

SB0362/853425/1

BY: Conference Committee

AMENDMENTS TO SENATE BILL 362
(Third Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 4, after “purposes;” insert “altering the date by which the Accountability and Implementation Board has to conduct and submit a certain independent evaluation; altering the prekindergarten per pupil amount for certain fiscal years; altering the definition of a “Tier II child” and the school years during which Tier II children may enroll in a full-day prekindergarten program;”; in the same line, strike “authorizing” and substitute “prohibiting”; in line 5, strike “to make certain alterations to enrollment” and substitute “from increasing copayment levels”; strike beginning with “requiring” in line 18 down through “be” in line 20 and substitute “altering the date after which the Maryland Transit Administration is prohibited from entering into certain contracts to purchase buses that are not”; in line 20, after “buses;” insert “altering certain provisions of law related to the Maryland Trauma Physician Services Fund, including provisions related to the contents and sources of the funding, transfer of money from the Fund, and the methodology used to determine eligibility for disbursements from the Fund; imposing a transportation network company impact fee on passenger trips that originate in the State; requiring a transportation network company to collect the transportation network company impact fee from a passenger on behalf of a transportation network operator or pay the fee on behalf of a passenger; pledging certain revenues from a transportation network company impact fee to paying the principal of and interest on consolidated transportation bonds issued by the Department of Transportation; establishing a Transportation Network Company Impact Fee Account in the Transportation Trust Fund; requiring the Department to allocate the Transportation Network Company Impact Fee Account for certain transportation purposes; altering the sales and use tax rate on certain electronic smoking devices; altering the tobacco tax rate for certain tobacco products; altering the annual registration fees and surcharges for certain motor vehicles; requiring the owners of certain motor vehicles to pay a certain annual surcharge in addition to the annual registration fee; increasing a certain car dealer processing fee; increasing the fines for certain violations of the Maryland Vehicle Law related to driving while impaired;”; in line 24, before “repealing” insert “extending the fiscal year for which per pupil funding increases may be limited under a certain circumstance; repealing the School Construction Revolving Loan Fund;”; and in the same line, after “credit;” insert

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“repealing the Maryland Commission on Transportation Revenue and Infrastructure Needs established under Chapter 455 of the Acts of the General Assembly of 2023; establishing a modified Maryland Commission on Transportation Revenue and Infrastructure Needs;”.

On page 2, in line 1, after “funds;” insert “requiring that all cigarettes and other tobacco products used, possessed, or held in the State on or after a certain date are subject to the tax enacted by this Act;”; strike their entirety lines 3 through 7, inclusive; in line 20, strike “5-315(a),” and substitute “5-229(a)(1) and (8) through (10), 5-410(a) and (b), 7-1A-01(a), 7-447.1(a)(1) and (3) through (6),”; in line 26, strike “5-315(l),” and substitute “5-229(a)(5) and (6), (c), and (e), 5-410(c) and (d)(1), 7-1A-01(j), 7-1A-06, 7-447.1(p),”; and in line 37, after “15-1004(a)” insert “and 19-101”.

On page 3, in line 3, after “15-1004(f)” insert “and 19-130”; and after line 35, insert:

“BY repealing and reenacting, without amendments,
Article - Public Safety
Section 3-206.1(a) and 8-102(a)
Annotated Code of Maryland
(2022 Replacement Volume and 2023 Supplement)

BY repealing and reenacting, with amendments,
Article - Public Safety
Section 3-206.1(g)
Annotated Code of Maryland
(2022 Replacement Volume and 2023 Supplement)

BY adding to
Article – Public Safety
Section 8-102(g)
Annotated Code of Maryland
(2022 Replacement Volume and 2023 Supplement)

BY adding to

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Article - Public Utilities
Section 10-408
Annotated Code of Maryland
(2020 Replacement Volume and 2023 Supplement)".

On page 4, in line 33, after "2-606(h)" insert "2-1302.1, 2-1303, 2-1603, 11-101(l)(3)(ii) and (iii), 11-104(j), and 12-105(a) and (b)"; in line 38, after "(b)" insert "11-101, 11-125.1, 11-145.1, 13-815(a)(1) and (4), 13-901, 13-919(a), 13-920(a) through (c), 13-936(a) through (c), 13-937.1(a) and (b), 13-955, and 15-311.1(a)"; after line 35, insert:

"BY adding to
Article - Tax - General
Section 2-1302.3 and 11-101(l)(3)(iv)
Annotated Code of Maryland
(2022 Replacement Volume and 2023 Supplement)";

and in line 38, after "Section" insert "3-216(a)."

On page 5, in line 18, after "Section" insert "3-215, 3-216(c)(2)(i), and"; in line 19, strike "and 8-403(b)" and substitute "13-912, 13-913, 13-914, 13-915, 13-916, 13-917, 13-919(f), 13-920(d), 13-923, 13-927(d), 13-932, 13-933, 13-934, 13-936(d), 13-937, 13-937.1(c), 13-939, 13-954, 15-311.1(b), and 21-902(a) through (d)"; after line 21, insert:

"BY adding to
Article - Transportation
Section 3-216(d)(5) and 13-956
Annotated Code of Maryland
(2020 Replacement Volume and 2023 Supplement)";

after line 26, insert:

"BY repealing
Article - Education
Section 5-315

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Annotated Code of Maryland
(2022 Replacement Volume and 2023 Supplement)”;

and after line 31, insert:

“BY repealing and reenacting, with amendments,
Chapter 36 of the Acts of the General Assembly of 2021
Section 16(d) through (f)

BY repealing
Chapter 455 of the Acts of the General Assembly of 2023
Section 2”.

On page 38, in lines 16 and 18, strike “2.” and “3.”, respectively, and substitute “5.” and “8.”, respectively.

On page 42, in lines 12 and 21, strike “4.” and “5.”, respectively, and substitute “9.” and “10.”, respectively.

On page 43, in lines 1, 6, and 19, strike “6.”, “7.”, and “8.”, respectively, and substitute “11.”, “12.”, and “13.”, respectively.

On page 44, in lines 14, 20, 26, 32, and 38, strike “9.”, “10.”, “11.”, “12.”, and “13.”, respectively, and substitute “14.”, “15.”, “16.”, “17.”, and “18.”, respectively.

On page 45, in lines 4, 10, and 15, strike “14.”, “15.”, and “16.”, respectively, and substitute “19.”, “20.”, and “25.”, respectively; and in line 15, after “That” insert “, except as provided in Section 24 of this Act.”.

AMENDMENT NO. 2

On pages 5 and 6, strike in their entirety the lines beginning with line 34 on page 5 through line 2 on page 6, inclusive.

AMENDMENT NO. 3

On page 6, strike beginning with “**(I)**” in line 8 down through “**(II)**” in line 17 and substitute “**(I)**”; and after line 24, insert:

“(II) FOR FISCAL YEAR 2026 AND EACH FISCAL YEAR THEREAFTER, THE GOVERNOR SHALL INCLUDE IN THE ANNUAL BUDGET BILL AN APPROPRIATION OF AT LEAST \$350,000 IN GENERAL FUNDS FOR THE OFFICE FOR THE PURPOSES OF ENFORCEMENT OF:

- 1. CONSUMER PROTECTION LAWS UNDER THIS TITLE;**
- 2. CONSUMER PROTECTION LAWS UNDER TITLE 13 OF THIS ARTICLE; AND**
- 3. FINANCIAL CONSUMER PROTECTION LAWS.”.**

AMENDMENT NO. 4

On page 7, strike in their entirety lines 2 through 10, inclusive.

On page 45, after line 14, insert:

“SECTION 21. AND BE IT FURTHER ENACTED, That, notwithstanding any other provision of law, on or before June 30, 2024, the Governor may transfer to the Blueprint for Maryland’s Future Fund established under § 5–206 of the Education Article \$40,000,000 from the School Construction Revolving Loan Fund established under § 5–315 of the Education Article.”.

AMENDMENT NO. 5

On page 7, after line 10, insert:

“5–229.

- (a) (1) In this section the following words have the meanings indicated.**
- (5) “Per pupil amount” means:**
- (i) In fiscal year 2023, \$10,094;**

(Over)

- (ii) In fiscal year 2024, \$11,594;
- (iii) In fiscal year 2025, \$13,003;
- (iv) In fiscal year 2026, \$14,473;
- (v) In fiscal year 2027, [~~\$15,598~~] **\$19,950**;
- (vi) In fiscal year 2028, [~~\$16,811~~] **\$19,950**; AND
- (vii) In fiscal year 2029 AND EACH FISCAL YEAR THEREAFTER,
[~~\$18,118~~;
- (viii) In fiscal year 2030, \$19,526; and

(ix) In subsequent fiscal years.] the per pupil amount for the prior fiscal year increased by the inflation adjustment rounded to the nearest whole dollar.

(6) “Prekindergarten enrollment” means:

(i) Beginning in fiscal year 2023, the number of Tier I children enrolled with an eligible prekindergarten provider; and

(ii) Beginning in fiscal year [~~2025~~] **2026**, the number of Tier I and Tier II children enrolled with an eligible prekindergarten provider.

(8) “Tier I child” has the meaning stated in § 7–1A–01 of this article.

(9) “Tier II child” has the meaning stated in § 7–1A–01 of this article.

(10) “Tier III child” has the meaning stated in § 7–1A–01 of this article.

(c) (1) (i) As calculated under subsection (d) of this section, there is a State share and local share of the per pupil amount for Tier I children.

(ii) There is no family share for Tier I children.

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(2) As calculated under subsection (e) of this section and beginning in fiscal year [2025] 2026, there is a State share, local share, and family share of the per pupil amount for Tier II children.

(3) Tier III children are not eligible for funding under this section.

(e) (1) On or before July 1, 2022, the Department shall establish a sliding scale to calculate the family share required for Tier II children.

(2) The sliding scale developed by the Department shall be increased on a linear basis with:

(i) A lower limit of \$0 per pupil for a family with an income that is 300% of the federal poverty level; and

(ii) An upper limit of the per pupil amount for a family with an income that is more than 300% but less than 600% of the federal poverty level.

(3) (i) Beginning in fiscal year [2025] 2026, the family shall pay the family share to the publicly funded prekindergarten provider.

(ii) A county board may provide up to 100% of the family share on behalf of the family.

5-410.

(a) In addition to its own assessments and tracking of progress, required under § 5-406 of this subtitle, the Board shall contract with a public or private entity to conduct an independent evaluation of the State's progress in implementing the Blueprint for Maryland's Future and achieving the expected outcomes during the implementation period.

(b) The independent evaluation shall include an assessment of:

(1) The use of additional funding to meet the goals of the Blueprint for Maryland's Future;

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(2) Progress toward the goals of the Blueprint for Maryland’s Future and whether the goals have been achieved; and

(3) Any recommendations to alter the goals or strategies employed to reach the goals, including new uses for existing funds or additional funding.

(c) (1) An entity with which the Board contracts for an independent evaluation shall report its results to the Board on or before:

(i) [October 1, 2024] **DECEMBER 1, 2026**; and

(ii) October 1, 2030.

(2) The Board shall contract for each independent evaluation as soon as practicable.

(d) (1) (i) On or before [December 1, 2024] **JANUARY 15, 2027**, the Board shall, using the first independent evaluation and its own judgment, report to the Governor and, in accordance with § 2–1257 of the State Government Article, the General Assembly on whether the Blueprint for Maryland’s Future is being implemented as intended and achieving the expected outcomes.

(ii) The Board’s report shall include an assessment of the State’s progress towards:

1. Increasing the number of teachers achieving National Board Certification;

2. Providing full–day prekindergarten programs for 3– and 4–year–olds in accordance with Title 7, Subtitle 1A of this article;

3. Improving behavioral health services in accordance with § 7–447 of this article; and

4. Ensuring that students enrolled in public schools meet college and career standards in accordance with § 7–205.1 of this article.

(iii) The Board’s report shall include any legislative or structural corrections necessary to fully implement the Blueprint.

7-1A-01.

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

(i) “Tier II child” means a child:

(1) Who is 4 years old;

(2) (I) [Whose] IN FISCAL YEAR 2026, WHOSE family income is more than 300% but not more than [600%] 360% of the federal poverty level; and

(II) IN FISCAL YEAR 2027 AND IN EACH FISCAL YEAR THEREAFTER, WHOSE FAMILY INCOME IS MORE THAN 300% BUT NOT MORE THAN 600% OF THE FEDERAL POVERTY LEVEL; AND

(3) Whose family chooses to enroll the child in full-day prekindergarten.

7-1A-06.

(a) (1) Beginning in the 2022–2023 school year, Tier I children who are 3 or 4 years old may be enrolled in a full-day prekindergarten program under this subtitle.

