Annotated Code of Maryland
 8 (2020 Replacement Volume and 2022 Supplement)

9 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
 10 That the Laws of Maryland read as follows:

11 **Article – Transportation**

12 2–103.1.

13 (d) **(1)** The Maryland Transportation Plan shall:

14 **[(1)] (I)** Except as otherwise provided, be revised every 5 years through
 15 an inclusive public participation process;

16 **[(2)] (II)** Include a 20–year forecast of State transportation needs, based
 17 on the financial resources anticipated to be available to the Department during that
 18 20–year period;

19 **[(3)] (III)** Be expressed in terms of the State transportation goals and
 20 measures; and

21 **[(4)] (IV)** Include a summary of the types of projects and programs that are
 22 proposed to accomplish the State transportation goals and measures, using a multi–modal
 23 approach when feasible.

24 **(2) BEGINNING WITH THE 2045 MARYLAND TRANSPORTATION PLAN,**
 25 **THE DEPARTMENT SHALL CONSIDER WAYS TO ACHIEVE EQUITY IN THE**
 26 **TRANSPORTATION SECTOR WHEN DEVELOPING THE STATE TRANSPORTATION**
 27 **GOALS.**

28 (g) Beginning with the year 2002 State Report on Transportation and continuing
 29 thereafter, before the General Assembly considers the proposed Maryland Transportation
 30 Plan and the proposed Consolidated Transportation Program, the Department shall submit
 31 an annual report on the attainment of State transportation goals and benchmarks for the
 32 approved and proposed Maryland Transportation Plan and the approved and proposed
 33 Consolidated Transportation Program to the Governor and, subject to § 2–1257 of the State
 34 Government Article, to the General Assembly.

1 (h) (1) The report required under subsection (g) of this section shall include:

2 (i) The establishment of certain measurable performance indicators
3 or benchmarks, in priority funding areas at a minimum, designed to quantify the State
4 transportation goals and measures specified in the Maryland Transportation Plan and §
5 2–103.7 of this subtitle; and

6 (ii) The degree to which the projects and programs contained in the
7 approved Maryland Transportation Plan and Consolidated Transportation Program attain
8 those goals and benchmarks as measured by the performance indicators or benchmarks.

9 (2) The Department shall include in its report measurable long–term goals,
10 and intermediate benchmarks of progress toward the attainment of the long–term goals,
11 for the following measurable transportation indicators:

12 (i) An increase in the share of total person trips for each of transit,
13 high occupancy auto, pedestrian, and bicycle modes of travel;

14 (ii) A decrease in indicators of traffic congestion as determined by
15 the Department; and

16 (iii) Any other performance goals established by the Department for
17 reducing automobile traffic and increasing the use of nonautomobile traffic.

18 **(3) (I) BEGINNING WITH THE 2024 ATTAINMENT REPORT ON**
19 **TRANSPORTATION SYSTEM PERFORMANCE, THE ADVISORY COMMITTEE ADVISING**
20 **THE DEPARTMENT ON STATE TRANSPORTATION GOALS, BENCHMARKS, AND**
21 **INDICATORS SHALL RECOMMEND MEASURABLE TRANSPORTATION INDICATORS**
22 **THAT CAN BE EVALUATED FOR:**

23 **1. RACIAL AND ETHNIC DISPARITIES; AND**

24 **2. TO THE EXTENT DATA IS AVAILABLE, IMPACTS ON**
25 **PERSONS WITH DISABILITIES.**

26 **(II) THE DEPARTMENT SHALL EVALUATE THE INDICATORS**
27 **RECOMMENDED UNDER SUBPARAGRAPH (I) OF THIS PARAGRAPH TO IDENTIFY ANY:**

28 **1. RACIAL AND ETHNIC DISPARITIES; AND**

29 **2. TO THE EXTENT DATA IS AVAILABLE, IMPACTS ON**
30 **PERSONS WITH DISABILITIES.**

31 **[(3)] (4)** The performance indicators or benchmarks described in this
32 subsection shall acknowledge the difference between urban and rural transportation needs.

