



The Maryland General Assembly began on January 11th and concluded for “Sine Die” at midnight on Monday, April 10th. This Session was the first for newly elected Governor Wes Moore and his recently appointed and confirmed Cabinet. Now a fully blue state, newly elected Attorney General Anthony Brown, Comptroller Brooke Lierman, and many new republican and democratic elected officials began their first terms.

This year there were 2,275 bills and 780 bond initiatives introduced, which was not significantly less than 2021 with 2,359 bills. A lot of focus was put on the new Governor and the several priorities he led, including accelerating the minimum wage increase to \$15 by January 1, 2024, developing a service year option, providing healthcare benefits to military, among others. Priorities among the General Assembly included passing a legislation that would outline the licensing and regulatory framework for the adult-use cannabis market, which was a priority for voters who approved recreational cannabis during the last election.

TAM’s legislative priorities:

1. Senior Rides
2. Restore Capital Funding
3. Mitigating assaults on operators ([SB 693 / HB 1049](#)- Requires the Maryland Transit Administration (MTA) to submit an annual report on assaults on public transit operators, including specified information, by December 1 each year. The report must be submitted to each local executive authority, the State’s Attorney for each county, and specified committees of the General Assembly. **The bill takes effect July 1, 2023.**)

Other transit and transit-related bills that passed:

Bill	Summary	Effective Date
<u>HB 1125</u> - Transit - Grant Funding for Local Service - Alterations	<p>Codifies the Locally Operated Transit System Grant Program in the Maryland Department of Transportation (MDOT). The purpose of the program is to provide funds to locally operated transit systems in the State. A locally operated transit system may only use program funds for authorized purposes, and MDOT may source funds from specified federal and State programs.</p>	<p>July 1, 2023</p>
<u>HB 794</u> - Baltimore Regional Transit Commission - Establishment	<p>Establishes the Baltimore Regional Transit Commission. The commission must be staffed by the Baltimore Metropolitan Council (BMC), and the Maryland Transit Administration (MTA) must allocate funds for the operational expenses incurred by the commission, including funding for one senior planner and two junior planner staffing positions. By December 1 each year, the commission must report its findings and recommendations on the Baltimore region transit systems to MTA, the Governor, and the General Assembly.</p>	<p>October 1, 2023</p>
<u>SB 511/HB 596</u> - Health and Human Services Transportation Improvement Act of 2023	<p>Establishes a State Coordinating Committee for Health and Human Services Transportation in the Maryland Department of Transportation (MDOT) and repeals the limits on annual funding for the Maryland Senior Rides Program (MSRP) and the Job Access and Reverse Commute Program (JARCP) administered by the Maryland Transit Administration (MTA).</p>	<p>October 1, 2023</p>

<p>HB 550- Maryland Energy Administration – Energy Programs – Modifications (Clean Transportation and Energy Act)</p>	<p>Administration bill (1) modifies two transportation sector programs funded by the Strategic Energy Investment Fund (SEIF); (2) modifies the authorized uses of certain Alternative Compliance Payments (ACPs) deposited in SEIF; and (3) increases the dollar amount cap on the amount of certain SEIF revenues that may be allocated toward administrative expenses.</p>	<p>July 1, 2023</p>
<p><u>SB 224/HB 230</u>- Clean Trucks Act of 2023</p>	<p>Requires the Maryland Department of the Environment (MDE), by December 1, 2023, to adopt regulations that, among other things, (1) establish requirements for the sale of new zero-emission medium- and heavy-duty vehicles in the State; (2) update existing regulations and incorporate by reference the California Air Resources Board’s (CARB) Advanced Clean Trucks (ACT) regulations, as revised and updated; and (3) take effect starting with model year 2027 (unless delayed by MDE, as authorized under specified conditions). MDE must also prepare a related needs assessment and deployment plan in consultation with specified State agencies and submit the plan to the General Assembly by December 1, 2024. Finally, the bill increases funding for the Medium-Duty and Heavy-Duty (MHD) Zero-Emission Vehicle (ZEV) Grant Program and makes other changes to the program.</p>	<p>June 1, 2023</p>
<p><u>SB 19/ HB 9</u>- Equity in Transportation Sector - Guidelines and Analyses</p>	<p>Requires the Maryland Department of Transportation (MDOT) beginning July 1, 2024, in collaboration with the Maryland Transit Administration (MTA), to conduct two transit equity analyses, perform a cost-benefit</p>	<p>July 1, 2024</p>

	<p>analysis, consult with members and leaders of affected communities, and take specified actions based on the results of these activities before announcing (1) any service change that would constitute a major service change under specified federal guidelines or (2) any reduction or cancellation of a capital expansion project in the construction program of the <i>Consolidated Transportation Program</i> (CTP) that exceeds transit equity thresholds developed by MTA pursuant to the bill. The bill also expands existing transportation plans, reports, and committees to include transportation equity issues.</p>	
<p>SB 151/ HB 12- Equitable and Inclusive Transit-Oriented Development Enhancement Act</p>	<p>Establishes the Transit-Oriented Development (TOD) Capital Grant and Revolving Loan Fund and its purpose, funding sources, and authorized uses. For each fiscal year, the Governor must include in the annual budget bill an appropriation sufficient to ensure a fund balance of at least \$5.0 million at the start of the fiscal year. The bill also (1) expands the definition of “transit-oriented development”; (2) alters existing provisions and establishes new provisions relating to the designation of TODs; and (3) requires the Secretary of Transportation to annually submit a report to the General Assembly on efforts to increase TOD throughout the State.</p>	<p>July 1, 2023</p>
<p>SB 24- State and Federal Transportation Funding Act</p>	<p>Expands the authority of the Maryland Department of Transportation (MDOT) to issue additional bonds backed by future federal aid for specified projects and under specified conditions. MDOT may issue such bonds as long as the aggregate outstanding and unpaid principal amount of debt issued</p>	<p>The bill takes effect July 1, 2023; provisions related to the</p>

	<p>does not exceed \$1.0 billion as of June 30 of any year. The bill makes other changes related to the issuance of such bonds. The bill also establishes the Maryland Commission on Transportation Revenue and Infrastructure Needs, staffed by MDOT and the Department of Legislative Services (DLS).</p>	<p>commission terminate June 30, 2025.</p>
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Future important dates:

September 1, 2023- MTA must submit their budget

November 1, 2023- Statutory deadline for members of the General Assembly to request drafting of pre-filed bills

January 10, 2023- 2024 Session begins