(2) (I) [Beginning in] FOR the 2023–2024 THROUGH 2025–2026 school [year] YEARS, children who are 3 or 4 years old may enroll in a full-day prekindergarten program under this subtitle if the children are:

[(i)] 1. [Tier II children] CHILDREN WHOSE FAMILY INCOME IS MORE THAN 300% BUT NOT MORE THAN 600% OF THE FEDERAL POVERTY LEVEL; and

[(ii)] 2. [1.] A. Children with disabilities; or

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[2.] B. Children from homes in which English is not the primary spoken language.

[(3)](II) [In] FOR the 2023–2024 THROUGH 2025–2026 school [year] YEARS only, children described under [paragraph (2) of this subsection] SUBPARAGRAPH (I) OF THIS PARAGRAPH shall be counted as Tier I children for purposes of funding allocated under § 5–229 of this article.

[(4) Beginning in the 2024–2025 school year, children described under paragraph (2) of this subsection shall be counted as Tier II children for purposes of funding allocated under § 5–229 of this article.]

(b) (1) The proportion of enrolled Tier I children who are 3 years old shall increase annually until all Tier I children who are 3 years old are enrolled in a full–day prekindergarten program.

(2) The proportion of enrolled Tier I children who are 4 years old shall increase annually so that all Tier I children who are 4 years old shall be enrolled in a full–day prekindergarten program.

(c) Beginning in the [2024–2025] 2025–2026 school year, Tier II children NOT DESCRIBED UNDER SUBSECTION (A)(2)(I) OF THIS SECTION may be enrolled in a full–day prekindergarten program if space is available to encourage socioeconomic diversity in prekindergarten classrooms.

(d) Priority in expanding prekindergarten slots shall be provided to 3– and 4–year olds who are:

(1) Tier I children;

(2) Children with disabilities, regardless of income; or

(3) Children from homes in which English is not the primary spoken language.

(e) The ability of a family to choose the prekindergarten provider in which to enroll their child does not supersede local authority to set school attendance boundaries.”.

On page 38, before line 16, insert:

“SECTION 3. AND BE IT FURTHER ENACTED, That:

Chapter 36 of the Acts of 2021

SECTION 16. AND BE IT FURTHER ENACTED, That:

(d) In the independent evaluation and report to be submitted to the Governor and the General Assembly on or before [December 1, 2024] JANUARY 15, 2027, as required under § 5-410(d)(1) of the Education Article as enacted by this Act, the Accountability and Implementation Board shall report whether the Blueprint for Maryland’s Future is being implemented as intended and is achieving expected outcomes.

(e) (1) If the Accountability and Implementation Board does not report that the Blueprint for Maryland’s Future is being implemented as intended and is achieving expected outcomes in accordance with subsection (d) of this section, then:

(i) notwithstanding any other provision of law, per pupil increases in major education aid required under this Act for fiscal year [2026] 2028 and each year thereafter shall be limited to the rate of inflation as defined in § 5-201(h) of the Education Article as enacted by this Act;

(ii) notwithstanding any other provision of law, any additional funding increases required under this Act shall be limited to the rate of inflation as defined in § 5-201(h) of the Education Article as enacted by this Act; and

(iii) subject to subsection (f) of this section and notwithstanding any other provision of law, local school systems are not required to meet the additional requirements of this Act that begin in fiscal year [2026] 2028 and each fiscal year thereafter.

(2) If the Accountability and Implementation Board reports that the Blueprint for Maryland’s Future is not being implemented as intended and is not achieving expected outcomes, it is the intent of the General Assembly that the General

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Assembly shall take immediate action to adjust the formula and policies under this Act to achieve the goals of the Blueprint for Maryland’s Future in order to fulfill the General Assembly’s commitment to provide the resources, supports, and funding to fully implement the Blueprint for Maryland’s Future.

(f) A local school system shall continue to fund the requirements of this Act in effect prior to fiscal year [2026] 2028.

SECTION 4. AND BE IT FURTHER ENACTED, That Section(s) 5–315 of Article - Education of the Annotated Code of Maryland be repealed.”.

AMENDMENT NO. 6

On page 9, after line 21, insert:

“7–447.1.

(a) (1) In this section the following words have the meanings indicated.

(3) “Commission” means the Maryland Community Health Resources Commission.

(4) “Consortium” means the Maryland Consortium on Coordinated Community Supports established under subsection (b) of this section.

(5) “Coordinated community supports” means a holistic, nonstigmatized, and coordinated approach, including among the following persons, to meeting students’ behavioral health needs, addressing related challenges, and providing community services and supports to the students:

(i) Teachers, school leadership, and student instructional support personnel;

(ii) Local school systems;

- (iii) Local community schools;
- (iv) Behavioral health coordinators appointed under § 7-447 of this subtitle;
- (v) Local health departments;
- (vi) Nonprofit hospitals;
- (vii) Other youth-serving governmental entities;
- (viii) Other local youth-serving community entities;
- (ix) Community behavioral health providers;
- (x) Telemedicine providers;
- (xi) Federally qualified health centers; and
- (xii) Students, parents, and guardians.

(6) “Coordinated community supports partnership” means an entity formed to deliver coordinated community supports.

(p) (1) In this subsection, “Fund” means the Coordinated Community Supports Partnership Fund.

(2) There is a Coordinated Community Supports Partnership Fund.

(3) The purpose of the Fund is to support the delivery of services and supports provided to students to meet their holistic behavioral health needs and address other related challenges.

(4) The Commission shall administer the Fund and the provision of grants AND REIMBURSEMENTS under the Fund.

(5) (i) The Fund is a special, nonlapsing fund that is not subject to § 7-302 of the State Finance and Procurement Article.

(ii) The State Treasurer shall hold the Fund separately, and the Comptroller shall account for the Fund.

(6) The Fund consists of:

(i) Money appropriated in the State budget to the Fund;

(ii) Interest earnings; and

(iii) Any other money from any other source accepted for the benefit of the Fund.

(7) [The] EXCEPT AS PROVIDED IN PARAGRAPH (8) OF THIS SUBSECTION, THE Fund may be used [only] by the Commission ONLY for:

(i) Providing reimbursement, under a memorandum of understanding, to the National Center for School Mental Health and other technical assistance providers to support the work of the Consortium;

(ii) Providing grants to coordinated community supports partnerships to deliver services and supports to meet students' holistic behavioral health needs and to address other related challenges; and

(iii) Paying any associated administrative costs.

(8) FOR FISCAL YEAR 2025 ONLY, THE FUND MAY BE USED TO:

(i) PROVIDE SCHOOL-BASED BEHAVIORAL HEALTH SERVICES; AND

(ii) REIMBURSE THE MEDICAL CARE PROGRAMS ADMINISTRATION FOR SCHOOL-BASED BEHAVIORAL HEALTH SERVICES PROVIDED ON A FEE-FOR-SERVICE BASIS THROUGH A MEDICAID WAIVER.

[(8)] (9) The Governor shall include in the annual budget bill the following appropriations for the Fund:

(i) \$25,000,000 in fiscal year 2022;

(ii) \$50,000,000 in fiscal year 2023;

(iii) \$85,000,000 in fiscal year 2024;

(iv) \$110,000,000 in fiscal year 2025; and

(v) \$130,000,000 in fiscal year 2026 and each fiscal year thereafter.

[(9)] (10) (i) The State Treasurer shall invest the money of the Fund in the same manner as other State money may be invested.

(ii) Any interest earnings of the Fund shall be credited to the Fund.

[(10)] (11) Expenditures from the Fund may be made only in accordance with the State budget.”.

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On page 9, in line 25, strike “PARAGRAPHS (3) AND (4)” and substitute “PARAGRAPH (3)”; and strike line 28 in its entirety.

On page 10, in lines 1, 2, and 3, strike “(i)”, “(iii)”, and “(iv)”, respectively, and substitute “(I)”, “(II)”, and “(III)”, respectively; in line 5, strike “increasing the copayment levels,”; in lines 5 and 20, in each instance, strike “OR”; in lines 6, 7, 20, and 21, in each instance, strike the bracket; in line 19, strike “increase the copayment levels,”; and strike beginning with “ALTER” in line 22 down through “FREEZE” in line 30 and substitute “NOT INCREASE THE COPAYMENT LEVELS OF THE PROGRAM IN EFFECT AS OF JANUARY 1, 2024”.

AMENDMENT NO. 7

On page 12, in line 16, strike “STATE’S GENERAL FUND” and substitute “STATE FUNDS”.

On page 14, in lines 24 and 25, strike “STATE’S GENERAL FUND APPROPRIATION” and substitute “STATE FUNDS”; and in line 25, after “STUDENT” insert “APPROPRIATION”.

On page 18, in line 22, strike “STATE’S GENERAL FUND” and substitute “STATE FUNDS”.

On page 20, in lines 20 and 24, in each instance, strike “State’s General Fund appropriation” and substitute “STATE FUNDS”; and in lines 21 and 25, in each instance, after “student” insert “APPROPRIATION”.

On page 23, in line 28, after “(1)” insert “(I)”; in the same line, strike “STATE’S GENERAL FUND” and substitute “STATE FUNDS”; in line 30, after “CALCULATED” insert “IN ACCORDANCE WITH THIS PARAGRAPH”; strike beginning with the colon in line 30 down through “(1)” in line 31; in line 31, after “FUND” insert “AND HIGHER”.

EDUCATION INVESTMENT FUND”; strike beginning with the semicolon in line 32 down through “30” in line 35; and after line 35, insert:

“(II) THE TOTAL NUMBER OF FULL-TIME EQUIVALENT STUDENTS IS BASED ON CREDIT HOUR PRODUCTION FOR THE SECOND PREVIOUS FISCAL YEAR.

“(III) THE NUMBER OF UNDERGRADUATE FULL-TIME EQUIVALENT STUDENTS SHALL BE CALCULATED USING TOTAL UNDERGRADUATE CREDIT HOUR PRODUCTION DIVIDED BY 30.

“(IV) 1. EXCEPT AS PROVIDED IN SUBSUBPARAGRAPH 2 OF THIS SUBPARAGRAPH, THE NUMBER OF GRADUATE FULL-TIME EQUIVALENT STUDENTS SHALL BE CALCULATED BASED ON A METHODOLOGY AGREED TO BY THE UNIVERSITY SYSTEM OF MARYLAND OFFICE, MORGAN STATE UNIVERSITY, AND ST. MARY’S COLLEGE OF MARYLAND, IN CONSULTATION WITH THE COMMISSION.

2. IF A METHODOLOGY IS NOT AGREED TO ON OR BEFORE SEPTEMBER 16, 2024, THE COMMISSION SHALL DETERMINE THE METHODOLOGY USED TO CALCULATE THE NUMBER OF GRADUATE FULL-TIME EQUIVALENT STUDENTS.

“(V) THE COMMISSION SHALL CERTIFY THE NUMBER OF FULL-TIME EQUIVALENT STUDENTS FOR EACH INSTITUTION ON OR BEFORE OCTOBER 1 EACH YEAR.”.

On page 24, in line 9, strike “STATE’S GENERAL FUND” and substitute “STATE FUNDS”.

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AMENDMENT NO. 8

On page 24, in line 8, strike “**16.6%**” and substitute “**16.1%**”.

AMENDMENT NO. 9

On page 25, in line 24, strike “paragraph (2)” and substitute “**PARAGRAPHS (2) AND (3)**”.

On page 26, after line 2, insert:

“(3) FOR FISCAL YEAR 2025 ONLY, EXCESS FUNDS NOT REQUIRED FOR THE ADMINISTRATION, OPERATION, AND ACTIVITIES OF THE PROGRAM MAY BE USED FOR HEALTH REIMBURSEMENT ACCOUNTS ESTABLISHED IN ACCORDANCE WITH § 105(H) OF THE INTERNAL REVENUE CODE UNDER § 2-509.1 OF THE STATE PERSONNEL AND PENSIONS ARTICLE.”

AMENDMENT NO. 10

On page 28, after line 7, insert:

“Article – Public Safety

3-206.1.

(a) In this section, “Fund” means the Maryland Police Training and Standards Commission Fund.

(g) **(1) [The] EXCEPT AS PROVIDED IN PARAGRAPH (2) OF THIS SUBSECTION, THE Fund may be used only to provide funding to the Commission.**

(2) FOR FISCAL YEARS 2024 AND 2025 ONLY, THE FUND MAY BE USED TO SUPPORT POLICE AND CORRECTIONAL TRAINING ACTIVITIES OF THE COMMISSION.”

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On page 34, in lines 4, 5, and 12, in each instance, strike the brackets; in line 4, strike “2023” and substitute “**2027**”; in line 5, strike “**2025, AT LEAST 25% OF**”; in line 6, strike “**PURCHASES SHALL BE**”; and in line 12, strike “**CLEAN DIESEL BUSES**” and substitute “**, INCLUDING HYBRID BUSES,**”.