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1 (i) The Smart Growth Subcabinet, established under Title 9, Subtitle 14 of the
2 State Government Article, shall conduct an annual review of the State transportation goals,
3 benchmarks, and indicators.

4 (j) (1) An advisory committee shall be assembled to advise the Department on
5 the State transportation goals, benchmarks, and indicators under subsection (h) of this
6 section.

7 (2) Membership of the advisory committee shall include but is not limited
8 to the following members appointed by the Governor:

9 (i) A representative of the Maryland business community;

10 (ii) A representative of the disabled citizens community;

11 (iii) A representative of rural interests;

12 (iv) A representative of an auto users group;

13 (v) A representative of a transit users group;

14 (vi) A representative of the goods movement industry;

15 (vii) A nationally recognized expert on transportation demand
16 management;

17 (viii) A nationally recognized expert on pedestrian and bicycle
18 transportation;

19 (ix) A nationally recognized expert on transportation performance
20 measurement;

21 (x) A representative of an environmental advocacy organization;

22 (xi) A representative from the Maryland Department of Planning;

23 (xii) A representative of the Maryland Association of Counties; [and]

24 (xiii) A representative of the Maryland Municipal League;

25 (XIV) A REPRESENTATIVE OF THE MARYLAND STATE
26 CONFERENCE OF THE NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF
27 COLORED PEOPLE; AND

28 (XV) A REPRESENTATIVE OF A TRANSPORTATION LABOR
29 ORGANIZATION, DESIGNATED BY THE MARYLAND STATE AND DISTRICT OF

1 **COLUMBIA AFL–CIO.**

2 (3) The Governor shall appoint the chairman of the advisory committee.

3 (4) The advisory committee shall meet at least four times during the
4 process of developing the Maryland Transportation Plan to provide advice to the
5 Department on meeting the requirements of this subsection.

6 (5) The Department and the advisory committee shall consider the
7 following:

8 (i) Transportation and population trends and their impact on the
9 State's transportation system and priority funding areas;

10 (ii) Past and present State funding devoted to the various
11 transportation modes and demand management;

12 (iii) The full range of unmet transportation needs in priority funding
13 areas;

14 (iv) The full range of transportation measures and facilities
15 available, and their role, effectiveness, and cost effectiveness in providing travel choices
16 and reducing congestion;

17 (v) A review of transportation performance indicators and their use
18 in other states;

19 (vi) A review of the coordination of State transportation investments
20 with local growth plans for priority funding areas;

21 (vii) The types of investments needed and their levels of funding for
22 supporting the State transportation goals and measures established under § 2–103.7 of this
23 subtitle;

24 (viii) The impact of transportation investment on:

25 1. The environment;

26 2. Environmental justice as defined in § 1–701 of the
27 Environment Article;

28 3. Communities; [and]

29 4. Economic development; [and]

30 **5. RACIAL EQUITY; AND**

6. TO THE EXTENT DATA IS AVAILABLE, PERSONS WITH DISABILITIES, INCLUDING SERVICE ACCESSIBILITY; AND

(ix) The Climate Action Plan goals required by the Greenhouse Gas Emissions Reduction Act of 2009 under § 2–1205(b) of the Environment Article.

7–101.

(a) In this title the following words have the meanings indicated.

(b) “Administration” means the Maryland Transit Administration.

(c) “Administrator” means the Maryland Transit Administrator.

(D) “DISPARATE IMPACT” MEANS A FACIALLY NEUTRAL POLICY OR PRACTICE THAT DISPROPORTIONATELY AFFECTS MEMBERS OF A GROUP IDENTIFIED BY RACE, COLOR, OR NATIONAL ORIGIN, WHERE THE RECIPIENT’S POLICY OR PRACTICE LACKS A SUBSTANTIAL LEGITIMATE JUSTIFICATION AND WHERE THERE EXIST ONE OR MORE ALTERNATIVES THAT WOULD SERVE THE SAME LEGITIMATE OBJECTIVES BUT WITH LESS DISPROPORTIONATE EFFECT ON THE BASIS OF RACE, COLOR, OR NATIONAL ORIGIN.

