

MDOT 2013 LEGISLATIVE

(All bills are effective on October 1, 2013 unless otherwise indicated.)

Major Legislation:

- **HB 1515, *Transportation Infrastructure Investment Act of 2013*.** Will generate an average of \$800 million annually at full implementation in 2016. Will create an additional transportation investment of \$4.4 billion over the next six years (FY 2014–FY 2019) for MDOT. Will create or support more than 57,000 jobs.
 - **Effective July 1, 2013:** Indexes the current 23.5-cent-per-gallon state gasoline tax to the Consumer Price Index (CPI) to adjust for inflation, but also limits the index increase to the gas tax rate so that it may not exceed 8% a year. Applies 1% of the state sales tax on the price of gasoline (before federal and state taxes). Requires a study on the effects of indexing, with report due by January 1, 2019. Requires a study on implementing a voucher program to provide free or reduced transit fares for individuals whose household income does not exceed 125% of the federal poverty guidelines, with report due by December 31, 2013.
 - **Effective July 1, 2014:** Indexes transit fares charged by MTA to the CPI (bus, light rail, metro, subway, commuter bus and MARC rail service).
 - **Effective January 1, 2015:** Increases to 2% the state sales tax applied to the price of gasoline (before federal and state taxes).
 - **Effective July 1, 2015:** Increases to 3% the state sales tax applied to the price of gasoline (before federal and state taxes).
 - **Effective January 1, 2016:** Requires State transportation to receive revenue generated by implementation of the federal Marketplace Fairness Act. If the Act is not enacted, the 3% state sales tax on gasoline increases to 4%.
 - **Effective July 1, 2016:** If Act doesn't pass, the 4% state sales tax on gasoline increases to 5%.
- **HB 560, *Public-Private Partnerships*.** Establishes a State policy on the use of public-private partnerships (P3s) and expressly authorizes specified State agencies to enter into P3s. Establishes a process and associated reporting requirements for State oversight of P3s. Institutes a process for both solicited and unsolicited P3 proposals that must be followed before the Board of Public Works may approve a P3 agreement.
- **SB 829, *Transportation Trust Fund – Financing – Use of Funds*.** Proposes an amendment to the Maryland Constitution to establish a “lockbox” to prevent the Transportation Trust Fund from being used for other purposes except in fiscal emergencies. Requires 3/5 majority vote of both chambers. To be voted on by registered Maryland voters in November 2014.
- **HB 420, *Vehicle Laws – Maryland Transportation Authority – Payment of Tolls*.** (Departmental) Clarifies and alters MDTA procedures concerning the collection of unpaid electronic tolls through issuance of a notice and, subsequently, a citation for unpaid toll violations. MDTA is authorized to enter into an agreement with another jurisdiction for reciprocal enforcement. Applies to any previously incurred toll that remains unpaid on July 1, 2013.

Other Bills of Interest:

MINORITY BUSINESS ENTERPRISE

- **HB 791 (SB 728), *Tax Credits – Electric Vehicles – Extensions*.** Extends the termination date of the electric vehicle recharging equipment income tax credit through tax year 2016. Extends, subject to available

funding, the qualified electric vehicle excise tax credit through June 30, 2014. The Maryland Energy Administration (MEA) is authorized to award a maximum of \$600,000 in recharging equipment credits annually and \$1,287,000 in electric vehicle excise tax credits is made available in fiscal 2014.

- **HB 836** (SB 600), *Vehicle Laws – Electric Vehicles*. Extends by: (1) two years the termination date for the Maryland Electric Vehicle Infrastructure Council, and (2) four years the authorization for plug-in electric drive vehicles to use HOV lanes. Establishes new reporting requirements for the council. Defines “plug-in electric drive vehicle” in the Maryland Vehicle Law, including for purposes of the vehicle excise tax credit, the disclosure of personal records by the Motor Vehicle Administration (MVA), and the use of such vehicles on HOV lanes.
- **SB 90**, *Motor Fuel Tax Distribution – Waterway Improvement Fund*. Allocates 0.5% of specified motor fuel tax revenue to DNR’s Waterway Improvement Fund.
- **HB 97**, *Environment – Sediment Control and Stormwater Management Plans – Authority*. Authorizes an MDE designee to serve as the approval authority for erosion and sediment control plans and stormwater management plans related to State and federal construction activities.
- **HB 797**, *Transportation Projects – Transportation Facilities – Water Access*. Requires local governments and MDOT, when developing a construction or improvement project involving a bridge or other transportation facility that is adjacent to or that crosses a waterway, to consider any reasonable and appropriate measures to provide or improve water access for non-motorized water dependent recreational activity. They must establish: (1) standards and guidelines for identifying appropriate bridges and other transportation facilities to be considered for improvement of water access, and (2) best practices and cost-effective strategies for accommodating water access.
- **SB 965**, *Maryland Smart Growth Investment Fund Workgroup*. Requires the Secretary of DHCD to convene a workgroup to make recommendations relating to creation of the Maryland Smart Growth Investment Fund.

Failed Bills that would have impacted MDOT

- **HB 619**, *Vehicle Laws – Intercounty Connector – Maximum Speed Limit*. Increased the maximum speed limit on the Intercounty Connector to 60 mph and made the Act an emergency measure.
 - **WITHDRAWN** but the Authority agreed to raise the speed limit on the ICC to 60 mph in February 2013.
- **SB 93**, *Transportation - Chesapeake Bay Bridge Crossing - Environmental Impact Study for a Third Span*. Requires the MDTA to commence an environmental impact study to address construction of a new bridge spanning the Chesapeake Bay in specified areas by January 1, 2014.
 - **WITHDRAWN** but the Authority agreed to conduct a Lifecycle Cost Analysis to determine when a new span of the Chesapeake Bay Bridge should be constructed.