AMENDMENT NO. 12

On pages 34 and 35, strike in their entirety the lines beginning with line 15 on page 34 through line 30 on page 35, inclusive.

AMENDMENT NO. 13

On page 38, after line 15, insert:

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

Article – Health – General

19–101.

In this subtitle, “Commission” means the Maryland Health Care Commission.

19–130.

(a) (1) **In this section the following words have the meanings indicated.**

(2) **“Fund” means the Maryland Trauma Physician Services Fund.**

(3) **“Maryland Trauma Specialty Referral Centers” means:**

(i) **The Johns Hopkins Health System Burn Program;**

(ii) **The Eye Trauma Center at the Wilmer Eye Institute at The Johns Hopkins Hospital; and**

(iii) **The Curtis National Hand Center at Union Memorial Hospital.**

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(4) “REASONABLE COMPENSATION EQUIVALENT” MEANS THE LIMITATION ON THE COST ESTABLISHED BY THE CENTERS FOR MEDICARE AND MEDICAID SERVICES THAT A PROVIDER MAY CLAIM FOR COMPENSATION OF SERVICES.

[(4)] (5) “Rehabilitation hospital” means a facility classified as a special rehabilitation hospital as described in § 19–307 of this title that is affiliated with a trauma center by common ownership.

[(5)] (6) (i) “Trauma center” means a facility designated by the Maryland Institute for Emergency Medical Services Systems as:

- 1. The State primary adult resource center;**
- 2. A Level I trauma center;**
- 3. A Level II trauma center;**
- 4. A Level III trauma center;**
- 5. A pediatric trauma center; or**
- 6. The Maryland Trauma Specialty Referral Centers.**

(ii) “Trauma center” includes an out-of-state pediatric trauma center that has entered into an agreement with the Maryland Institute for Emergency Medical Services Systems.

(7) “TRAUMA HEALTH CARE PRACTITIONER” MEANS A HEALTH CARE PRACTITIONER LICENSED UNDER THE HEALTH OCCUPATIONS ARTICLE WHO PROVIDES CARE IN A TRAUMA CENTER OR IN A REHABILITATION HOSPITAL TO TRAUMA PATIENTS ON THE STATE TRAUMA REGISTRY AS DEFINED BY THE MARYLAND INSTITUTE FOR EMERGENCY MEDICAL SERVICES SYSTEMS.

[(6)] (8) “Trauma physician” means a physician who provides care in a trauma center or in a rehabilitation hospital to trauma patients on the State trauma registry as defined by the Maryland Institute for Emergency Medical Services Systems.

[(7)] (9) “Uncompensated care” means care provided by a trauma physician OR A TRAUMA HEALTH CARE PRACTITIONER to a trauma patient on the State trauma registry who:

- (i) Has no health insurance, including Medicare Part B coverage;
- (ii) Is not eligible for medical assistance coverage; and
- (iii) Has not paid the trauma physician OR TRAUMA HEALTH CARE PRACTITIONER for care provided by the trauma physician OR TRAUMA HEALTH CARE PRACTITIONER, after documented attempts by the trauma physician OR TRAUMA HEALTH CARE PRACTITIONER to collect payment.

(b) (1) There is a Maryland Trauma Physician Services Fund.

(2) The purpose of the Fund is to subsidize the documented costs:

(i) Of uncompensated care incurred by a trauma physician OR A TRAUMA HEALTH CARE PRACTITIONER in providing trauma care to a trauma patient on the State trauma registry;

(ii) Of undercompensated care incurred by a trauma physician OR A TRAUMA HEALTH CARE PRACTITIONER in providing trauma care to an enrollee of the Maryland Medical Assistance Program who is a trauma patient on the State trauma registry;

(iii) Incurred by a trauma center to maintain trauma physicians on-call as required by the Maryland Institute for Emergency Medical Services Systems;

(iv) Incurred by the State primary adult resource center to maintain trauma surgeons, orthopedic surgeons, neurosurgeons, and anesthesiologists on-call and on standby as required by the Maryland Institute for Emergency Medical Services Systems; and

(v) Incurred by the Commission and the Health Services Cost Review Commission to administer the Fund and audit reimbursement requests to assure appropriate payments are made from the Fund.

(3) The Commission and the Health Services Cost Review Commission shall administer the Fund.

(4) The Fund is a special, nonlapsing fund that is not subject to § 7-302 of the State Finance and Procurement Article.

(5) Interest on and other income from the Fund shall be separately accounted for and credited to the Fund, and are not subject to § 6-226(a) of the State Finance and Procurement Article.

(c) The Fund consists of [motor]:

(1) MOTOR vehicle registration surcharges paid into the Fund in accordance with § 13-954(b)(2) of the Transportation Article;

(2) AT LEAST 20% OF THE FINES COLLECTED UNDER § 21-902(A)(1), (B)(2), (C)(2), AND (D)(1) OF THE TRANSPORTATION ARTICLE; AND

(3) ANY OTHER MONEY TRANSFERRED FROM THE GENERAL FUND OF THE STATE.

(d) (1) Disbursements from the Fund shall be made in accordance with a methodology established jointly by the Commission and the Health Services Cost Review Commission to calculate costs incurred by trauma physicians and trauma centers that are eligible to receive reimbursement under subsection (b) of this section.

(2) The Fund shall transfer to the Maryland Department of Health an amount sufficient to fully cover the State's share of expenditures for the costs of undercompensated care incurred by a trauma physician in providing trauma care to an enrollee of the Maryland Medical Assistance Program who is a trauma patient on the State trauma registry

(3) The methodology developed under paragraph (1) of this subsection shall:

(i) Take into account:

1. The amount of uncompensated care provided by trauma physicians;

2. The amount of undercompensated care attributable to the treatment of Medicaid enrollees in trauma centers;

3. The cost of maintaining trauma physicians on-call;

4. The number of patients served by trauma physicians in trauma centers;

5. The number of Maryland residents served by trauma physicians in trauma centers; and

6. The extent to which trauma-related costs are otherwise subsidized by hospitals, the federal government, and other sources; and

(ii) Include an incentive to encourage hospitals to continue to subsidize trauma-related costs not otherwise included in hospital rates.

(4) The methodology developed under paragraph (1) of this subsection shall use the following parameters to determine the amount of reimbursement made to trauma physicians and trauma centers from the Fund:

(i) 1. The cost incurred by a Level II trauma center to maintain trauma surgeons, orthopedic surgeons, and neurosurgeons on-call shall be reimbursed:

A. At a rate of up to [30%] **60%** of the reasonable [cost equivalents] **COMPENSATION EQUIVALENT** hourly rate for the specialty, inflated to the current year by the physician compensation component of the Medicare economic index as designated by the Centers for Medicare and Medicaid Services; and

(Over)

B. For the minimum number of trauma physicians required to be on-call, as specified by the Maryland Institute for Emergency Medical Services Systems in its criteria for Level II trauma centers;

2. The cost incurred by a Level III trauma center to maintain trauma surgeons, orthopedic surgeons, neurosurgeons, and anesthesiologists on-call shall be reimbursed:

A. At a rate of up to [35%] **60%** of the reasonable [cost equivalents] **COMPENSATION EQUIVALENT** hourly rate for the specialty, inflated to the current year by the physician compensation component of the Medicare economic index as designated by the Centers for Medicare and Medicaid Services; and

B. For the minimum number of trauma physicians required to be on-call, as specified by the Maryland Institute for Emergency Medical Services Systems in its criteria for Level III trauma centers;

3. The cost incurred by a Level I trauma center or pediatric trauma center to maintain trauma surgeons, orthopedic surgeons, and neurosurgeons on-call when a post-graduate resident is attending in the trauma center shall be reimbursed:

A. At a rate of up to [30%] **60%** of the reasonable [cost equivalents] **COMPENSATION EQUIVALENT** hourly rate for the specialty, inflated to the current year by the physician compensation component of the Medicare economic index as designated by the Centers for Medicare and Medicaid Services; and

B. When a post-graduate resident is [permitted] **AUTHORIZED** to be in the trauma center, as specified by the Maryland Institute for Emergency Medical Services Systems in its criteria for Level I trauma centers or pediatric trauma centers;

4. The cost incurred by a Maryland Trauma Specialty Referral Center to maintain trauma surgeons on-call in the specialty of the Center when a post-graduate resident is attending in the Center shall be reimbursed:

A. At a rate of up to [30%] **60%** of the reasonable [cost equivalents] **COMPENSATION EQUIVALENT** hourly rate for the specialty, inflated to

the current year by the physician compensation component of the Medicare economic index as designated by the Centers for Medicare and Medicaid Services; and

B. When a post-graduate resident is [permitted] AUTHORIZED to be in the Center, as specified by the Maryland Institute for Emergency Medical Services Systems in its criteria for a Maryland Trauma Specialty Referral Center; and

5. A. A Level II trauma center is eligible for a maximum of [24,500] 26,280 hours of trauma on-call per year;

B. A Level III trauma center is eligible for a maximum of 35,040 hours of trauma on-call per year;

C. A Level I trauma center shall be eligible for a maximum of 4,380 hours of trauma on-call per year;

D. A pediatric trauma center shall be eligible for a maximum of 4,380 hours of trauma on-call per year; and

E. A Maryland Trauma Specialty Referral Center shall be eligible for a maximum of 2,190 hours of trauma on-call per year;

(ii) The cost of undercompensated care incurred by a trauma physician in providing trauma care to enrollees of the Maryland Medical Assistance Program who are trauma patients on the State trauma registry shall be reimbursed at a rate of up to 100% of the Medicare payment for the service, minus any amount paid by the Maryland Medical Assistance Program;

(iii) The cost of uncompensated care incurred by a trauma physician in providing trauma care to trauma patients on the State trauma registry shall be reimbursed at a rate of 100% of the Medicare payment for the service, minus any recoveries made by the trauma physician for the care;

(iv) The Commission, in consultation with the Health Services Cost Review Commission, may establish a payment rate for uncompensated care incurred by a trauma physician in providing trauma care to trauma patients on the State trauma registry that is above 100% of the Medicare payment for the service if:

(Over)

1. The Commission determines that increasing the payment rate above 100% of the Medicare payment for the service will address an unmet need in the State trauma system; and

2. The Commission reports on its intention to increase the payment rate to the Senate Finance Committee and the House Health and Government Operations Committee, in accordance with § 2-1257 of the State Government Article, at least 60 days before any adjustment to the rate;

(v) The Commission shall develop guidelines for the reimbursement of the documented costs of the State primary adult resource center under subsection (b)(2)(iv) of this section; [and]

(VI) THE COMMISSION, IN CONSULTATION WITH THE HEALTH SERVICES COST REVIEW COMMISSION, MAY CHANGE THE PERCENTAGE OF THE REASONABLE COMPENSATION EQUIVALENT PAID TO TRAUMA HOSPITALS IF:

1. THE COMMISSION DETERMINES THAT THE PROJECTED REVENUE TO BE COLLECTED IN THE FUND IS ADEQUATE TO SUPPORT THE PROPOSED INCREASE IN THE PERCENTAGE OF REASONABLE COMPENSATION EQUIVALENT INFLATED TO THE CURRENT YEAR BY THE PHYSICIAN COMPENSATION COMPONENT OF THE MEDICARE ECONOMIC INDEX; AND

2. THE COMMISSION REPORTS ON ITS INTENTION TO CHANGE THE PERCENTAGE OF REASONABLE COMPENSATION EQUIVALENT TO BE PAID FOR ON-CALL COSTS TO THE SENATE FINANCE COMMITTEE AND THE HOUSE HEALTH AND GOVERNMENT OPERATIONS COMMITTEE, IN ACCORDANCE WITH § 2-1257 OF THE STATE GOVERNMENT ARTICLE, AT LEAST 60 DAYS BEFORE ANY ADJUSTMENT TO THE ALLOWABLE HOURS;

(VII) THE COMMISSION, IN CONSULTATION WITH THE HEALTH SERVICES COST REVIEW COMMISSION, MAY CHANGE THE NUMBER OF ALLOWABLE HOURS OF TRAUMA ON-CALL EACH YEAR IF THE COMMISSION

REPORTS ON ITS INTENTION TO CHANGE THE NUMBER OF ALLOWABLE HOURS TO THE SENATE FINANCE COMMITTEE AND THE HOUSE HEALTH AND GOVERNMENT OPERATIONS COMMITTEE, IN ACCORDANCE WITH § 2-1257 OF THE STATE GOVERNMENT ARTICLE, AT LEAST 60 DAYS BEFORE ANY ADJUSTMENT TO THE ALLOWABLE HOURS;

(VIII) THE COMMISSION MAY MODIFY THE PERCENTAGE PAID OF THE REASONABLE COMPENSATION EQUIVALENT FOR ON-CALL HOURS NOT MORE THAN ONCE EACH YEAR; AND

[(vi)] (IX) The total reimbursement to emergency physicians from the Fund may not exceed \$300,000 annually.

