

Maryland General Assembly 2024 Legislative Session

Final Report to the Maryland Transportation Builders and Materials Association



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Legislative Session Overview

The 2024 Maryland Legislative Session began on Wednesday, January 10th, 2024 and adjourned on Monday, April 8th, 2024. Overall, there were 1,188 Senate bills introduced, 1,526 House bills introduced and 1,049 bills were enacted.

The Maryland Transportation Builders and Materials Association took a position on 58 bills, 17 favorable, 5 favorable with amendments, 33 unfavorable, and 3 letters of inquiry. Below is an overview of those bills, as well as a summary of the budget. Additionally, we reviewed hundreds of pieces of legislation and monitored many to watch how they may have impacted our industry.

Budget Summary

Projected general fund cash and structural budget shortfalls led to a more challenging fiscal situation in the 2024 session compared to recent years. Senate Bill 360 provides approximately \$63.1 billion in appropriations for fiscal 2025 – a decrease of \$1.1 billion (1.8%) compared to fiscal 2024. Final legislative action on the budget leaves an estimated general fund cash balance of \$109.7 million at the end of fiscal 2025, in addition to \$2.3 billion in the Rainy Day Fund.

The Transportation Trust Fund (TTF) faced similar challenges at the 2024 session with a significant mismatch between available revenues and desired spending on capital priorities. The fiscal 2025 budget as enacted includes \$1.36 billion for system preservation and a target closing balance of \$325 million for the TTF. Additional revenue for the TTF is expected to be raised through changes related to highway work zone safety in House Bill 513. The revenue from these provisions is expected to total \$24 million in fiscal 2025 and 2026, declining to \$12.8 million in fiscal 2029.

The General Assembly passed a fiscal 2025 capital program totaling \$6.189 billion, including \$2.819 billion for the transportation program through the Consolidated Transportation Program (CTP).

Through final action on Senate Bill 362, the Budget Reconciliation and Financing Act (BRFA) of 2024, the legislature raised revenue to address transportation needs. Five actions in the BRFA increase revenue to the TTF by an estimated \$233.2 million in fiscal 2025 increasing to \$328.2 million in fiscal 2029. These provisions:

- increase vehicle registration fees on a phased-in schedule over three years, with increases varying by vehicle weight;

- impose a Transportation Network Company Impact fee, for all passenger trips of \$0.75 or \$0.50 depending on circumstances, which will be deposited into a separate account within the TTF;
- establish an annual surcharge for electric vehicles, set to \$125 for zero emission vehicles and \$100 for plug-in electric vehicles;
- assign to the TTF sales and use tax revenues attributable to the sale of electricity at electric vehicle charging stations or electricity used to charge electric vehicles that are not sold under a residential or domestic rate schedule; and
- raise the voluntary dealer processing fee, which is subject to the vehicle excise tax, from \$500 to \$800.

FAVORABLE

1. House Bill 1215 - Transportation Financing – Retail Delivery Fee and Transportation Network Company Impact Fee (Transportation Funding Act of 2024) - **FAILED**

This bill would have addressed the significant transportation funding issues in Maryland by introducing two new fees: the Retail Delivery Fee and the Transportation Network Company (TNC) Impact Fee. The Retail Delivery Fee would have been imposed on certain vendors and marketplace facilitators for deliveries within the State, and the TNC Impact Fee would have been on passenger trips originating in the State using transportation network companies. The fees would have gone toward the Transportation Trust Fund (TTF), with any surplus directed to local transit systems.

Sponsor: Delegate Korman

LAST ACTION: HB 1215 had a hearing on March 1st in the House Environment and Transportation Committee, but no further action was taken.

2. House Bill 924 - Transportation – Regional Transportation Authorities - **FAILED**

This bill would have established regional transportation authorities in three regions of Maryland—the Baltimore Region, the Capital Region, and the Southern Maryland Region to develop and implement congestion mitigation, long-range regional planning, recommend transportation priorities, allocate funds for projects, recommend the use or changes in use of tolls, among other duties. Additionally, it would have created funds for each region that would be appropriated from the State Budget. Sponsors:

Delegates Spiegel, Edelson, Fair, Williams

LAST ACTION: HB 1215 had a hearing on March 1st in the House Environment and Transportation Committee, but no further action was taken.