(E) “DISPROPORTIONATE BURDEN” MEANS A FACIALLY NEUTRAL POLICY OR PRACTICE THAT DISPROPORTIONATELY AFFECTS LOW-INCOME POPULATIONS MORE THAN NON-LOW-INCOME POPULATIONS AND, ON A FINDING OF DISPROPORTIONATE BURDEN, REQUIRES THE RECIPIENT TO EVALUATE ALTERNATIVES AND MITIGATE BURDENS WHERE PRACTICABLE.

[(d)] (F) “District” means:

(1) The Metropolitan Transit District, consisting of Baltimore City, Baltimore County, Anne Arundel County, and other areas as designated by the Secretary after consultation and coordination with the affected jurisdiction and subject to the provisions of the Washington Metropolitan Transit Authority Compact; and

(2) Any area in which railroad service is performed under contract with the Administration or in which railroad facilities are owned by the Administration.

[(e)] (G) “Excursion train” means any special event train sponsored or contracted for in connection with the promotion of a public event benefiting the State and its citizens.

[(f)] (H) “Light rail transit” means rail transit which is electrically powered and can operate in mixed traffic with automobiles.

1 **[(g)] (I)** “Private carrier” means any person that renders transit service within
2 the District under an operating permit or license issued by an agency of this State
3 exercising regulatory jurisdiction over transportation of passengers within this State and
4 over persons engaged in that business.

5 **[(h)] (J)** “Proof of fare payment” means evidence of fare prepayment authorized
6 by the Administration for the use of transit service.

7 **[(i)] (K)** “Railroad company” means any entity engaged in the providing of
8 railroad service under this title.

9 **[(j)] (L)** (1) “Railroad facility” means any facility used in providing railroad
10 services, and includes any one or more or combination of:

11 (i) Switches, spurs, tracks, structures, terminals, yards, real
12 property, and other facilities useful or designed for use in connection with the
13 transportation of persons or goods by rail; and

14 (ii) All other appurtenances, including locomotives, cars, vehicles,
15 and other instrumentalities of shipment or carriage, useful or designed for use in
16 connection with the transportation of persons or goods by rail.

17 (2) “Railroad facility” does not include any transit facility.

18 **[(k)] (M)** “Railroad service” means any service utilizing rail or railroad facilities
19 performed by any common carrier operating under the jurisdiction of the State or federal
20 government as a common carrier and includes any such service performed by the National
21 Railroad Passenger Corporation.

22 **[(l)] (N)** “Transit facility” includes any one or more or combination of tracks,
23 rights-of-way, bridges, tunnels, subways, rolling stock, stations, terminals, ports, parking
24 areas, equipment, fixtures, buildings, structures, other real or personal property, and
25 services incidental to or useful or designed for use in connection with the rendering of
26 transit service by any means, including rail, bus, motor vehicle, or other mode of
27 transportation, but does not include any railroad facility.

28 **[(m)] (O)** “Transit-oriented development” means a mix of private or public
29 parking facilities, commercial and residential structures, and uses, improvements, and
30 facilities customarily appurtenant to such facilities and uses, that:

31 (1) Is part of a deliberate development plan or strategy involving:

32 (i) Property that is adjacent to the passenger boarding and alighting
33 location of a planned or existing transit station; or

34 (ii) Property, any part of which is located within one-half mile of the

1 passenger boarding and alighting location of a planned or existing transit station;

2 (2) Is planned to maximize the use of transit, walking, and bicycling by
3 residents and employees; and

4 (3) Is designated as a transit-oriented development by:

5 (i) The Secretary, after considering a recommendation of the Smart
6 Growth Subcabinet established under § 9–1406 of the State Government Article; and

7 (ii) The local government or multicounty agency with land use and
8 planning responsibility for the relevant area.