(5) In order to receive reimbursement, a trauma physician OR A TRAUMA HEALTH CARE PRACTITIONER in the case of costs of uncompensated care under subsection (b)(2)(i) of this section, or a trauma center in the case of on-call costs under subsection (b)(2)(iii) of this section, shall apply to the Fund on a form and in a manner approved by the Commission and the Health Services Cost Review Commission.

(6) (i) The Commission and the Health Services Cost Review Commission shall adopt regulations that specify the information that trauma physicians, TRAUMA HEALTH CARE PRACTITIONERS, and trauma centers must submit to receive money from the Fund.

(ii) The information required shall include:

1. The name and federal tax identification number of the trauma physician rendering the service;
2. The date of the service;
3. Appropriate codes describing the service;
4. Any amount recovered for the service rendered;
5. The name of the trauma patient;

(Over)

6. The patient's trauma registry number; and

7. Any other information the Commission and the Health Services Cost Review Commission consider necessary to disburse money from the Fund.

(iii) It is the intent of the General Assembly that trauma physicians and trauma centers shall cooperate with the Commission and the Health Services Cost Review Commission by providing information required under this paragraph in a timely and complete manner.

(e) (1) Except as provided in paragraph (2) of this subsection and notwithstanding any other provision of law, expenditures from the Fund for costs incurred in any fiscal year may not exceed revenues of the Fund.

(2) (i) The Commission, in consultation with the Health Services Cost Review Commission and the Maryland Institute for Emergency Medical Services Systems, shall develop a process for the award of grants to LEVEL I, Level II, and Level III trauma centers [in the State to be used for equipment primarily used] in the delivery of trauma care.

(ii) 1. The Commission shall issue grants under this paragraph from any balance carried over to the Fund from prior fiscal years.

2. [The total amount of grants awarded under this paragraph in a fiscal year may not exceed 10% of the balance remaining in the Fund at the end of the fiscal year immediately prior to the fiscal year in which grants are awarded.] **THE TOTAL AMOUNT OF GRANTS AWARDED UNDER THIS PARAGRAPH IN A FISCAL YEAR MAY NOT REDUCE THE BALANCE REMAINING IN THE FUND AT THE END OF THE FISCAL YEAR TO LESS THAN 15% OF THE REVENUE COLLECTED IN THAT FISCAL YEAR.**

(iii) The process developed by the Commission for the award of grants under this paragraph shall include:

1. Grant applications and review and selection criteria for the award of grants;

2. Review by the Commission, if necessary, for any project that exceeds certificate of need thresholds; and

3. Any other procedure determined necessary by the Commission.

(iv) Before awarding grants under this subsection in a fiscal year, the Commission shall report to the Senate Finance Committee and the House Health and Government Operations Committee, in accordance with § 2-1257 of the State Government Article, on the process that the Commission has developed for awarding grants in that fiscal year.

(f) On or before November 1 of each year, the Commission and the Health Services Cost Review Commission shall report to the General Assembly, in accordance with § 2-1257 of the State Government Article, on:

(1) The amount of money in the Fund on the last day of the previous fiscal year;

(2) The amount of money applied for by trauma physicians, **TRAUMA HEALTH CARE PRACTITIONERS**, and trauma centers during the previous fiscal year;

(3) The amount of money distributed in the form of trauma physician, **TRAUMA HEALTH CARE PRACTITIONER**, and trauma center reimbursements during the previous fiscal year;

(4) Any recommendations for altering the manner in which trauma physicians, **TRAUMA HEALTH CARE PRACTITIONERS**, and trauma centers are reimbursed from the Fund;

(5) The costs incurred in administering the Fund during the previous fiscal year; [and]

(6) The amount that each hospital that participates in the Maryland trauma system and that has a trauma center contributes toward the subsidization of trauma-related costs for its trauma center;

(Over)

(7) THE COSTS THAT HOSPITALS REPORTED TO THE HEALTH SERVICES COST REVIEW COMMISSION AND ARE ACCOUNTED FOR IN GLOBAL BUDGETS FOR EACH OF THE FOLLOWING:

(i) TRAUMA STANDBY;

(ii) ALLOWABLE TRAUMA CENTER COSTS FOR REIMBURSING THE TRAUMA DIRECTOR AND TRAUMA STAFF;

(iii) MAINTAINING MARYLAND INSTITUTE FOR EMERGENCY MEDICAL SERVICES SYSTEMS TRAUMA PROTOCOLS;

(iv) MAINTAINING SPECIALIZED TRAUMA STAFF;

(v) PROCURING SPECIALIZED TRAUMA EQUIPMENT; AND

(vi) PROVIDING TRAUMA EDUCATION AND TRAINING; AND

(8) ANY OTHER IMPROVEMENTS MADE BY TRAUMA CENTERS AS A RESULT OF THE INCREASED FUNDING.

(G) THE COMMISSION SHALL AWARD AN ANNUAL GRANT FROM THE FUND IN THE AMOUNT UP TO \$1,800,000 TO LEVEL I PEDIATRIC TRAUMA CENTERS AS FOLLOWS:

(1) UP TO \$900,000 TO JOHNS HOPKINS CHILDREN'S CENTER;

AND

(2) UP TO \$900,000 TO CHILDREN'S NATIONAL MEDICAL CENTER.

Article – Public Safety

(a) There is a Senator William H. Amoss Fire, Rescue, and Ambulance Fund.

(G) BEGINNING IN FISCAL YEAR 2026, THE GOVERNOR SHALL INCLUDE AN ANNUAL APPROPRIATION TO THE FUND OF AT LEAST \$16,500,000.

Article - Public Utilities

10-408.

(A) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE MEANINGS INDICATED.

(2) "SHARED PASSENGER TRIP" MEANS A PREARRANGED RIDE FOR WHICH THE PASSENGER AGREES, AT THE TIME THE PASSENGER REQUESTS THE RIDE THROUGH A TRANSPORTATION NETWORK COMPANY'S DIGITAL NETWORK APPLICATION, TO BE TRANSPORTED WITH ANOTHER PASSENGER WHO HAS SEPARATELY REQUESTED A PREARRANGED RIDE REGARDLESS OF WHETHER ANOTHER PASSENGER IS TRANSPORTED.

(3) "TRANSPORTATION NETWORK COMPANY IMPACT FEE" MEANS THE FEE IMPOSED BY THE STATE UNDER THIS SECTION ON EACH TRANSPORTATION NETWORK SERVICE THAT INCLUDES A PASSENGER TRIP DURING TRANSPORTATION NETWORK COVERAGE PERIOD THREE AS DESCRIBED IN § 10-101(N)(1)(III) OF THIS TITLE.

(B) (1) THERE IS A TRANSPORTATION NETWORK COMPANY IMPACT FEE ON PASSENGER TRIPS THAT ORIGINATE IN THE STATE.

(2) A TRANSPORTATION NETWORK COMPANY SHALL COLLECT THE TRANSPORTATION NETWORK COMPANY IMPACT FEE.

(3) (I) SUBJECT TO PARAGRAPH (4) OF THIS SUBSECTION AND EXCEPT AS PROVIDED IN SUBPARAGRAPHS (II) AND (III) OF THIS PARAGRAPH, THE TRANSPORTATION NETWORK COMPANY IMPACT FEE IS 75 CENTS FOR EACH PASSENGER TRIP.

(Over)

(II) SUBJECT TO PARAGRAPH (4) OF THIS SUBSECTION, THE TRANSPORTATION NETWORK COMPANY IMPACT FEE FOR A PASSENGER TRIP PROVIDED USING A FUEL CELL ELECTRIC VEHICLE OR A PLUG-IN ELECTRIC DRIVE VEHICLE, AS THOSE TERMS ARE DEFINED IN TITLE 11, SUBTITLE 1 OF THE TRANSPORTATION ARTICLE, IS 50 CENTS FOR EACH PASSENGER TRIP.

(III) SUBJECT TO PARAGRAPH (4) OF THIS SUBSECTION, THE TRANSPORTATION NETWORK COMPANY IMPACT FEE IS 50 CENTS FOR EACH SHARED PASSENGER TRIP.

(4) (I) 1. IN THIS SUBPARAGRAPH, "CONSUMER PRICE INDEX FOR ALL URBAN CONSUMERS" MEANS THE INDEX PUBLISHED MONTHLY BY THE BUREAU OF LABOR STATISTICS OF THE U.S. DEPARTMENT OF LABOR THAT IS THE U.S. CITY AVERAGE OF ALL ITEMS IN A BASKET OF CONSUMER GOODS AND SERVICES.

2. THE PERCENTAGE GROWTH IN THE CONSUMER PRICE INDEX FOR ALL URBAN CONSUMERS SHALL BE DETERMINED BY COMPARING THE AVERAGE OF THE INDEX FOR THE 12 MONTHS ENDING ON THE PRECEDING APRIL 30 TO THE AVERAGE OF THE INDEX FOR THE PRIOR 12 MONTHS.

(II) THE TRANSPORTATION NETWORK COMPANY IMPACT FEE SHALL BE INCREASED ON JULY 1, 2028, AND ON JULY 1 EACH SUBSEQUENT YEAR IN ACCORDANCE WITH THIS PARAGRAPH.

(III) ON OR BEFORE JUNE 1 EACH YEAR, THE COMPTROLLER SHALL DETERMINE AND ANNOUNCE:

1. THE GROWTH IN THE CONSUMER PRICE INDEX FOR ALL URBAN CONSUMERS AS DETERMINED BY THE COMPTROLLER UNDER SUBPARAGRAPH (I) OF THIS PARAGRAPH; AND

2. THE TRANSPORTATION NETWORK COMPANY IMPACT FEE EFFECTIVE FOR THE FISCAL YEAR BEGINNING ON THE FOLLOWING JULY 1 AS DETERMINED BY THE COMPTROLLER UNDER SUBPARAGRAPH (IV) OF THIS PARAGRAPH.

(IV) SUBJECT TO SUBPARAGRAPH (V) OF THIS PARAGRAPH, ON JULY 1 EACH YEAR, THE TRANSPORTATION NETWORK COMPANY IMPACT FEE SHALL BE INCREASED BY THE AMOUNT, ROUNDED TO THE NEAREST ONE-TENTH OF A CENT, THAT EQUALS THE PRODUCT OF MULTIPLYING:

1. THE TRANSPORTATION NETWORK COMPANY IMPACT FEE IN EFFECT ON THE DATE OF THE COMPTROLLER'S ANNOUNCEMENT UNDER SUBPARAGRAPH (III) OF THIS PARAGRAPH; AND

2. THE PERCENTAGE GROWTH IN THE CONSUMER PRICE INDEX FOR ALL URBAN CONSUMERS.

(V) 1. IF THERE IS A DECLINE OR NO GROWTH IN THE CONSUMER PRICE INDEX FOR ALL URBAN CONSUMERS, THE TRANSPORTATION NETWORK COMPANY IMPACT FEE SHALL REMAIN UNCHANGED.

2. ANY INCREASE IN THE TRANSPORTATION NETWORK COMPANY IMPACT FEE UNDER SUBPARAGRAPH (IV) OF THIS PARAGRAPH MAY NOT BE GREATER THAN 8% OF THE TRANSPORTATION NETWORK COMPANY IMPACT FEE EFFECTIVE IN THE PREVIOUS YEAR.

(C) (1) A TRANSPORTATION NETWORK COMPANY SHALL EITHER:

(I) COLLECT THE TRANSPORTATION NETWORK COMPANY IMPACT FEE FROM A PASSENGER ON BEHALF OF A TRANSPORTATION NETWORK OPERATOR; OR

(II) PAY THE TRANSPORTATION NETWORK COMPANY IMPACT FEE ON BEHALF OF A PASSENGER.

(2) IF A TRANSPORTATION NETWORK COMPANY COLLECTS THE TRANSPORTATION NETWORK COMPANY IMPACT FEE FROM THE PASSENGER:

(I) THE TRANSPORTATION NETWORK COMPANY IMPACT FEE SHALL BE CHARGED IN ADDITION TO ANY OTHER TAX OR FEE; AND

(II) THE TRANSPORTATION NETWORK COMPANY SHALL SHOW THE IMPACT FEE AS A SEPARATE LINE ITEM ON THE PASSENGER'S RECEIPT, INVOICE, OR OTHER BILL OF SALE, DISTINCT FROM THE TRANSACTION PRICE AND ANY OTHER TAX OR FEE IMPOSED.