3. House Bill 292 / Senate Bill 667 - State Procurement – Maryland State Board of Contract Appeals – Attorney’s Fees - PASSED

This bill authorizes the Maryland State Board of Contract Appeals to award an interested party reasonable costs for filing and pursuing a protest, including reasonable attorney’s fees, when the Board sustains the appeal due to a violation of law. It eliminates the uncertainty of recovery of these significant protest costs which deters small businesses and Minority Business Enterprises from seeking to exercise their right to procurement fairness, equity, and transparency. Sponsors: HB 292 - Delegates Kerr et al.; SB 667 - Senator Charles

LAST ACTION: Returned passed. HB 292 passed the House (138-0) and the Senate (46-0). SB 667 passed the Senate (46-0) and the House (139-0). The effective date is October 1, 2024.

4. Senate Bill 33 / House Bill 837 - More Opportunities for Career-Focused Students Act of 2024 - PASSED

This bill expands the advisory role of local school systems by requiring them to inform public high school students of certain employment and skills training opportunities across a wide variety of industries throughout the State, similarly to how they assist students in preparing for admission to postsecondary institutions. Sponsors: SB 33 - Senators Rosapepe, Augustine, Hester, Kagan, and Lewis Young; HB 837 - Delegates Wu et al.

LAST ACTION: Returned passed. SB 33 passed the Senate (46-0) and the House (134-0). The Senate concurred with the House amendments and passed again (44-0). The effective date is July 1, 2024.

5. Senate Bill 556 - Procurement – Construction Contingency Fund and Contract Modification - PASSED

This bill initially required state procurement contracts for construction to include a clause providing for contract modification when there is a substantial increase or decrease in the price of materials required to complete the contract due to one of several enumerated clauses, up to 10 percent. SB556 was amended to remove all language surrounding contract modification. In its final version, SB556 authorizes payments from the Construction Contingency Fund (CCF) for construction contracts that include price adjustments for material price fluctuations of identified eligible project-specific materials. Sponsor: Senator Salling

LAST ACTION: Returned passed. SB 556 passed the Senate (46-0) and the House (133-0). The effective date is October 1, 2024.

6. House Bill 278 / Senate Bill 464 - Urban State Highways – Speed Limits – Exceptions -
FAILED

This bill would have granted the State Highway Administration the authority to reduce the maximum speed limit by 5 miles per hour on certain urban State highways without the need for an engineering and traffic investigation. Sponsors: HB 278- Delegate Kerr; SB 464- Senator Jackson

LAST ACTION: HB 278 passed the House (110-27), but no further action was taken in the Senate. SB 464 had a hearing on February 15th in the Senate Judicial Proceedings Committee, but no further action was taken.

7. House Bill 344 / Senate Bill 345 - Vision Zero Advisory Commission – Establishment -
PASSED

This bill initially would have established the Vision Zero Advisory Commission, which is aimed at developing strategies to enhance road safety, with the ultimate goal of eliminating all vehicle-related deaths by 2030. The Vision Zero Advisory Commission will be responsible for advising the Maryland Department of Transportation on the proper implementation of Vision Zero, as well as providing annual reports with its status, findings, and recommendations. It was amended to rather have Vision Zero be a program established under the Department of Transportation and provide guidance to other agencies on how to implement the program to achieve the 2030 goal. Sponsors: HB 344- Delegates Palakovich Carr et al.; SB 345- Senator Waldstreicher

LAST ACTION: Returned passed. HB 344 passed the House (135-0), but no further action was taken in the Senate. SB 345 passed the Senate (46-0) and the House (137-0). The Senate concurred with the House amendments and passed again (46-0). The effective date is October 1, 2024.

8. House Bill 282 - Speed Monitoring Systems – Agencies – Statements and Certificates of
Violations - **FAILED**

This bill would have permitted a technician to sign a statement alleging violations recorded by speed monitoring systems. Current law requires all citations to be signed by a law enforcement officer. Sponsor: Delegate Kerr

LAST ACTION: HB 344 passed the House (98-37). It then had a hearing in the Senate Judicial Proceedings Committee, but no further action was taken.