9 **[(n)] (P)** (1) “Transit service” means the transportation of persons and their
10 packages and baggage and of newspapers, express, and mail in regular route, special, or
11 charter service by means of transit facilities between points within the District.

12 (2) “Transit service” does not include any:

13 (i) Vanpool operation; or

14 (ii) Railroad service.

15 **[(o)] (Q)** (1) “Transit station” means any facility, the primary function of
16 which relates to the boarding and alighting of passengers from transit vehicles.

17 (2) “Transit station” includes platforms, shelters, passenger waiting
18 facilities, parking areas, access roadways, and other real property used to facilitate
19 passenger access to transit service or railroad service.

20 **[(p)] (R)** “Transit vehicle” means a mobile device used in rendering transit
21 service.

22 **7–714.**

23 **THE ADMINISTRATION SHALL DEVELOP TRANSIT EQUITY ANALYSIS POLICIES**
24 **AND GUIDELINES, INCLUDING THRESHOLDS FOR WHEN A REDUCTION OR**
25 **CANCELLATION OF A CAPITAL EXPANSION PROJECT IN THE CONSTRUCTION**
26 **PROGRAM OF THE CONSOLIDATED TRANSPORTATION PROGRAM REQUIRES**
27 **ANALYSIS.**

28 SECTION 2. AND BE IT FURTHER ENACTED, That the Laws of Maryland read
29 as follows:

30 **Article – Transportation**

1 7-715.

2 (A) BEFORE ANNOUNCING ANY SERVICE CHANGE THAT WOULD
3 CONSTITUTE A MAJOR SERVICE CHANGE UNDER THE FEDERAL TRANSIT
4 ADMINISTRATION'S TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL
5 TRANSIT ADMINISTRATION RECIPIENTS, THE DEPARTMENT, IN COLLABORATION
6 WITH THE ADMINISTRATION, SHALL:

7 (1) CONDUCT A TRANSIT EQUITY ANALYSIS IN ACCORDANCE WITH
8 THE TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT
9 ADMINISTRATION RECIPIENTS TO DETERMINE WHETHER THE CHANGE WILL
10 CREATE A DISPARATE IMPACT OR A DISPROPORTIONATE BURDEN;

11 (2) PERFORM A COST-BENEFIT ANALYSIS, INCLUDING AN ANALYSIS
12 OF IMPACTS ON:

13 (I) ECONOMIC DEVELOPMENT;

14 (II) EMPLOYMENT;

15 (III) EDUCATION;

16 (IV) HEALTH; AND

17 (V) ENVIRONMENTAL JUSTICE; AND

18 (3) CONSULT WITH MEMBERS AND LEADERS OF AFFECTED
19 COMMUNITIES, INCLUDING THROUGH COMMUNITY OUTREACH TO:

20 (I) RACIAL MINORITY COMMUNITIES;

21 (II) LOW-INCOME COMMUNITIES;

22 (III) DISABLED RIDERS;

23 (IV) RIDERS WITH LIMITED ENGLISH PROFICIENCY;

24 (V) TRANSIT-RELIANT RIDERS; AND

25 (VI) SENIOR RIDERS.

26 (B) (1) IF A TRANSIT EQUITY ANALYSIS REVEALS DISPARATE IMPACT OR
27 DISPROPORTIONATE BURDEN, THE ADMINISTRATION SHALL:

28 (I) DEVELOP ALTERNATIVES THAT WOULD MEET THE GOALS

1 OF THE PROPOSED SERVICE CHANGE; AND

2 (II) CONDUCT A TRANSIT EQUITY ANALYSIS ON THE
3 ALTERNATIVES.

4 (2) IF A DISPARATE IMPACT CAN BE AVOIDED THROUGH USE OF ONE
5 OF THE ALTERNATIVES ANALYZED, THE ADMINISTRATION SHALL PROCEED WITH
6 THAT ALTERNATIVE AS THE PRIMARY PROPOSED SERVICE CHANGE.