(3) THE RECEIPT, INVOICE, OR OTHER BILL OF SALE SHALL LIST THE IMPACT FEE AS "TRANSPORTATION NETWORK COMPANY IMPACT FEE".

(4) A TRANSPORTATION NETWORK COMPANY THAT PAYS THE TRANSPORTATION NETWORK COMPANY IMPACT FEE ON BEHALF OF A PASSENGER SHALL REMIT THE FEE TO THE COMPTROLLER AS IF THE FEE HAD BEEN COLLECTED FROM THE PASSENGER ON THE DATE OF THE PASSENGER TRIP.

(D) (1) A TRANSPORTATION NETWORK COMPANY SHALL:

(I) REPORT THE TRANSPORTATION NETWORK COMPANY IMPACT FEE ON A FORM PRESCRIBED BY THE COMPTROLLER; AND

(II) REMIT THE TRANSPORTATION NETWORK COMPANY IMPACT FEE TO THE COMPTROLLER NOT LATER THAN 30 DAYS AFTER THE END OF A CALENDAR QUARTER, OR AS OTHERWISE SPECIFIED BY THE COMPTROLLER IN REGULATIONS.

(2) FOR THE EXPENSE OF REPORTING AND REMITTING THE TRANSPORTATION NETWORK COMPANY IMPACT FEE THE TRANSPORTATION NETWORK COMPANY MAY RETAIN THE LESSER OF 0.9% OF THE AMOUNT THE TRANSPORTATION NETWORK COMPANY REMITS UNDER PARAGRAPH (1)(II) OF THIS SUBSECTION OR \$250.

(E) EXCEPT AS OTHERWISE PROVIDED IN THIS SECTION, THE AUDIT, ASSESSMENT, LIABILITY FOR PAYMENT, REFUND, PENALTY, INTEREST, ENFORCEMENT, COLLECTION REMEDIES, APPEAL, AND ADMINISTRATIVE PROVISIONS THAT ARE APPLICABLE TO AN ASSESSMENT IMPOSED UNDER § 10-406 OF THIS SUBTITLE APPLY TO THE TRANSPORTATION NETWORK COMPANY IMPACT FEE.

(F) (1) FROM THE TRANSPORTATION NETWORK COMPANY IMPACT FEE REVENUE, THE COMPTROLLER SHALL DISTRIBUTE THE AMOUNT NECESSARY TO PAY REFUNDS RELATING TO THE TRANSPORTATION NETWORK COMPANY IMPACT FEE TO A REFUND ACCOUNT.

(2) AFTER MAKING THE DISTRIBUTION REQUIRED UNDER PARAGRAPH (1) OF THIS SUBSECTION, THE COMPTROLLER SHALL DISTRIBUTE THE AMOUNT NECESSARY TO ADMINISTER THE TRANSPORTATION NETWORK COMPANY IMPACT FEE TO AN ADMINISTRATIVE COST ACCOUNT.

(3) AFTER MAKING THE DISTRIBUTIONS REQUIRED UNDER PARAGRAPHS (1) AND (2) OF THIS SUBSECTION, THE COMPTROLLER SHALL DEPOSIT THE BALANCE OF THE REVENUE FROM THE TRANSPORTATION NETWORK COMPANY IMPACT FEE IN THE TRANSPORTATION NETWORK COMPANY IMPACT FEE ACCOUNT IN THE TRANSPORTATION TRUST FUND.

(G) THE COMPTROLLER MAY ADOPT REGULATIONS OR OTHER REQUIREMENTS OR PROCEDURES TO CARRY OUT THIS SECTION, INCLUDING REQUIREMENTS AND PROCEDURES REGARDING THE ADMINISTRATION, COLLECTION, AND ENFORCEMENT OF THE TRANSPORTATION NETWORK COMPANY IMPACT FEE.

(H) THIS SECTION MAY NOT BE CONSTRUED TO HAVE ANY EFFECT ON AN ASSESSMENT IMPOSED UNDER § 10-406 OF THIS SUBTITLE.

Article - Tax - General

2-1302.1.

(Over)

After making the distributions required under §§ 2-1301 and 2-1302 of this subtitle[.]:

(1) of the sales and use tax collected under § 11-104(c) and (c-1) of this article on short-term vehicle rentals and peer-to-peer car sharing, the Comptroller shall distribute:

[(1)] (I) 45% to the Transportation Trust Fund established under § 3-216 of the Transportation Article; and

[(2)] (II) the remainder to the Chesapeake and Atlantic Coastal Bays 2010 Trust Fund; AND

(2) THE COMPTROLLER SHALL DISTRIBUTE TO THE TRANSPORTATION TRUST FUND ESTABLISHED UNDER § 3-216 OF THE TRANSPORTATION ARTICLE THE SALES AND USE TAX COLLECTED THAT IS ATTRIBUTABLE TO THE SALE OF ELECTRICITY:

(I) AT AN ELECTRIC VEHICLE CHARGING STATION; OR

(II) USED TO CHARGE AN ELECTRIC VEHICLE AND IS NOT SOLD UNDER A RESIDENTIAL OR DOMESTIC RATE SCHEDULE ON FILE WITH THE PUBLIC SERVICE COMMISSION.

2-1302.3.

AFTER MAKING THE DISTRIBUTIONS REQUIRED UNDER §§ 2-1301 THROUGH 2-1302.2 OF THIS SUBTITLE, OF THE SALES AND USE TAX COLLECTED FROM THE SALE OF ELECTRONIC SMOKING DEVICES, AS DEFINED IN § 11-104(J) OF THIS ARTICLE, THE COMPTROLLER SHALL DISTRIBUTE THE REVENUE ATTRIBUTABLE TO A TAX RATE OF 8% TO THE BLUEPRINT FOR MARYLAND'S FUTURE FUND ESTABLISHED UNDER § 5-206 OF THE EDUCATION ARTICLE.

2-1303.

After making the distributions required under §§ 2-1301 through [2-1302.2] 2-1302.3 of this subtitle, the Comptroller shall pay:

(1) revenues from the hotel surcharge into the Dorchester County Economic Development Fund established under § 10-130 of the Economic Development Article;

(2) to the Blueprint for Maryland's Future Fund established under § 5-206 of the Education Article, the following percentage of the remaining sales and use tax revenues:

(i) for fiscal year 2023, 9.2%;

(ii) for fiscal year 2024, 11.0%;

(iii) for fiscal year 2025, 11.3%;

(iv) for fiscal year 2026, 11.7%; and

(v) for fiscal year 2027 and each fiscal year thereafter, 12.1%; and

(3) the remaining sales and use tax revenue into the General Fund of the State.

2-1603.

After making the distributions required under §§ 2-1601 and 2-1602 of this subtitle, the Comptroller shall distribute:

(1) TO THE BLUEPRINT FOR MARYLAND'S FUTURE FUND ESTABLISHED UNDER § 5-206 OF THE EDUCATION ARTICLE, THE FOLLOWING AMOUNT OR PERCENTAGE OF THE REMAINING TOBACCO TAX REVENUE:

(I) FOR FISCAL YEAR 2025, \$88,300,000;

(II) FOR FISCAL YEAR 2026, 32.6%;

(Over)

(III) FOR FISCAL YEAR 2027, 33.2%; AND

**(IV) FOR FISCAL YEAR 2028 AND EACH FISCAL YEAR
THEREAFTER, 16.2%; AND**

(2) the remaining tobacco tax revenue to the General Fund of the State.

11-101.

(l) (3) "Taxable price" does not include:

(ii) the value of a used component or part (core value) received
from a purchaser of the following remanufactured truck parts:

1. an air brake system;
2. an engine;
3. a rear axle carrier; or
4. a transmission; [or]

(iii) a charge for a nontaxable service that is made in connection
with a sale of a taxable communication service, even if the nontaxable charges are
aggregated with and not separately stated from the taxable charges for communications
services, if the vendor can reasonably identify charges not subject to tax from its books
and records that are kept in the regular course of business; OR

**(IV) A TRANSPORTATION NETWORK COMPANY IMPACT FEE
IMPOSED UNDER § 10-408 OF THE PUBLIC UTILITIES ARTICLE.**

11-104.

(j) (1) (i) In this subsection, the following words have the meanings
indicated.

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(ii) “Electronic smoking device” has the meaning stated in § 16.7–101 of the Business Regulation Article.

(iii) “Tobacco pipe” means a pipe made primarily of meerschaum, wood, or porcelain, with a bowl designed to be used without a screen or filter.

(iv) “Vaping liquid” has the meaning stated in § 16.7–101 of the Business Regulation Article.

(2) Except as provided in paragraph (3) of this subsection, the sales and use tax rate is [12%] **20%** of the taxable price for[:

(i)] electronic smoking devices]; and

(ii) tobacco pipes].

(3) The sales and use tax for vaping liquid sold in a container that contains 5 milliliters or less of vaping liquid is 60% of the taxable price.

(4) THE SALES AND USE TAX FOR TOBACCO PIPES IS 12% OF THE TAXABLE PRICE.

12–105.

(a) The tobacco tax rate for cigarettes is:

(1) [~~\$3.75~~] **\$5.00** for each package of 20 cigarettes; and

(2) [~~17.5~~] **25** cents for each cigarette in a package of more than 20 cigarettes.

(b) (1) Except as provided in paragraph (2) of this subsection, the tobacco tax rate for other tobacco products is [~~53%~~] **60%** of the wholesale price of the tobacco products.

(2) (i) In this paragraph, “pipe tobacco” and “premium cigars” have the meanings stated in § 16.5–101 of the Business Regulation Article.

(Over)

(ii) 1. Except as provided in subparagraph 2 of this subparagraph, the tobacco tax rate for cigars is 70% of the wholesale price of the cigars.

2. The tobacco tax rate for premium cigars is 15% of:

A. the wholesale price of the premium cigars; or

B. for premium cigars sold by an out-of-state seller, the price determined under subsection (c) of this section.

(iii) The tobacco tax rate for pipe tobacco is 30% of:

1. the wholesale price of the pipe tobacco; or

2. for pipe tobacco sold by an out-of-state seller, the price determined under subsection (c) of this section.

Article – Transportation

3-215.

(a) (1) For the purpose of paying the principal of and interest on consolidated transportation bonds as they become due and payable, there is hereby levied and imposed an annual tax that consists of the taxes specified in this section and, to the extent necessary and except as otherwise provided in this subsection, that shall be used and applied exclusively for that purpose.

(2) The required use and application of the tax under paragraph (1) of this subsection is subject only to the prior use and application of one or all or any combination of the taxes specified in this section to meet the debt service on all of the following bonds while they are outstanding and unpaid and to the payment of which any part of those taxes has been pledged:

(i) Bonds of prior issues; and

(ii) Bonds of any series of county transportation bonds issued under Subtitle 3 of this title.

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(b) The tax levied and imposed by this section consists of that part of the following taxes that are retained to the credit of the Department after distributions to the political subdivisions:

(1) The motor fuel tax revenue distributed under §§ 2-1103(2), 2-1103(3), and 2-1104(a)(3) of the Tax - General Article;

(2) The motor fuel tax revenue attributable to the sales and use tax equivalent rate imposed under § 9-306 of the Tax - General Article and distributed under § 2-1103(4) of the Tax - General Article;

(3) The income tax revenue distributed under § 2-614 of the Tax – General Article;

(4) The excise tax imposed on vehicles by Part II of Title 13, Subtitle 8 of this article; [and]

(5) The sales and use tax revenues distributed under § 2-1302.1 of the Tax – General Article; AND

(6) THE TRANSPORTATION NETWORK COMPANY IMPACT FEE REVENUES ALLOCATED UNDER § 3-216(D)(5)(I)1 OF THIS SUBTITLE.

(c) As long as any consolidated transportation bonds are outstanding and unpaid, and except as provided in § 3-104 of this title, there shall be deposited and maintained in a sinking fund to be maintained by the State Treasurer to secure the payment of the principal of and interest on the bonds, annually or more often, as received, so much of the proceeds of the tax levied and imposed under this section, together with all other funds received by the Department and credited to the Transportation Trust Fund, as are necessary to maintain in the sinking fund a sum equal to the amount required to pay the principal of and interest on the outstanding and unpaid bonds that will become due and payable in the current calendar year and the next succeeding calendar year.

(d) The tax levied and imposed by this section is irrevocably pledged to the payment of the principal of and interest on consolidated transportation bonds as they become due and payable, and no part of the tax or other funds applicable to debt service on the bonds may be repealed, diminished, or applied to any other purpose until:

(Over)

(1) The bonds and the interest on them have become due and fully paid;
or

(2) Adequate and complete provision for payment of the principal and interest has been made.