9. Senate Bill 344 - Criminal and Civil Trespass – Professional Land Surveyors – Exception
- **PASSED**

This bill establishes exceptions to trespassing laws for professional land surveyors and their agents or employees when they enter someone else's property to conduct land surveying. The exceptions outlined in it do not affect other legal protections or rights individuals have, and do not prevent anyone from seeking legal recourse for other actionable behavior by land surveyors. Sponsor: Senator Waldstreicher

LAST ACTION: Returned passed. SB 344 passed the Senate (46-0) and the House (141-0). The effective date is October 1st, 2024.

10. House Bill 513 / Senate Bill 479 - Motor Vehicles – Work Zone Speed Control Systems – Revisions (Maryland Road Worker Protection Act of 2024) - **PASSED**

This bill adjusts several aspects of the Maryland SafeZones Program, including allowing the work zone speed control systems to be automated, similar to the speed and red-light cameras elsewhere around the State, allowing multiple cameras within a single work zone, and most importantly, raising the civil penalty from \$40 to \$290. It was amended to change the civil penalty from \$290 to \$80 and include varying penalties based on speed over the speed limit being \$60 for 12-15 miles over, \$80 for 16-19 miles over, \$140 for 20-29 miles over, \$270 for 30-39 miles over, \$500 for 40 miles or more over, and the respective penalty is doubled if there are workers present in the work zone. Sponsors: HB 513- Delegates Jones et al.; SB 479- Senators Ferguson et al.

LAST ACTION: HB 513 was approved by the Governor (Chapter 17) on April 9th. It passed the House (99-38) and the Senate (37-10) after a Conference Committee Report was adopted (37-10). The effective dates are June 1, 2024, and January 1, 2025. SB 479 passed the Senate (37-10), but no further action was taken in the House.

11. House Bill 1280 / Senate Bill 1076 - Sales and Use Tax – Electricity to Charge Electric Vehicles – Transportation Trust Fund - **FAILED**

This bill would have allocated revenue generated from the sales and use tax on electricity used to charge electric vehicles (EVs) to the Transportation Trust Fund. Sponsors: HB 1280- Delegates Miller et al.; SB 1076- Senator Corderman

LAST ACTION: HB 1280 had a hearing on February 29th in the House Ways and Means Committee, but no further action was taken. SB 1076 passed the Senate (45-0). It then had a hearing in the House Ways and Means Committee on March 28th, but no further action was taken.

12. Senate Bill 1067 - Baltimore County – Speed Monitoring Systems – Interstate 695 -
FAILED

This bill would have authorized the placement and use of speed monitoring systems on Interstate 695 in Baltimore County. This bill authorizes the fines collected from violations to be used to cover the cost of roadway and safety improvements on I-695 and includes a 90-day warning period at the onset of the monitoring system's operations.
Sponsors: Senators West et al.

LAST ACTION: SB 1067 passed the Senate (37-8). It then had a hearing in the House Environment and Transportation Committee on April 2nd, but no further action was taken.

13. Senate Bill 768 - Vehicle Laws – Lanes of Travel – Slower Traffic and Overtaking and Passing (Highway Left Lane Safety Act) - **FAILED**

This bill aimed to extend the requirement for drivers traveling slower than the general speed of traffic to keep right on all roadways in Maryland. On roadways with three or more lanes and a posted maximum speed limit of 55 miles or more, the left lane should be used solely for overtaking and passing other vehicles. Sponsor: Senator Folden

LAST ACTION: SB 768 had a hearing on February 28th in the Senate Judicial Proceedings Committee, but no further action was taken.

14. Senate Bill 921 / House Bill 994 - State Finance and Procurement – Retention Proceeds -
FAILED

This bill would have required that undisputed retention proceeds on State construction contracts that are retained by a State agency or a contractor be paid within 90 days after the substantial completion of a project, as defined by the applicable contract or subcontract. Sponsors: SB 921- Senators Mautz and Carozza; HB 994- Delegate Adams

LAST ACTION: SB 921 had a hearing on February 21st in the Senate Budget and Taxation Committee, but no further action was taken. HB 994 had a hearing on February 27th in the House Health and Government Operations Committee, but no further action was taken.

15. House Bill 774 - Motor Vehicles – Certificate of Title Fees – Zero-Emission Plug-In Electric Drive Vehicles - **FAILED**

This bill would have increased the fee charged by the Motor Vehicle Administration (MVA) for the issuance of a certificate of title for zero-emission plug-in electric drive vehicles. Under the bill, the fee for such certificates of title is set at \$200 (rather than

\$100 under current law). Sponsors: Delegates Hornberger, Ciliberti, T. Morgan, Tomlinson

LAST ACTION: HB 774 had a hearing on February 22nd in the House Environment and Transportation Committee, but no further action was taken.