7 (3) IF THERE IS NO ALTERNATIVE THAT WOULD AVOID A DISPARATE
8 IMPACT OR DISPROPORTIONATE BURDEN, THE ADMINISTRATION:

9 (I) MAY NOT IMPLEMENT THE PROPOSED SERVICE CHANGE
10 UNLESS A SUBSTANTIAL JUSTIFICATION EXISTS THAT NECESSITATES THE CHANGE;
11 AND

12 (II) SHALL IMPLEMENT THE ALTERNATIVE THAT CAUSES THE
13 LEAST DISPARATE IMPACT OR DISPROPORTIONATE BURDEN.

14 (C) BEFORE HOLDING A PUBLIC HEARING ON A PROPOSED SERVICE
15 CHANGE, THE ADMINISTRATION SHALL PUBLISH ON THE ADMINISTRATION'S
16 WEBSITE, FOR THE ROUTES OR LINES IMPACTED BY THE SERVICE CHANGE, AN
17 EVALUATION ON THE DEMOGRAPHICS OF:

18 (1) THE RIDERS OF THE ROUTES OR LINES; AND

19 (2) THE SERVICE AREA.

20 (D) (1) AFTER COMPLETING THE PUBLIC HEARINGS, THE
21 ADMINISTRATION SHALL:

22 (I) PUBLISH THE TRANSIT EQUITY ANALYSIS AND
23 COST-BENEFIT ANALYSIS ON THE ADMINISTRATION'S WEBSITE; AND

24 (II) COMPILE A REPORT ON THE IMPACTS OF THE PROPOSED
25 SERVICE CHANGE.

26 (2) THE REPORT SHALL INCLUDE:

27 (I) THE TRANSIT EQUITY ANALYSIS;

28 (II) THE COST-BENEFIT ANALYSIS;

29 (III) A COMMUNITY OUTREACH REPORT;

1 (IV) ANY ALTERNATIVES ANALYZED; AND

2 (V) IF APPLICABLE, THE FINAL ALTERNATIVE SELECTED.

3 (3) IF A DISPARATE IMPACT OR DISPROPORTIONATE BURDEN EXISTS
4 IN THE FINAL ALTERNATIVE SELECTED, THE REPORT SHALL INCLUDE A
5 SUBSTANTIAL JUSTIFICATION STATEMENT.

6 (4) THE REPORT SHALL BE:

7 (I) MADE AVAILABLE TO THE PUBLIC ON THE
8 ADMINISTRATION'S WEBSITE, WITH A VISIBLE LINK FROM THE PRIMARY
9 INFORMATION PAGE RELATING TO THE PROPOSED SERVICE CHANGE; AND

10 (II) DISTRIBUTED TO:

11 1. THE MEMBERS OF THE BOARD OF PUBLIC WORKS;

12 2. THE ATTORNEY GENERAL;

13 3. THE SECRETARY OF TRANSPORTATION;

14 4. ANY ELECTED OFFICIALS WHOSE DISTRICTS WOULD
15 BE IMPACTED BY THE PROPOSED SERVICE CHANGE;

16 5. ANY COMMUNITY LEADERS CONSULTED DURING THE
17 COMMUNITY OUTREACH PROCESS; AND

18 6. IN ACCORDANCE WITH § 2-1257 OF THE STATE
19 GOVERNMENT ARTICLE:

20 A. THE PRESIDENT OF THE SENATE;

21 B. THE SPEAKER OF THE HOUSE;

22 C. THE SENATE FINANCE COMMITTEE; AND

23 D. THE HOUSE ENVIRONMENT AND TRANSPORTATION
24 COMMITTEE.

25 7-716.