(e) (1) In this subsection "government obligations" means direct obligations of, or obligations the principal of and interest on which are unconditionally guaranteed by the United States of America.

(2) Adequate and complete provision for payment of the principal and interest of any issue or series of consolidated transportation bonds may be made by the Secretary and the State Treasurer by making a transfer of government obligations from the Transportation Trust Fund to the State Treasurer or to a bank or trust company as escrow fund agent in an amount which, together with the income due thereon, will be sufficient to pay in full when due the maturing principal of and interest on the consolidated transportation bonds.

(3) To the extent that adequate and complete provision has been made for the payment of consolidated transportation bonds under this title those bonds shall no longer be deemed to be outstanding and unpaid under this title.

3-216.

(a) There is a Transportation Trust Fund for the Department.

(c) (2) (i) The Gasoline and Motor Vehicle Revenue Account, the Driver Education Account, [and] the Motorcycle Safety Program Account, AND THE TRANSPORTATION NETWORK COMPANY IMPACT FEE ACCOUNT shall be maintained in the Transportation Trust Fund.

(d) (5) (I) THE DEPARTMENT SHALL ALLOCATE THE FUNDS IN THE TRANSPORTATION NETWORK COMPANY IMPACT FEE ACCOUNT FOR THE FOLLOWING PURPOSES, IN THE MANNER THE DEPARTMENT DETERMINES IS APPROPRIATE:

1. CAPITAL NEEDS IDENTIFIED IN THE ASSESSMENT CONDUCTED UNDER § 7-309 OF THIS ARTICLE; AND

2. DISTRIBUTION TO COUNTIES AND MUNICIPALITIES FOR THE PURPOSES SPECIFIED IN § 8-408 OF THIS ARTICLE.

(II) IF ANY FUNDS REMAIN IN THE TRANSPORTATION NETWORK COMPANY IMPACT FEE ACCOUNT AFTER THE ALLOCATIONS UNDER SUBPARAGRAPH (I) OF THIS PARAGRAPH, THE DEPARTMENT SHALL ALLOCATE THE REMAINING FUND BALANCE TO THE LOCALLY OPERATED TRANSIT SYSTEM GRANT PROGRAM UNDER § 4-322 OF THIS ARTICLE.

11-101.

In the Maryland Vehicle Law, the following words have the meanings indicated, unless the context requires otherwise.

11-125.1.

“Fuel cell electric vehicle” means a motor vehicle that:

- (1) Is made by a manufacturer;
- (2) Is manufactured primarily for use on public streets, roads, and highways;
- (3) Is rated at not more than 8,500 pounds unloaded gross weight;
- (4) Has a maximum speed capability of at least 55 miles per hour;
- (5) Is powered entirely by electricity, produced by combining hydrogen and oxygen, that runs the motor;
- (6) Has an operating range of at least 100 miles; and
- (7) Produces only water vapor and heat as by-products.

(Over)

11-145.1.

(a) “Plug-in electric drive vehicle” means a motor vehicle that:

- (1) Is made by a manufacturer;
- (2) Is manufactured primarily for use on public streets, roads, and highways;
- (3) Is rated at not more than 8,500 pounds unloaded gross vehicle weight;
- (4) Has a maximum speed capability of at least 55 miles per hour; and
- (5) Is propelled to a significant extent by an electric motor that draws electricity from a battery that:

(i) Has a capacity of not less than 4 kilowatt-hours for 4-wheeled motor vehicles and not less than 2.5 kilowatt-hours for 2-wheeled or 3-wheeled motor vehicles; and

(ii) Is capable of being recharged from an external source of electricity.

(b) “Plug-in electric drive vehicle” includes a qualifying vehicle that has been modified from original manufacturer specifications.

13-815.

(a) (1) In this section the following words have the meanings indicated.

(4) “Zero-emission plug-in electric drive vehicle” means a motor vehicle that:

- (i) Is made by a manufacturer;
 - (ii) Has a maximum speed capability of at least 55 miles per hour;
- and

(iii) Is propelled by an electric motor that draws electricity from a battery that:

1. Has a capacity of not less than 4 kilowatt-hours; and
2. Is capable of being recharged from an external source of electricity.

13-901.

(A) [The] SUBJECT TO SUBSECTION (B) OF THIS SECTION, THE fees specified in this subtitle for the registration of a classified vehicle or for any interchangeable registration shall be paid to the Administration:

(1) Before issuance of the registration and any registration plates and registration cards; and

(2) Except as otherwise expressly provided, during each registration year before the issuance or renewal of the registration.

(B) THE ADMINISTRATION SHALL ALLOW FOR PAYMENT OF REGISTRATION FEES, AS SPECIFIED IN THIS SUBTITLE, IN INSTALLMENTS THROUGHOUT THE REGISTRATION PERIOD, AS DETERMINED BY THE ADMINISTRATION.

13-912.

(a) When registered with the Administration, every passenger car and station wagon, except as otherwise provided in this part, is a Class A (passenger) vehicle.

(b) For each Class A (passenger) vehicle, the annual registration fee is:

(1) For a vehicle with a manufacturer's shipping weight of [3,700] 3,500 pounds or less:

(Over)

(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025,
[\$50.50; and] \$70.50; AND

(II) ON OR AFTER JULY 1, 2025, \$80.50;

(2) For a vehicle with a manufacturer's shipping weight of more than
3,500 POUNDS BUT NOT MORE THAN 3,700 pounds:

(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025,
[\$76.50] \$80.50; AND

(II) ON OR AFTER JULY 1, 2025, \$85.50; AND

(3) FOR A VEHICLE WITH A MANUFACTURER'S SHIPPING WEIGHT
OF MORE THAN 3,700 POUNDS:

(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025,
\$121.50;

(II) ON OR AFTER JULY 1, 2025, BUT BEFORE JULY 1, 2026,
\$126.50; AND

(III) ON OR AFTER JULY 1, 2026, \$151.50.

13-913.

(a) (1) When registered with the Administration, every passenger motor
vehicle operated for the transportation of persons for hire, except a vehicle described in
paragraph (2) of this subsection, is a Class B (for hire) vehicle.

(2) The following vehicles are not subject to the classification specified
in this section:

(i) Any vehicle operated on a regular schedule and between fixed
termini; and

(ii) Any vehicle for which a different classification is specified in this part.

(b) For each Class B (for hire) vehicle, the annual registration fee is:

(1) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, [~~\$150.00~~] \$170.00; AND

(2) ON OR AFTER JULY 1, 2025, \$180.00.

13-914.

(a) When registered with the Administration, every motor vehicle operated as an ambulance, a mortician flower coach or service wagon, or a funeral limousine or coach is a Class C (funeral and ambulance) vehicle.

(b) For each Class C (funeral and ambulance) vehicle, the annual registration fee is:

(1) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, [~~\$100.00~~] \$120.00; AND

(2) ON OR AFTER JULY 1, 2025, \$130.00.

13-915.

(a) When registered with the Administration, every motorcycle is a Class D (motorcycle) vehicle.

(b) For each Class D (motorcycle) vehicle, the annual registration fee is:

(1) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, [~~\$35.00~~] \$55.00; AND

(2) ON OR AFTER JULY 1, 2025, \$65.00.

(Over)

13-916.

(a) When registered with the Administration, every single unit truck with two or more axles is a Class E (truck) vehicle.

(b) **(1)** For each Class E (truck) vehicle, the annual registration fee is based on the maximum gross weight of the vehicle or combination of vehicles, as follows:

<u>Maximum Gross Weight Limit (in Pounds)</u>	<u>Fee (per 1,000 Pounds or Fraction Thereof)</u>
<u>10,000 (minimum) – 18,000</u>	<u>\$ 9.00</u>
<u>18,001 – 26,000</u>	<u>11.75</u>
<u>26,001 – 40,000</u>	<u>12.75</u>
<u>40,001 – 60,000</u>	<u>14.75</u>
<u>60,001 – 80,000 (maximum)</u>	<u>16.00</u>

(2) (I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, THE ANNUAL REGISTRATION FEE UNDER PARAGRAPH (1) OF THIS SUBSECTION IS INCREASED BY AN ADDITIONAL \$45.00.

(II) ON OR AFTER JULY 1, 2025, BUT BEFORE JULY 1, 2026, THE ANNUAL REGISTRATION FEE UNDER PARAGRAPH (1) OF THIS SUBSECTION IS INCREASED BY AN ADDITIONAL \$50.00.

(III) ON OR AFTER JULY 1, 2026, THE ANNUAL REGISTRATION FEE UNDER PARAGRAPH (1) OF THIS SUBSECTION IS INCREASED BY AN ADDITIONAL \$75.00.

13-917.

Notwithstanding § 13-916(b) of this subtitle, for any Class E (truck) vehicle WITH A MANUFACTURER’S RATED CAPACITY OF 3/4 TON OR LESS AND A MAXIMUM GROSS VEHICLE WEIGHT OF 7,000 POUNDS OR LESS, the annual registration fee is [\$63.75 if]:

(1) [The manufacturer’s rated capacity is 3/4 ton or less; and

(2) The] FOR A VEHICLE WITH A maximum gross vehicle weight [is 7,000] OF 3,500 pounds or less:

(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, \$83.75; AND

(II) ON OR AFTER JULY 1, 2025, \$93.75;

(2) EXCEPT AS PROVIDED IN ITEM (4) OF THIS SECTION, FOR A VEHICLE WITH A MAXIMUM GROSS VEHICLE WEIGHT OF MORE THAN 3,500 POUNDS BUT NOT MORE THAN 5,000 POUNDS:

(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, \$93.75; AND

(II) ON OR AFTER JULY 1, 2025, \$98.75;

(3) EXCEPT AS PROVIDED IN ITEM (4) OF THIS SECTION, FOR A VEHICLE WITH A MAXIMUM GROSS VEHICLE WEIGHT OF MORE THAN 5,000 POUNDS:

(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, \$108.75;

(II) ON OR AFTER JULY 1, 2025, BUT BEFORE JULY 1, 2026, \$113.75; AND

(III) ON OR AFTER JULY 1, 2026, \$138.75; AND

(4) FOR A VEHICLE, REGARDLESS OF THE VEHICLE'S MAXIMUM GROSS VEHICLE WEIGHT, FOR WHICH THE OWNER CERTIFIES ON THE REGISTRATION APPLICATION THAT THE VEHICLE FOR WHICH THE APPLICATION IS MADE WILL BE USED FOR CONSTRUCTION ACTIVITIES:

**(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025,
\$83.75; AND**

(II) ON OR AFTER JULY 1, 2025, \$93.75.

13-919.

(a) On application, the Administration shall issue a special Class E “dump service registration” to any applicant who certifies that the vehicle for which the application is made is a Class E (truck) vehicle that:

(1) Is designed to haul cargo and to self-unload by gravity or mechanical means; and

(2) Is to be used to haul feed or other loose materials in bulk.

(f) For each vehicle registered under this section, the annual registration fee is the greater of:

(1) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025:

(I) \$26.25 for each thousand pounds of gross weight of the vehicle PLUS AN ADDITIONAL \$20.00; or

[(2)] (II) [\$1,050.00] \$1,070.00; AND

(2) ON OR AFTER JULY 1, 2025:

(I) \$26.25 FOR EACH THOUSAND POUNDS OF GROSS WEIGHT OF THE VEHICLE PLUS AN ADDITIONAL \$30.00; OR

(II) \$1,080.00.

13-920.

(a) (1) In this section, “tow truck” means a vehicle that:

(i) Is a Class E (truck) vehicle that is designed to lift, pull, or carry a vehicle by a hoist or mechanical apparatus;

(ii) Has a manufacturer's gross vehicle weight rating of 10,000 pounds or more; and

(iii) Is equipped as a tow truck or designed as a rollback as defined in § 11-151.1 of this article.

(2) In this section, "tow truck" does not include a truck tractor as defined in § 11-172 of this article.

(b) When registered with the Administration every tow truck as defined in this section is a Class T vehicle.

(c) A tow truck registered under this section may be used to tow vehicles for repair, storage, or removal from the highway.

(d) (1) **(I)** Subject to the provisions of SUBPARAGRAPH (II) THIS PARAGRAPH AND paragraph (2) of this subsection, for each vehicle registered under this section, the annual registration fee is based on the manufacturer's gross vehicle weight rating as follows:

<u>Manufacturer's Gross Weight</u>	<u>Fee</u>
<u>Rating in Pounds</u>	
<u>10,000 (or less) to 26,000</u>	<u>\$185.00</u>
<u>More than 26,000</u>	<u>\$550.00</u>

(II) 1. ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, THE ANNUAL REGISTRATION FEE UNDER SUBPARAGRAPH (I) OF THIS SUBSECTION IS INCREASED BY AN ADDITIONAL \$20.00.