16. House Bill 919 - Property Tax – County Authority to Set Special Rates - **FAILED**

This bill would have authorized the governing bodies of the Counties and Baltimore City to set special property tax rates for the purpose of financing the cost of state or county transportation improvements or the county’s minimum school funding amount. Sponsor: Delegate Fair

LAST ACTION: HB 919 was referred to an interim study by the House Ways and Means Committee on March 16th, but no further action was taken.

17. Senate Bill 1093 / House Bill 1070 - Maryland Transportation Authority – Tolls – Collection and Use (Maryland Toll Rate Reform Act of 2024) - **FAILED**

This bill would have established the Transportation Facilities Overage Account in the Transportation Trust Fund (“TTF”), which would have been used for the construction and maintenance of state highways that feed vehicular traffic to a MDTA transportation facility and state highway or transit construction or maintenance projects that relieve traffic congestion at MDTA transportation facilities. MDTA would have been required to fix, revise, charge, and collect fees, tolls, and other charges at the near optimal toll rate which will go into this new account. Sponsors: SB 1093- Senator Guzzone; HB 1070- Delegate Korman

LAST ACTION: SB 1093 had a hearing on February 29th in the Senate Budget and Taxation Committee, but no further action was taken. HB 1070 passed the House (91-42), but no further action was taken in the Senate.

FAVORABLE WITH AMENDMENTS

1. House Bill 207 - Motor Vehicles – Reckless Driving and Aggressive Driving – Penalties - **FAILED**

This bill would have revised the penalties for reckless and aggressive driving, adding imprisonment up to thirty days for a first violation and a fine not exceeding \$1,000 or imprisonment up to 90 days for subsequent offenses. Sponsor: Delegate Edelson

LAST ACTION: HB 207 had a hearing on January 24th in the House Judiciary Committee, but no further action was taken.

2. Senate Bill 183 - State Procurement – Prompt Payment of Suppliers - **PASSED**

This bill requires contractors on State contracts to promptly pay suppliers any undisputed amount that is owed and otherwise add suppliers to the State’s statutory prompt payment requirements. Sponsor: Senator Bailey

LAST ACTION: SB 183 passed the Senate with amendments (43-0) and the House (139-0). Post passage, HB 207 was signed by the Governor.

3. Senate Bill 1065 - Motor Vehicles – Registration – Annual Surcharge - **FAILED**

This bill would have added an annual surcharge, beginning at \$100, but later amended to \$150 for zero-emission vehicles and \$122.50 for plug-in electric vehicles that are not zero-emission. This surcharge was to be adjusted for inflation annually after September 30, 2025. These proceeds were initially to be used for both the purchase of zero-emission/alternative-fuel buses and zero-emission/hybrid state vehicles and for a deposit into the Transportation Trust Fund. However, language allowing these funds to be used for the purchase of zero-emission/alternative-fuel buses and zero-emission/hybrid state vehicles was eventually amended out. Sponsor: Senator Guzzone

LAST ACTION: SB 1065 passed the Senate with amendments (44-1). SB 1065 had a hearing on March 27th in the House Environment and Transportation Committee, but no further action was taken.

4. Senate Bill 841 - State Procurement – Minority Business Enterprises and Small Business Enterprises – Procurement Forecast and Outreach - **FAILED**

This bill would have repealed the requirement that motor fuel tax rates be adjusted each year based on the Consumer Price Index. It would also have prohibited the State or any local jurisdiction from imposing a vehicle-miles traveled tax, a mileage-based user fee, a toll based on global positioning satellite tracking, or any other similar tax. Lastly, it would have adjusted farebox recovery requirements for the Maryland Transit Administration. Sponsors: Senators Ready et al.

LAST ACTION: SB841 had a hearing on February 28th in the Senate Budget and Taxation Committee, but no further action was taken.

5. House Bill 913 - Motor Vehicles – Registration – Annual Surcharge - **FAILED**

This bill would have added an annual surcharge for motor vehicle owners—\$100 for electric vehicles and \$75 for all other vehicles—which was to be adjusted for inflation annually after September 30, 2025. Proceeds collected from electric vehicles would have

been used only for the purchase of zero-emission/alternative-fuel buses and zero-emission/hybrid state vehicles. Those proceeds collected from internal combustion engine vehicles would have been deposited into the Transportation Trust Fund. Sponsors: Delegates Fraser-Hidalgo et al.

