
House Appropriations Committee
Transportation and the Environment Subcommittee

Additional Pages

March 2026

D13A13
Maryland Energy Administration

Committee Narrative

D13A13.01 General Administration

Adopt the following narrative:

Data Centers in Maryland: *The committees are interested in receiving information about the data centers in Maryland. The committees request the Maryland Energy Administration (MEA) submit a report providing current and proposed locations of all data centers in the State. The report should be submitted by December 15, 2026.*

<i>Information Request</i>	<i>Author</i>	<i>Due Date</i>
<i>Reports on data centers</i>	<i>MEA</i>	<i>December 15, 2026</i>

D13A13
Maryland Energy Administration

Committee Narrative

D13A13.01 General Administration

Usage of Additional Strategic Energy Investment Fund (SEIF) Revenues Provided to the Maryland Energy Administration (MEA): ~~The fiscal 2027 allowance for MEA includes \$100 million of Alternative Compliance Payments (ACP) deposited in the SEIF, contingent on enactment of legislation expanding allowable uses of ACP revenues in the SEIF. The Budget Reconciliation and Financing Act of 2025 specifies, of the total \$100.0 million, \$70.0 million be used to provide gap financing for at risk, large scale clean energy projects and \$30.0 million be used to provide grants and loans to support creation of new Tier 1 renewable energy sources. The fiscal 2027 budget allocates \$100 million of SEIF revenue to MEA for a reverse auction grant program for new and renewable energy. The funds are contingent on the enactment of legislation authorizing the use of Alternative Compliance Payment revenues for this purpose. The committees request that MEA submit a report outlining the uses and planned uses of this funding details of the program.~~

The committees also request MEA to provide an update on and the planned timeline and uses for the remaining portion of the \$90 million transferred from the SEIF to the Dedicated Purpose Account in fiscal 2025.

Information Request	Author	Due Date
Report on the usage of ACP revenues in the SEIF	MEA	December 15, 2026

D40W01
Department of Planning

Budget Amendment

D40W01.01 Operations Division

Add the following language to the general fund appropriation:

, provided that \$250,000 of this appropriation made for the purpose of administration may not be expended until the Department of Planning submits a report to the budget committees on permits that impact the business community, including identifying places where permitting overlaps agencies unnecessarily, a review of the processing time to issue permits, and recommendations for metrics around permitting that should be included in the State’s Managing for Results performance review. The department shall consult with the Maryland Coordinated Permitting Review Council, the Department of Legislative Services, the Maryland Association of Counties, *the Maryland Municipal League*, and any other relevant departments or stakeholders in developing the report. The report shall be submitted by September 30, 2026, and the budget committees shall have 45 days from the date of the receipt of the report to review and comment. Funds restricted pending the receipt of a report may not be transferred by budget amendment or otherwise to any other purpose and shall revert to the General Fund if the report is not submitted to the budget committees.

Explanation: This language restricts funds for administrative purposes in the Maryland Department of Planning (MDP) until the department submits a report on permits that impact the business community. The committees request that MDP work in conjunction with the Maryland Coordinated Permitting Review Council, the Department of Legislative Services, the Maryland Association of Counties, *the Maryland Municipal League*, and any other relevant departments or stakeholders to develop the report.

Information Request	Author	Due Date
Report on permits that impact the business community and metrics around permitting that should be included in the State’s Managing for Results performance review	MDP	September 30, 2026

D40W01
Department of Planning

Budget Amendment

D40W01.03 Planning Data and Research

Add the following language to the general fund appropriation:

, provided that \$150,000 of this appropriation made for the purpose of administration may not be expended until the Maryland Department of Planning (MDP) submits a report to the budget committees on the feasibility, fiscal impacts, and policy design for applying a split-rate or land value tax within defined areas adjacent to rail stations served by MARC, MTA Metro SubwayLink, MTA Light RailLink, or the Purple Line. MDP shall consult with the State Department of Assessments and Taxation (SDAT), the Maryland Department of Transportation, and the Department of Legislative Services in preparing the report. SDAT shall provide MDP with assessment and sales data necessary to complete the report no later than August 1, 2026. The report shall include the following:

- (1) estimated fiscal impacts on affected local jurisdictions of applying a higher tax rate to land than to improvements within defined station areas, assuming all additional revenue accrues to the local jurisdiction, including distributional effects by property type and modeling of net revenue effects at a range of land-to-improvement rate differentials, and a review of published evidence on whether split-rate taxation near transit increases or decreases housing production;*
- (2) the estimated cost to SDAT of implementing a station area-only split-rate subclass, distinct from the statewide costs analyzed in the fiscal note for HB 78 and SB 457, and a review of property tax assessment appeal rates in Pennsylvania municipalities that have implemented split-rate taxation;*
- (3) a review of the circumstances under which Pittsburgh's split-rate tax was repealed in 2001, the role of deferred reassessments in that outcome, and the extent to which Maryland's triennial reassessment cycle may mitigate comparable risks in a Maryland station-area pilot;*
- (4) any statutory changes required to authorize a pilot program and a ranked identification of station areas suitable for an initial pilot with ranking criteria stated.*

The report shall be submitted by December 1, 2026, and the budget committees shall have 45 days from the date of the receipt of the report to review and comment. Funds restricted pending the receipt of a report may not be transferred by budget amendment or otherwise to any other purpose and shall revert to the General Fund if the report is not submitted to the budget committees.

Information Request

Author

Due Date

*Report on the possibility of
applying a split-rate or land
value tax adjacent to rail
stations*

MDP

December 1, 2026

D40W01
Department of Planning

Committee Narrative

D40W01.12 Maryland Historic Revitalization Tax Credit

***Report on Historic Revitalization Tax Credit Utilization:** The committees request that the Maryland Department of Planning (MDP) report on the demand for and utilization of the Maryland Historic Revitalization Tax Credit's competitive commercial and small commercial tax credit programs. The report should include information on initial tax credit certificates issued annually for fiscal 2023 through 2026, including, for each program, the number of applications received and the amount of funding requested, and the number and value of initial certificates issued. The report should also include fund balances of the Reserve Fund and Small Commercial Project Trust Account.*

<i>Information Request</i>	<i>Author</i>	<i>Due Date</i>
<i>Report on Historic Revitalization Tax Credit competitive commercial and small commercial programs</i>	<i>MDP</i>	<i>October 30, 2026</i>

D70J
Maryland Automobile Insurance Fund

Committee Narrative

Adopt the following narrative:

Quarterly Financial Statements for Insured and Uninsured Divisions: Annually, the Maryland Automobile Insurance Fund (Maryland Auto) provides end-of-year financial statements, including revenue, expenditure, and surplus figures for the closed-out, preceding year; estimates for the current year beginning at closeout; and projections for the immediate year ahead. Most revenue is derived from premiums in the Insured Division and a mandated appropriation of uninsured motorist fines under § 17-106 of the Transportation Article for the Uninsured Division. However, both divisions derive revenue from investment dividends, which depend on investment portfolio decisions as well as stock market conditions. Comparisons of estimates to closeout and projections to end-of-year estimates suggest limited ability to forecast financial conditions for the full year. Given ongoing concerns about the financial stability of the agency and surplus levels in both divisions, the committees request updated financial statements for both divisions *in quarterly reports. In each quarterly report, Maryland Auto should include discussions of potential shortfalls. For the Insured Division, the report should discuss any planned or implemented rate increases, including the dates these were or are planned to be implemented and the estimated amounts to be collected from actual or projected rate increases, the number of annualized policyholders, and average premium per policy. In each quarterly report, Maryland Auto should also discuss estimated and actual amounts collected from the assessment occurring in calendar 2026. The first report should cover data for the first two quarters of calendar 2026 and include the pro forma income statements for the calendar 2025 actuals and calendar 2026 projections, and each subsequent report should cover the prior quarter.*

Information Request	Author	Due Date
Financial statements for Insured Division and Uninsured Division	Maryland Auto	July 31, 2026 <i>October 31, 2026</i> <i>January 15, 2027</i> <i>April 1, 2027</i>

D70J
Maryland Automobile Insurance Fund

Committee Narrative

Adopt the following narrative:

Uninsured Division Claims: *The committees are interested in better understanding claim trends in the Uninsured Division. The committees request that the Maryland Automobile Insurance Fund (Maryland Auto) submit a report with data on use of claims in the Uninsured Division between calendar 2020 and 2026 through October 2026. The report should include the number of claims, claims by type, closure rates, and subrogation recovery rates if any. Data should be provided separately by year. Maryland Auto should discuss any factors that have contributed to changes in claims, closure rates, or recoveries in this time period.*

<i>Information Request</i>	<i>Author</i>	<i>Due Date</i>
<i>Report on claims for the uninsured division</i>	<i>Maryland Auto</i>	<i>December 1, 2026</i>

F50
Department of Information Technology

Committee Narrative

F50B04.08 Maryland (MD) Benefits

Modify the following narrative:

Report on Maryland Benefits: The Maryland Benefits, previously known as MD THINK, is a cloud-based platform that provides infrastructure, data, and application services to multiple State agencies. Maryland Benefits was transferred to the Department of Information Technology (DoIT) from the Department of Human Services (DHS) beginning in fiscal 2026 to support continued integration of multiple agencies and identify efficiencies for the platform. The shared platform and Eligibility and Enrollment (E&E) application were transferred to DoIT. Applications that are solely used by DHS, Child, Juvenile, and Adult Management System (CJAMS) and Child Support Management System (CSMS) are to remain with DHS. However, DHS reported that operational duties for CJAMS and CSMS are still integrated with the Maryland Benefits shared platform and are currently with DoIT. Both DoIT and DHS estimate separating the applications by the end of fiscal 2026. Additionally, Maryland Benefits encountered significant investment and implementation challenges before it was transferred to DoIT. The committees request DoIT to submit a report on ~~the progress of the shared platform and E&E implementation by DoIT, the separation of CJAMS and CSMS applications from Maryland Benefits' shared platform, costs, additional efficiencies identified, and estimated savings. The report should also include how procurements for different components of the platform are carried out and the possibility of identifying savings either through consolidation of multiple contracts or separating a single contract into multiple contracts.~~ *Maryland Benefits, including:*

- *an update on the separation of CJAMS and CSMS applications and the reasons for delay in transition;*
- *an update on the implementation of the shared platform and E&E application, including program costs and/or anticipated cost overruns, expected savings, and potential challenges;*
- *description of procurement process for various components of the shared platform and anticipated efficiencies and savings through contract consolidation.*

Information Request	Author	Due Date
Report on Maryland Benefits	DoIT	December 1, 2026

J00B
Maryland Department of Transportation
State Highway Administration

Committee Narrative

Adopt the following narrative:

Federal Funding Reimbursements: A recent fiscal compliance audit questioned the State Highway Administration’s (SHA) accounting practice of recording federal funding for projects that have yet to be reimbursed and are not guaranteed due to expenditures exceeding the initial authorized amount. The committees request that SHA submit a report on the ongoing process of collecting these federal reimbursements for ~~fiscal 2024 and 2025~~, *fiscal 2024, 2025, and 2026 year to date. The fiscal 2024 and 2025 data should be submitted by July 1, 2026, and the fiscal 2026 data should be submitted by December 1, 2026. SHA should address how the agency will ensure that requests for reimbursements are submitted in a timely fashion and include processes being implemented to improve the processing of federal reimbursement in the future. The reports should include:*

- the initial authorized amounts;
- the amount of additional reimbursement SHA requested from the federal government;
- how much of the additional reimbursement SHA was able to obtain;
- how SHA covered the amounts not reimbursed by the federal government; and
- how this affected capital spending and planning for the agency.

Information Request	Author	Due Date
Report on the recovery of federal fund reimbursements	SHA	<i>July 1, 2026</i> December 1, 2026

J00D00
Maryland Port Administration
Maryland Department of Transportation

Committee Narrative

J00D00.01 Port Operations

Adopt the following narrative:

Clean Ports Program and Other Federal Grants Update: The committees are interested in monitoring the status, receipt, and use of federal grant funding awarded to the Maryland Port Administration (MPA). The committees request that MPA submit two reports on the status of expenditures of and activities related to the two grants that it was awarded under the U.S. Environmental Protection Agency’s Clean Ports Program, in addition to any other federal grants awarded to MPA for which a grant agreement is in place with federal agencies as of the date of the reports. The reports should include the total amount of *each federal grant award, total expenditures made to date from each grant, and the amount of federal reimbursements* received by MPA through these grants as of the date of each report. The first report should be submitted by July 15, 2026, and the second report should be submitted December 1, 2026.

Information Request	Author	Due Date
Reports on Clean Ports Program and other federal grant awards	MPA	July 15, 2026 December 1, 2026

J00H01
Maryland Transit Administration
Maryland Department of Transportation

Committee Narrative

J00H01.01 Transit Administration

Add the following language to the special fund appropriation:

,provided that \$150,000 of this appropriation made for the purpose of agency administration in program J00H01.01 Transit Administration may not be expended until the Maryland Transit Administration (MTA) submits a report to the budget committees regarding real-time audible and text-based announcement equipment on MTA vehicles including buses, light rail vehicles, subway cars, and railcars. The report shall include:

- (1) An inventory of vehicles that are not equipped with real-time audible and text-based announcement equipment and a plan for equipping any such vehicles with real-time audible and text based announcement equipment, including a timeline and projected costs;*
- (2) An inventory of vehicles with non-operable real-time audible and text-based announcement equipment and a plan for fixing and maintaining such equipment, including the projected costs of having all repairs complete by October 1, 2027; and*
- (3) Data on the average length of time current real-time audible and text-based announcement equipment is out of service broken down by vehicle type.*

The report shall be submitted by October 1, 2026, and the budget committees shall have 45 days from the date of the receipt of the report to review and comment. Funds restricted pending the receipt of a report may not be transferred by budget amendment or otherwise to any other purpose and shall revert to the General Fund if the report is not submitted to the budget committees.