26 (A) BEFORE ANNOUNCING ANY REDUCTION OR CANCELLATION OF A
27 CAPITAL EXPANSION PROJECT IN THE CONSTRUCTION PROGRAM OF THE
28 CONSOLIDATED TRANSPORTATION PROGRAM THAT EXCEEDS THE THRESHOLDS

1 DEVELOPED BY THE ADMINISTRATION, THE DEPARTMENT, IN COLLABORATION
2 WITH THE ADMINISTRATION, SHALL:

3 (1) CONDUCT A TRANSIT EQUITY ANALYSIS IN ACCORDANCE WITH
4 THE TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT
5 ADMINISTRATION RECIPIENTS AND THE GUIDELINES DEVELOPED BY THE
6 ADMINISTRATION TO DETERMINE WHETHER THE REDUCTION OR CANCELLATION
7 WILL CREATE A DISPARATE IMPACT OR A DISPROPORTIONATE BURDEN;

8 (2) PERFORM A COST-BENEFIT ANALYSIS, INCLUDING AN ANALYSIS
9 OF IMPACTS ON:

10 (I) ECONOMIC DEVELOPMENT;

11 (II) EMPLOYMENT;

12 (III) EDUCATION;

13 (IV) HEALTH; AND

14 (V) ENVIRONMENTAL JUSTICE; AND

15 (3) CONSULT WITH MEMBERS AND LEADERS OF AFFECTED
16 COMMUNITIES, INCLUDING THROUGH COMMUNITY OUTREACH TO:

17 (I) RACIAL MINORITY COMMUNITIES;

18 (II) LOW-INCOME COMMUNITIES;

19 (III) DISABLED RIDERS;

20 (IV) RIDERS WITH LIMITED ENGLISH PROFICIENCY;

21 (V) TRANSIT-RELIANT RIDERS; AND

22 (VI) SENIOR RIDERS.

23 (B) (1) AFTER COMPLETING THE REQUIREMENTS UNDER SUBSECTION
24 (A) OF THIS SECTION, THE ADMINISTRATION SHALL COMPILE A REPORT ON THE
25 IMPACTS OF THE PROPOSED REDUCTION OR CANCELLATION OF A CAPITAL
26 EXPANSION PROJECT IN THE CONSTRUCTION PROGRAM OF THE CONSOLIDATED
27 TRANSPORTATION PROGRAM.

28 (2) THE REPORT SHALL INCLUDE:

- 1 **(I) THE TRANSIT EQUITY ANALYSIS;**
- 2 **(II) THE COST-BENEFIT ANALYSIS; AND**
- 3 **(III) A COMMUNITY OUTREACH REPORT.**

4 **(3) THE REPORT SHALL BE:**

5 **(I) MADE AVAILABLE TO THE PUBLIC ON THE**
6 **ADMINISTRATION’S WEBSITE, WITH A VISIBLE LINK FROM THE PRIMARY**
7 **INFORMATION PAGE RELATING TO THE PROPOSED REDUCTION OR CANCELLATION;**
8 **AND**

9 **(II) DISTRIBUTED TO:**

- 10 **1. THE MEMBERS OF THE BOARD OF PUBLIC WORKS;**
- 11 **2. THE ATTORNEY GENERAL;**
- 12 **3. THE SECRETARY OF TRANSPORTATION;**
- 13 **4. ANY ELECTED OFFICIALS WHOSE DISTRICTS WOULD**
14 **BE IMPACTED BY THE PROPOSED SERVICE CHANGE;**
- 15 **5. ANY COMMUNITY LEADERS CONSULTED DURING THE**
16 **COMMUNITY OUTREACH PROCESS; AND**
- 17 **6. IN ACCORDANCE WITH § 2-1257 OF THE STATE**
18 **GOVERNMENT ARTICLE:**
 - 19 **A. THE PRESIDENT OF THE SENATE;**
 - 20 **B. THE SPEAKER OF THE HOUSE;**
 - 21 **C. THE SENATE FINANCE COMMITTEE; AND**
 - 22 **D. THE HOUSE ENVIRONMENT AND TRANSPORTATION**
23 **COMMITTEE.**

24 SECTION 3. AND BE IT FURTHER ENACTED, That Section 2 of this Act shall take
25 effect July 1, 2024.

26 SECTION 4. AND BE IT FURTHER ENACTED, That, except as provided in Section
27 3 of this Act, this Act shall take effect June 1, 2023.