LAST ACTION: HB 913 had a hearing on February 22nd in the House Environment and Transportation Committee, but no further action was taken.

UNFAVORABLE

1. Senate Bill 79 / House Bill 170 - State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System - **FAILED**

This bill would have prohibited the State from using any appropriation for a magnetic levitation, or “maglev,” transportation system located or to be located in the State, except for expenditures related to the salaries of personnel assigned to review permits or other forms of approval for such a transportation system. Sponsors: SB 79- Senator A. Washington; HB 170- Delegate Williams

LAST ACTION: SB 79 had a hearing on January 17th in the Senate Budget and Taxation Committee, but no further action was taken. HB 170 had a hearing on February 22nd in the House Environment and Transportation Committee, but no further action was taken.

2. Senate Bill 538 - Civil Actions – Noneconomic Damages – Personal Injury and Wrongful Death - **FAILED**

This bill aimed to extend prevailing wage requirements to contractors and subcontractors working on projects involving underground gas or electric infrastructure of privately owned utilities. It would have mandated that such utilities must ensure their contractors are paid at least the prevailing wage rate determined by the Commissioner of Labor and Industry. Sponsor: Senator Giles

LAST ACTION: SB 538 passed the Senate (27-18). It had a hearing on March 27th in the House Judiciary Committee, but no further action was taken.

3. House Bill 244 - Maryland Occupational Safety and Health Act – Civil Penalties – Alterations - **PASSED**

This bill dramatically increases the civil penalties for a violation of Maryland’s Occupational Safety and Health program (MOSH). Passage of this bill would more than double the fee for a violation under this program from \$7,000 to \$15,625 for each

violation. It was amended to raise the fee for each violation from the originally proposed \$15,625 to \$16,131. Sponsor: Delegate Wilson

LAST ACTION: HB 244 was approved by the Governor (Chapter 104) on April 9th. It passed the House (102-36) and the Senate (34-12). The effective date is July 1, 2024.

4. Senate Bill 173 / House Bill 711 - Consolidated Transportation Program - Indian Head Highway - Conversion into Limited Access Highway - **FAILED**

This bill would have required the Secretary of Transportation to include sufficient funds in the Consolidated Transportation Program (CTP) for FY 2025 and beyond for the planning, design, and reconstruction necessary for the conversion of Maryland Route 210 (Indian Head Highway) into a limited access highway from the I-495 and I-295 ramps to the Charles County border. Sponsors: SB 173- Senator Ellis; HB 711- Delegate Wilson

LAST ACTION: SB 173 had a hearing on January 24th in the Senate Budget and Taxation Committee, but no further action was taken. HB 711 had a hearing on February 6th in the House Appropriations Committee, but no further action was taken.

5. Senate Bill 870 - Vehicle Laws – Electric Vehicles – Weight Limits - **FAILED**

This bill proposed amendments to Maryland's transportation laws to accommodate electric vehicles (EVs) by allowing them to exceed specific weight limits. The bill introduces formulas for calculating weight limits based on axle distances and provides additional allowances for vehicles equipped with fuel-saving technology, permitting plug-in vehicles to exceed weight limits by up to 2,000 pounds. Sponsor: Senator Kelly

LAST ACTION: SB 870 had a hearing on March 6th in the Senate Judicial Proceedings Committee, but no further action was taken.

6. Senate Bill 1 / House Bill 267 (MAA Only) - Electricity and Gas – Retail Supply – Regulation and Consumer Protection - **PASSED**

This bill alters regulatory requirements for the marketing and sale of electricity and gas by retail suppliers, utilities, and related entities. Most of the requirements are related to residential service. The bill must be construed to apply only prospectively and may not be applied or interpreted to have any effect on or application to any electricity supply agreement or gas supply agreement that is in effect on or before December 31, 2024. The bill also increases the maximum amount that the Public Service Commission (PSC) may assess public service companies each year to reimburse its expenses and alters the name, purposes, and permissible uses of the Retail Choice Customer Education and Protection Fund. Sponsors: SB 1- Senator Augustine; HB 267- Delegate Crosby

LAST ACTION: Passed enrolled. SB 1 passed the Senate (33-14) and the House (99-39). It then passed the House (96-39) after a Conference Committee Report was adopted. The effective date is July 1, 2024.