2. ON OR AFTER JULY 1, 2025, THE ANNUAL REGISTRATION FEE UNDER SUBPARAGRAPH (I) OF THIS SUBSECTION IS INCREASED BY AN ADDITIONAL \$30.00.

(2) (i) The annual registration fee for a vehicle registered under this section that is used for any purpose other than that described in subsection (c) of this section shall be determined under subparagraph (ii) of this paragraph if the maximum gross weight of the vehicle or combination of vehicles:

1. Exceeds 18,000 pounds and the vehicle has a manufacturer's gross weight rating of 26,000 pounds or less; or

2. Exceeds 35,000 pounds and the vehicle has a manufacturer's gross weight rating of more than 26,000 pounds.

(ii) The annual registration fee shall be the greater of:

1. The fees set forth in paragraph (1) of this subsection;
or

2. The fees set forth in § 13-916(b) of this subtitle.

13-923.

(a) When registered with the Administration, every truck tractor or similar motor vehicle used for propelling, supporting, or drawing a trailer or semitrailer is a Class F (tractor) vehicle.

(b) (1) [For] SUBJECT TO PARAGRAPH (2) OF THIS SUBSECTION, FOR each Class F (tractor) vehicle, the annual registration fee is based on the maximum gross weight of the vehicle in combination with a trailer or semitrailer, as follows:

<u>Maximum Gross Weight</u> <u>Limit (in Pounds)</u>	<u>Fee (per 1,000 Pounds</u> <u>or Fraction Thereof)</u>
<u>40,000 (minimum) – 60,000</u>	<u>\$21.00</u>
<u>60,001 – 80,000 or more</u>	<u>\$22.50</u>

(2) (I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, THE ANNUAL REGISTRATION FEE UNDER PARAGRAPH (1) OF THIS SUBSECTION IS INCREASED BY AN ADDITIONAL \$20.00.

(II) ON OR AFTER JULY 1, 2025, THE ANNUAL REGISTRATION FEE UNDER PARAGRAPH (1) OF THIS SUBSECTION IS INCREASED BY AN ADDITIONAL \$30.00.

13-927.

(d) The annual registration fee for a Class G (trailer) vehicle is based on the maximum gross weight as follows:

(1) (I) Except as provided in paragraph (2) of this subsection AND SUBJECT TO SUBPARAGRAPH (II) OF THIS PARAGRAPH, for a nonfreight trailer or semitrailer:

<u>Maximum Gross Weight</u>	<u>Fee</u>
<u>Limit (in Pounds)</u>	
<u>3,000 or less</u>	<u>\$25.50</u>
<u>3,001 to 5,000</u>	<u>51.00</u>
<u>5,001 to 10,000</u>	<u>80.00</u>
<u>10,001 to 20,000</u>	<u>124.00</u>

(II) 1. ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, THE ANNUAL REGISTRATION FEE UNDER ITEM (I) OF THIS PARAGRAPH IS INCREASED BY AN ADDITIONAL \$20.00.

2. ON OR AFTER JULY 1, 2025, THE ANNUAL REGISTRATION FEE UNDER ITEM (I) OF THIS PARAGRAPH IS INCREASED BY AN ADDITIONAL \$30.00.

(2) For a nonfreight trailer or semitrailer with a maximum gross weight limit (in pounds) of 10,001 to 20,000 that is titled on or after October 1, 2005:

(i) The fee is:

1. ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, [~~\$124.00~~] \$144.00; AND

2. ON OR AFTER JULY 1, 2025, \$154.00; and

(Over)

(ii) The vehicle shall be registered in one of the following weight ranges:

		<u>Maximum Gross Weight</u>
		<u>Limit (in Pounds)</u>
—	—	<u>10,001 to 11,000</u>
—	—	<u>11,001 to 12,000</u>
—	—	<u>12,001 to 13,000</u>
—	—	<u>13,001 to 14,000</u>
—	—	<u>14,001 to 15,000</u>
—	—	<u>15,001 to 16,000</u>
—	—	<u>16,001 to 17,000</u>
—	—	<u>17,001 to 18,000</u>
—	—	<u>18,001 to 19,000</u>
—	—	<u>19,001 to 20,000</u>

(3) For a freight trailer or semitrailer the fee is:

(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025,
[\$38.25] \$58.25; AND

(II) ON OR AFTER JULY 1, 2025, \$68.25.

13-932.

(a) When registered with the Administration, every school vehicle is a Class H (school) vehicle.

(b) For each Type I school vehicle, the annual registration fee is:

(1) If the vehicle is a school bus only operated for the transportation of children, students, or teachers for educational purposes or in connection with a school activity or, with approval from a board of education in any county, to provide transportation for persons 60 years of age or older to civic, educational, social, or recreational activities:

(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, [51.00] 71.00; AND

(II) ON OR AFTER JULY 1, 2025, 81.00; and

(2) If the vehicle is a school bus charter operated for any purpose in addition to that specified in item (1) of this subsection:

(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, [150.00] 170.00, less any amount paid under item (1) of this subsection; AND

(II) ON OR AFTER JULY 1, 2025, 180.00, LESS ANY AMOUNT PAID UNDER ITEM (1) OF THIS SUBSECTION.

(c) For each Type II school vehicle, the annual registration fee is:

(1) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, [51.00] 71.00; AND

(2) ON OR AFTER JULY 1, 2025, 81.00.

13-933.

(a) When registered with the Administration, every bus operated under charter or for hire is a Class P (passenger bus) vehicle.

(b) (1) [For] SUBJECT TO PARAGRAPH (2) OF THIS SUBSECTION, FOR each Class P (passenger bus) vehicle, the annual registration fee is based on the seating capacity of the bus, as follows:

<u>Seating Capacity</u>	<u>Fee</u>
<u>20 or less</u> _____	<u>\$ 275.00</u>
<u>21 to 35</u> _____	<u>525.00</u>
<u>36 or more</u> _____	<u>875.00</u>

(Over)

(2) (I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, THE ANNUAL REGISTRATION FEE UNDER PARAGRAPH (1) OF THIS SUBSECTION IS INCREASED BY AN ADDITIONAL \$20.00.

(II) ON OR AFTER JULY 1, 2025, THE ANNUAL REGISTRATION FEE UNDER PARAGRAPH (1) OF THIS SUBSECTION IS INCREASED BY AN ADDITIONAL \$30.00.

13-934.

(a) When registered with the Administration, every vehicle used as a vanpool vehicle is a Class J (vanpool) vehicle.

(b) For each Class J (vanpool) vehicle, the annual registration fee is:

(1) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, [\$76.50] \$96.50; AND

(2) ON OR AFTER JULY 1, 2025, \$106.50.

13-936.

(a) In this section, “historic motor vehicle” means a motor vehicle, including a passenger vehicle, motorcycle, or truck that:

(1) Is at least 20 years old;

(2) Has not been substantially altered from the manufacturer’s original design; and

(3) Meets criteria contained in regulations adopted by the Administration.

(b) In this section, “historic motor vehicle” does not include a vehicle that has been remanufactured or reconstructed as a replica of an original vehicle.

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(c) If registered with the Administration under this section, every historic motor vehicle is a Class L (historic) vehicle.

(d) Except as provided in subsection (i) of this section, for each Class L (historic) vehicle, the annual registration fee is:

(1) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, [\$25.50] \$45.50; AND

(2) ON OR AFTER JULY 1, 2025, \$55.50.

13-937.

(a) When registered with the Administration, every multipurpose passenger vehicle is a Class M (multipurpose) vehicle.

(b) For each Class M (multipurpose) vehicle, the annual registration fee is:

(1) For a vehicle with a manufacturer's shipping weight of [3,700] 3,500 pounds or less:

(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, [\$50.50; and] \$70.50; AND

(II) ON OR AFTER JULY 1, 2025, \$80.50;

(2) For a vehicle with a manufacturer's shipping weight of more than 3,500 POUNDS BUT NOT MORE THAN 3,700 pounds:

(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025, [\$76.50] \$80.50; AND

(II) ON OR AFTER JULY 1, 2025, \$85.50; AND

(3) FOR A VEHICLE WITH A MANUFACTURER'S SHIPPING WEIGHT OF MORE THAN 3,700 POUNDS:

(Over)

(I) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025,
\$121.50;

(II) ON OR AFTER JULY 1, 2025, BUT BEFORE JULY 1, 2026,
\$126.50; AND

(III) ON OR AFTER JULY 1, 2026, \$151.50.

(c) The Administration may by rule and regulation provide for the registration under this section of all multipurpose passenger vehicles registered under another [category] CLASSIFICATION.

13-937.1.

(a) In this section, "street rod" means a motor vehicle that:

(1) Is 25 years old or older; and

(2) Has been substantially altered from the manufacturer's original design.

(b) Except as provided in subsection (e) of this section, if registered with the Administration under this section, every street rod is a Class N (street rod) vehicle.

(c) For each Class N (street rod) vehicle, the annual registration fee is:

(1) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025,
[\$25.00] \$45.00; AND

(2) ON OR AFTER JULY 1, 2025, \$55.00.

13-939.

(a) When registered with the Administration, every limousine operated for hire is a Class Q (limousine) vehicle.

(b) For each Class Q (limousine) vehicle, the annual registration fee is:

(1) ON OR AFTER JULY 1, 2024, BUT BEFORE JULY 1, 2025,
[\$185.00] \$205.00; AND

(2) ON OR AFTER JULY 1, 2025, \$215.00.

(c) On registration of a vehicle under this section, the Administration shall issue special limousine vehicle registration plates of the size and design that the Administration determines.

13-954.

(a) In this section, “motor vehicle” means a:

- (1) Class A (passenger) vehicle;
- (2) Class B (for hire) vehicle;
- (3) Class C (funeral and ambulance) vehicle;
- (4) Class D (motorcycle) vehicle;
- (5) Class E (truck) vehicle;
- (6) Class F (tractor) vehicle;
- (7) Class H (school) vehicle;
- (8) Class J (vanpool) vehicle;
- (9) Class M (multipurpose) vehicle;
- (10) Class P (passenger bus) vehicle;
- (11) Class Q (limousine) vehicle;
- (12) Class R (low speed) vehicle; or

(Over)

(13) Vehicle within any other class designated by the Administrator.

(b) (1) In addition to the registration fee otherwise required by this title, the owner of any motor vehicle registered under this title shall pay a surcharge of [~~\$17.00~~] **\$40.00** per year for each motor vehicle registered.

(2) (I) [~~\$2.50~~] **\$6.50** of the surcharge collected under paragraph (1) of this subsection shall be paid into the Maryland Trauma Physician Services Fund established under § 19–130 of the Health – General Article.

(II) **THE GOVERNOR ANNUALLY SHALL ALLOCATE AT LEAST \$9.00 OF THE SURCHARGE COLLECTED UNDER PARAGRAPH (1) OF THIS SUBSECTION TO THE R ADAMS COWLEY SHOCK TRAUMA CENTER.**

(III) **THE BALANCE OF THE SURCHARGE COLLECTED UNDER PARAGRAPH (1) OF THIS SUBSECTION SHALL BE PAID TO THE MARYLAND EMERGENCY MEDICAL SYSTEMS OPERATIONS FUND ESTABLISHED UNDER § 13-955 OF THIS SUBTITLE.**

13–955.

(a) In this section, “Fund” means the Maryland Emergency Medical System Operations Fund.

(b) (1) There is a Maryland Emergency Medical System Operations Fund.

(2) The Comptroller shall administer the Fund, including accounting for all transactions and performing year–end reconciliation.

(3) The Fund is a continuing, nonlapsing fund which is not subject to § 7–302 of the State Finance and Procurement Article.

(4) Interest and earnings on the Fund shall be separately accounted for and credited to the Fund, and are not subject to § 6–226(a) of the State Finance and Procurement Article.

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(c) The Fund consists of:

(1) Registration surcharges collected under § 13–954 of this subtitle;

(2) All funds, including charges for accident scene transports and interhospital transfers of patients, generated by an entity specified in subsection (e) of this section that is a unit of State government; and

(3) Revenues distributed to the Fund from the surcharges collected under § 7–301(f) of the Courts Article.

(d) Expenditures from the Fund shall be made pursuant to an appropriation approved by the General Assembly in the annual State budget or by the budget amendment procedure provided under § 7–209 of the State Finance and Procurement Article, provided that any budget amendment shall be submitted to and approved by the Legislative Policy Committee prior to the expenditure or obligation of funds.