Explanation: *This language restricts funds pending a report on real-time audible and text-based announcement equipment in MTA vehicles.*

<i>Information Request</i>	<i>Author</i>	<i>Due Date</i>
<i>Report on real-time audible and text-based announcement equipment in MTA vehicles</i>	<i>MTA</i>	<i>October 1, 2026</i>

J00H01
Maryland Transit Administration
Maryland Department of Transportation

Committee Narrative

J00H01.01 Transit Administration

Add the following language to the special fund appropriation:

, provided that \$150,000 of this appropriation made for the purpose of transit administration may not be expended until the Maryland Department of Transportation (MDOT) submits a report to the budget committees on the Workgroup on Curb Space Management created by Chapter 751 of 2024. The report shall include confirmation that the workgroup has been established by the department, a list of dates of meetings of the workgroup, and a summary of workgroup activities completed to date and planned as of the date of the report. The report shall be submitted by September 1, 2026, and the budget committees shall have 45 days from the date of the receipt of the report to review and comment. Funds restricted pending the receipt of a report may not be transferred by budget amendment or otherwise to any other purpose and shall be canceled if the report is not submitted to the budget committees.

Explanation: Chapter 751 of 2024 (Better Bus Service Act) established the Workgroup on Curb Space Management, to be staffed by MDOT. The workgroup is tasked with reviewing several factors relating to curb space management, including obstruction enforcement strategies for bus stops and dedicated bus lanes, current curb space regulations within transit-served areas of the State, and strategies to effectively manage curb space changes on roadways with frequent bus service, dedicated bus lanes, and parking, loading, or standing needs. The workgroup was required by Chapter 751 to submit a report with its findings and recommendations to the Governor and General Assembly by July 1, 2025, however, the workgroup has not been established and the report has not been submitted. This language restricts funds pending a report confirming that the workgroup has been established by MDOT and providing a summary of its completed and planned activities.

Information Request	Author	Due Date
<i>Report on the Workgroup on Curb Space Management</i>	<i>MTA</i>	<i>September 1, 2026</i>

J00H01
Maryland Transit Administration
Maryland Department of Transportation

Committee Narrative

J00H01.01 Transit Administration

Adopt the following narrative:

Status of the Baltimore Red Line Project Status and BMORE Bus Plan: The committees request that the Maryland Transit Administration (MTA) submit a report by September 1, 2026, on the current status of the Red Line *and the BMORE Bus Plan* projects. The report should provide the next steps, *funding needs and sources*, and an updated timeline for the project in light of the pause in the federal National Environmental Policy Act permitting process that went into effect on June 16, 2025. *both projects, including planned or potential synergies between the two projects. The report should include details on what project design and engineering activities are occurring during this pause, including the uses of funding included in the fiscal 2026 and 2027 MTA capital budget. The report should also include a discussion of future funding needs and projected funding sources for the construction phase of the project.*

Information Request	Author	Due Date
Report on <i>the Baltimore Red Line and BMORE Bus Plan</i> project statuses, timelines, and funding needs	MTA	September 1, 2026

J00H01
Maryland Transit Administration
Maryland Department of Transportation

Committee Narrative

J00H01.01 Transit Administration

Adopt the following narrative:

Red Line Project Status Reports: *The committees request that the Maryland Transit Administration (MTA) submit six bimonthly status reports for the Red Line project. The reports shall provide:*

- *the status of completion of acquiring rights of way on the west side, downtown, and east side of the project corridor, alignment decisions, and general project planning and design;*
- *current and future projected funding sources and future funding needs;*
- *the running total amount expended for all project phases to date; and*
- *an updated timeline for the next phases of the project.*

The report should include details on what project design and engineering activities are occurring during the pause in the federal National Environmental Policy Act permitting process that went into effect on June 16, 2025, including the uses of funding included in the fiscal 2026 and 2027 MTA capital budget.