(e) The money in the Fund shall be used solely for:

(1) Medically oriented functions of the Department of State Police, Special Operations Bureau, Aviation Division;

(2) The Maryland Institute for Emergency Medical Services Systems;

(3) The R Adams Cowley Shock Trauma Center at the University of Maryland Medical System;

(4) The Maryland Fire and Rescue Institute;

(5) The provision of grants under the Senator William H. Amoss Fire, Rescue, and Ambulance Fund in accordance with the provisions of Title 8, Subtitle 1 of the Public Safety Article; and

(6) The Volunteer Company Assistance Fund in accordance with the provisions of Title 8, Subtitle 2 of the Public Safety Article.

13–956.

(Over)

(A) IN ADDITION TO THE REGISTRATION FEE OTHERWISE REQUIRED BY THIS TITLE, THE OWNER OF A MOTOR VEHICLE SHALL PAY AN ANNUAL SURCHARGE:

(1) ON OR BEFORE JULY 1, 2025, OF:

(i) \$125.00 FOR EACH ZERO-EMISSION VEHICLE, AS DEFINED IN § 23-206.4 OF THIS ARTICLE; AND

(ii) \$100.00 FOR EACH PLUG-IN ELECTRIC DRIVE VEHICLE, THAT IS NOT A ZERO-EMISSION VEHICLE; AND

(2) AFTER JUNE 30, 2025, AT A RATE BASED ON THE AMOUNTS ESTABLISHED UNDER ITEM (1) OF THIS SUBSECTION ADJUSTED FOR INFLATION AS DETERMINED ANNUALLY BY THE ADMINISTRATION.

(B) THE ADMINISTRATION SHALL ALLOW FOR PAYMENT OF A SURCHARGE ASSESSED UNDER THIS SECTION:

(1) AT THE TIME THE ANNUAL REGISTRATION FEE IS PAID; OR

(2) IN INSTALLMENTS THROUGHOUT THE REGISTRATION PERIOD, AS DETERMINED BY THE ADMINISTRATION.

(C) THE PROCEEDS COLLECTED FROM THE SURCHARGE ASSESSED UNDER SUBSECTION (A)(1) OF THIS SECTION SHALL BE DEPOSITED INTO THE TRANSPORTATION TRUST FUND.

(D) IF A PERSON THAT OWNS A MOTOR VEHICLE THAT IS ASSESSED THE SURCHARGE FAILS TO PAY THE SURCHARGE OR INSTALLMENTS, THE ADMINISTRATION SHALL REFUSE TO REGISTER OR RENEW OR TRANSFER THE REGISTRATION OF THE MOTOR VEHICLE.

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(a) (1) In this section, “dealer processing charge” includes an amount charged by a dealer for:

- (i) The preparation of written documentation of the transaction;
- (ii) Obtaining the title and license plates for the vehicle;
- (iii) Obtaining a release of lien;
- (iv) Filing title documents with the Administration;
- (v) Retaining documentation and records of the transaction;
- (vi) Complying with federal or State privacy laws; or
- (vii) Other administrative services concerning the sale of the vehicle.

(2) “Dealer processing charge” does not include a charge to purchase or install tangible personal property on or in the vehicle, or to perform mechanical service on the vehicle.

(b) (1) If a dealer charges a dealer processing charge, the charge:

- (i) Shall be reasonable;
- (ii) May not exceed:
 - 1. \$200 for the period from July 1, 2011, through June 30, 2014;
 - 2. \$300 for the period from July 1, 2014, through June 30, 2020; [and]
 - 3. \$500 [on and after] FOR THE PERIOD FROM July 1, 2020 THROUGH JUNE 30, 2024; AND
 - 4. \$800 ON AND AFTER JULY 1, 2024.

(Over)

(iii) Shall reflect dealer expenses generally incurred for the services identified in subsection (a)(1) of this section.

(2) A dealer shall provide a written disclosure of the services included in the dealer processing charge on request by the purchaser.

21-902.

(a) (1) (i) A person may not drive or attempt to drive any vehicle while under the influence of alcohol.

(ii) A person may not drive or attempt to drive any vehicle while the person is under the influence of alcohol per se.

(iii) A person convicted of a violation of this paragraph is subject to:

1. For a first offense, imprisonment not exceeding 1 year or a fine not exceeding [~~\$1,000~~] **\$1,200** or both; and

2. For a second offense, imprisonment not exceeding 2 years or a fine not exceeding [~~\$2,000~~] **\$2,400** or both.

(iv) For the purpose of determining subsequent offender penalties for a violation of this paragraph, a prior conviction under subsection (b), (c), or (d) of this section or § 8-738 of the Natural Resources Article, within 5 years before the conviction for a violation of this paragraph, shall be considered a prior conviction.

(2) (i) A person may not violate paragraph (1) of this subsection while transporting a minor.

(ii) A person convicted of a violation of this paragraph is subject to:

1. For a first offense, imprisonment not exceeding 2 years or a fine not exceeding \$2,000 or both; and

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2. For a second offense, imprisonment not exceeding 3 years or a fine not exceeding \$3,000 or both.

(iii) For the purpose of determining subsequent offender penalties for a violation of this paragraph, a prior conviction under this paragraph or subsection (b)(2), (c)(2), or (d)(2) of this section shall be considered a prior conviction.

(b) (1) (i) A person may not drive or attempt to drive any vehicle while impaired by alcohol.

(ii) A person convicted of a violation of this paragraph is subject to:

1. For a first offense, imprisonment not exceeding 2 months or a fine not exceeding \$500 or both; and

2. For a second offense, imprisonment not exceeding 1 year or a fine not exceeding \$500 or both.

(iii) For the purpose of determining subsequent offender penalties for a violation of this paragraph, a prior conviction under this subsection or subsection (a), (c), or (d) of this section or § 8-738 of the Natural Resources Article shall be considered a prior conviction.

(2) (i) A person may not violate paragraph (1) of this subsection while transporting a minor.

(ii) A person convicted of a violation of this paragraph is subject to:

1. For a first offense, imprisonment not exceeding 1 year or a fine not exceeding [~~\$1,000~~] **\$1,200** or both; and

2. For a second offense, imprisonment not exceeding 2 years or a fine not exceeding [~~\$2,000~~] **\$2,400** or both.

(Over)

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(iii) For the purpose of determining subsequent offender penalties for a violation of this paragraph, a prior conviction under this paragraph or subsection (a)(2), (c)(2), or (d)(2) of this section shall be considered a prior conviction.

(c) (1) (i) A person may not drive or attempt to drive any vehicle while so far impaired by any drug, any combination of drugs, or a combination of one or more drugs and alcohol that the person cannot drive a vehicle safely.

(ii) A person convicted of a violation of this paragraph is subject to:

1. For a first offense, imprisonment not exceeding 2 months or a fine not exceeding \$500 or both; and

2. For a second offense, imprisonment not exceeding 1 year or a fine not exceeding \$500 or both.

(iii) For the purpose of determining subsequent offender penalties for a violation of this paragraph, a prior conviction under this subsection or subsection (a), (b), or (d) of this section or § 8-738 of the Natural Resources Article shall be considered a prior conviction.

(iv) It is not a defense to any charge of violating this subsection that the person charged is or was entitled under the laws of this State to use the drug, combination of drugs, or combination of one or more drugs and alcohol, unless the person was unaware that the drug or combination would make the person incapable of safely driving a vehicle.

(2) (i) A person may not violate paragraph (1) of this subsection while transporting a minor.

(ii) A person convicted of a violation of this paragraph is subject to:

1. For a first offense, imprisonment not exceeding 1 year or a fine not exceeding ~~[\$1,000]~~ **\$1,200** or both; and

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2. For a second offense, imprisonment not exceeding 2 years or a fine not exceeding [~~\$2,000~~] **\$2,400** or both.

(iii) For the purpose of determining subsequent offender penalties for a violation of this paragraph, a prior conviction under this paragraph or subsection (a)(2), (b)(2), or (d)(2) of this section shall be considered a prior conviction.

(d) (1) (i) A person may not drive or attempt to drive any vehicle while the person is impaired by any controlled dangerous substance, as that term is defined in § 5–101 of the Criminal Law Article, if the person is not entitled to use the controlled dangerous substance under the laws of this State.

(ii) A person convicted of a violation of this paragraph is subject to:

1. For a first offense, imprisonment not exceeding 1 year or a fine not exceeding [~~\$1,000~~] **\$1,200** or both; and

2. For a second offense, imprisonment not exceeding 2 years or a fine not exceeding [~~\$2,000~~] **\$2,400** or both.

(iii) For the purpose of determining subsequent offender penalties for a violation of this paragraph, a prior conviction under subsection (a), (b), or (c) of this section or § 8–738 of the Natural Resources Article, within 5 years before the conviction for a violation of this paragraph, shall be considered a prior conviction.

(2) (i) A person may not violate paragraph (1) of this subsection while transporting a minor.

(ii) A person convicted of a violation of this paragraph is subject to:

1. For a first offense, imprisonment not exceeding 2 years or a fine not exceeding \$2,000 or both; and

2. For a second offense, imprisonment not exceeding 3 years or a fine not exceeding \$3,000 or both.

(Over)

(iii) For the purpose of determining subsequent offender penalties for a violation of this paragraph, a prior conviction under this paragraph or subsection (a)(2), (b)(2), or (c)(2) of this section shall be considered a prior conviction.”.

AMENDMENT NO. 14

On page 38, after line 17, insert:

“SECTION 6. AND BE IT FURTHER ENACTED, That Section 2 of Chapter 455 of the Acts of the General Assembly of 2023 be repealed.

SECTION 7. 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:

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;

(2) the following members appointed by the Governor:

(i) the Secretary of Transportation;

(ii) a representative of the Washington Metropolitan Transit Authority; and

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

(3) one member of the public, appointed by the President of the Senate;
and

(4) one member of the public, appointed by the Speaker of the House.

(c) There is an Advisory Committee to the Commission that consists of the following members, appointed by the Governor:

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

(2) two representatives of the transit community;

(3) two representatives of the environmental community;

(4) one representative of the American Automobile Association;

(5) one representative of the freight rail industry;

(6) one representative of the motor carrier industry;

(7) one representative of the Maryland Association of Counties;

(8) one representative of the transportation construction industry;

(9) one representative of the Maryland Municipal League;

(10) one representative of the cycling advocacy community;

(11) three representatives of labor unions including at least one representative of labor unions that represent mass transit workers employed in the State; and

(12) four individuals to ensure geographic representation from across the State including Western Maryland, Southern Maryland, Central Maryland, and the Eastern Shore.

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(d) The Governor shall designate the Chair of the Commission and the Advisory Committee, after consultation with the President of the Senate and the Speaker of the House.

(e) 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.

(f) 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.

(g) The Department of Legislative Services shall provide staff support to the Commission.

(h) The Department of Transportation shall provide staff support to the advisory committee.

(i) (1) The Commission shall review, evaluate, and make recommendations regarding:

(i) options for sustainable, long-term revenue sources for transportation to improve the Maryland Department of Transportation's ability and capacity to deliver major capital projects, including methods that other states are employing to fund state transportation operating and capital programs;

(ii) options for regional or local approaches to transportation funding, including regional transportation authorities;

(iii) an analysis of major transportation needs of the State, including what significant projects the State should budget for over the next 10 years, including short- and long-term construction and maintenance funding needs for transit, highway, pedestrian, bicycle, heavy rail, shipping, and air travel;

(iv) options to better prioritize needs, including local and legislative priorities;

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(v) options for better coordination between different modes of transportation; and

(vi) any additional items for the delivery and funding of transportation projects in the State.

(2) The Advisory Committee shall review, evaluate, and make recommendations regarding items requested by the Commission.

(j) 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.”.

AMENDMENT NO. 15

On page 43, in line 8, strike “\$193,830,236” and substitute “\$193,474,476”.

AMENDMENT NO. 16

On page 45, after line 14, insert:

“SECTION 22. AND BE IT FURTHER ENACTED, That the transportation revenues raised in accordance with the provisions of this Act shall remain allocated within the Department of Transportation. Notwithstanding § 8-402 of the Transportation Article or any other provision of law, the revenue increases attributable to alterations to the registration fees in Section 2 of this Act may not be credited to the Gasoline and Motor Vehicle Revenue Account. Nothing in this section is intended to prohibit the Department of Transportation from providing grants to local governments to restore transportation aid.

SECTION 23. AND BE IT FURTHER ENACTED, That:

(1) as provided in § 12-105 of the Tax – General Article, as enacted by Section 2 of this Act, all cigarettes and other tobacco products used, possessed, or held in the State on or after July 1, 2024, by any person for sale or use in the State shall be subject to the tax on cigarettes and other tobacco products as enacted under Section 2 of this Act;

(Over)

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(2) the Comptroller may provide an alternative method of assessing and collecting the additional tax; and

(3) the revenue attributable to this requirement shall be remitted to the Comptroller not later than September 30, 2024.

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