<i>Information Request</i>	<i>Author</i>	<i>Due Date</i>
<i>Report on Red Line project status</i>	<i>MTA</i>	<i>July 1, 2026, and bimonthly thereafter ending with the May 1, 2027 report</i>

K00A
Maryland Park Service
Department of Natural Resources

Budget Amendments

K00A04.01 Statewide Operations

Adopt the following narrative:

Port of Deposit State Historical Park Land Transfer Status Report: Chapter 39 of 2022 required the Department of Natural Resources (DNR) to establish the Port of Deposit State Historical Park and required the Bainbridge Development Corporation to transfer a portion of the Bainbridge Naval Training Center site to DNR for the park by June 1, 2023. Subsequently, Chapter 602 of 2023 changed the date by which the Bainbridge Development Corporation must transfer a portion of the Bainbridge Naval Training Center site to DNR for the park – from June 1, 2023, to June 1, 2025. The committees request that DNR submit a report by December 1, 2026, on the status of the Port of Deposit State Historical Park land transfer.

<i>Information Request</i>	<i>Author</i>	<i>Due Date</i>
<i>Port of Deposit State Historical Park land transfer status report</i>	<i>DNR</i>	<i>December 1, 2026</i>

U00A
Water and Science Administration
Department of the Environment

Committee Narrative

U00A04.01 Water and Science Administration

Adopt the following narrative:

Potomac Interceptor Oversight Failures and Water Quality Monitoring Plan: *The committees are concerned about the oversight failures and both public health and environmental impacts of the Potomac Interceptor sewer line collapse on January 19, 2026, near the Clara Barton Parkway and I-495 interchange in Montgomery County. The collapse of the 72-inch diameter pipe – owned, operated, and maintained by D.C. Water – caused an estimated 243-300 million gallon sanitary sewer overflow into the C&O Canal National Historical Park and ultimately the Potomac River.*

Repairs to the interceptor infrastructure are expected to take many months to complete and intermittent sewage overflows and leakages may continue. As such, the committees find that ongoing, coordinated, and transparent water quality monitoring is necessary to protect public health and ensure full understanding of the environmental impacts of this incident. The committees request the Maryland Department of the Environment (MDE), which regulates unauthorized discharges into Maryland waterways and wetlands, oversees drinking water safety and enforcement, and monitors shellfish harvesting, submit reports as follows.

- *MDE is requested to submit a report by June 1, 2026, that provides a detailed analysis of the events and factors that led to the Potomac Interceptor collapse, including a timeline of events and an evaluation of any oversight and monitoring failures that might have contributed to the sewer line collapse. The report should include a detailed evaluation of MDE's and D.C. Water's role in ensuring the safety and integrity of the sewer and wastewater systems. The report should also provide an assessment of the condition of the Potomac Interceptor along its alignment within Maryland, including any factors impacting the structural capacity and integrity of the system. In addition, the report should also include a plan for a continuous water quality monitoring program for bacteria, nutrients, dissolved oxygen, and other relevant ecological indicators, aquatic habitat conditions to assess ecological impacts, and coordination with existing citizen science and watershed monitoring programs operating in Maryland waters of the Potomac River, including nonprofit watershed organizations with demonstrated expertise.*

- *MDE is requested to submit monthly status reports on the steps taken by all parties to address the identified deficiencies that contributed to the Potomac Interceptor collapse. The report should include (1) a description of all water quality monitoring results from all available sources during the report period, including publicly accessible data from nonprofit watershed organizations, University of Maryland, University of Maryland Center for Environmental Science, other academic institutions, qualified scientific*

contractors and nonprofit organizations with demonstrated expertise in water quality monitoring and aquatic ecosystem assessment; (2) updates regarding potential impacts to Maryland ratepayers or other direct Maryland costs; details on the pump bypass system performance and any subsequent leakages, spills, and overflows; Potomac Interceptor repair status; (3) canal, National Park, and ecological restoration; (4) a plan for updates on a continuous water quality monitoring program and ecosystem assessment that tests for bacteria, nutrients, dissolved oxygen, and other relevant ecological indicators; and (5) environmental remediation. The monthly status reports are requested to begin as soon as practicable but not later than June 1, 2026, and continue until the risk to public health and the environment has been reduced to a de minimis level due to complete and permanent repair, and to be posted on MDE’s website by the close of business of the first Friday following submission.

<i>Information Request</i>	<i>Author</i>	<i>Due Date</i>
<i>Oversight failures at the Potomac Interceptor and plan for coordinated, ongoing water quality monitoring</i>	<i>MDE</i>	<i>June 1, 2026</i>
<i>Potomac Interceptor status reports</i>	<i>MDE</i>	<i>Monthly beginning not later than June 1, 2026, and continue until the risk to public health and the environment has been reduced to a de minimis level with postings on MDE’s website by the close of business of the first Friday following submission.</i>