7. Senate Bill 871 - Unemployment Insurance – Disqualification – Stoppage of Work Caused by Labor Dispute - **FAILED**

This bill sought to amend the provisions regarding the disqualification from receiving unemployment insurance benefits due to a stoppage of work caused by a labor dispute. The bill specifies that disqualification does not apply for any week beginning after the first 14 days of an individual's unemployment due to the stoppage of work. Sponsor: Senator Kramer

LAST ACTION: SB 871 had a hearing on March 5th in the Senate Finance Committee, but no further action was taken.

8. House Bill 245 - Department of the Environment – Fees, Penalties, Funding, and Regulation - **FAILED**

This bill would have increased several fees and penalties that support various programs and special funds within the Maryland Department of the Environment (MDE). The bill also, among other things, authorizes MDE to establish new fees for specified programs; alters and enhances the State's regulatory framework governing dams and establishes a related special fund; and makes various administrative, clarifying, and technical changes. Sponsor: Delegate Korman

LAST ACTION: HB 245 passed the House (96-37). It then had a hearing on March 26th in the Senate Education, Energy, and the Environment Committee, but no further action was taken.

9. Senate Bill 845 - Workers' Compensation – Temporary Partial Disability – Concurrent Employment - **FAILED**

This bill proposed changes to workers' compensation laws regarding temporary partial disability benefits for workers with concurrent employment. It requires employers to compensate such workers if they are temporarily disabled from their primary job but can still work at a concurrent job, at a higher rate. Sponsor: Senator Klausmeier

LAST ACTION: SB 845 had a hearing on March 5th in the Senate Finance Committee, but no further action was taken.

10. House Bill 64 - Motor Vehicle Excise Tax – Tax Credit for Electric Vehicles – Eligibility
- **FAILED**

This bill would have expanded the eligibility for the electric vehicle (EV) excise tax credit to include qualifying EVs that are purchased from July 1, 2024 to July 1, 2027.

Sponsor: Delegate J. Lewis

LAST ACTION: HB 64 had a hearing on February 1st in the House Environment and Transportation Committee, but no further action was taken.

11. Senate Bill 750 - Labor and Employment – Workers’ Compensation – Exception to Exclusivity of Liability - **FAILED**

This bill would have amended exceptions to the exclusivity of an employer’s liability under workers’ compensation law for covered employees who are injured or killed as the result of the deliberate intent of the employer to insure or kill the covered employee or for an employee who is killed by another employee. Sponsor: Senator Corderman

LAST ACTION: SB 750 had a hearing on March 5th in the Senate Finance Committee, but no further action was taken.

12. Senate Bill 38 - Wage Payment and Collection – Pay Stubs and Pay Statements – Required Information - **PASSED**

This bill expands the information that an employer must provide to an employee for each pay period. The Commissioner of Labor and Industry must create and make freely available to employers a pay stub template that employers may use to comply with the bill. If an employer fails to provide the information, an employee or the Attorney General may bring an action against the employer. A court may order injunctive relief, liquidated damages up to \$5,000, and attorney’s fees. However, these enforcement provisions were later amended, wherein punitive responsibilities were shifted to the Commissioner of Labor and Industry, and penalties were reduced to a potential of \$500 per employee.

Sponsor: Senator A. Washington

LAST ACTION: Returned Passed. SB 38 passed the Senate (34-12) and the House (101-36) with amendments. The effective date is October 1, 2024.

13. House Bill 554 / Senate Bill 583 - Public Utilities - Investor-Owned Utilities - Prevailing Wage - **FAILED**

This bill aimed to extend prevailing wage requirements to contractors and subcontractors working on projects involving underground gas or electric infrastructure of privately-owned utilities. It mandated that such utilities must ensure their contractors are paid at

least the prevailing wage rate as determined by the Commissioner of Labor and Industry.
Sponsor: Delegate Charkoudian

LAST ACTION: HB 554 had a hearing on February 8th in the House, but no further action was taken. SB 583 had a hearing on February 16th in the Senate, but no further action was taken.

14. House Bill 842 - Environmental Justice – Investment in Infrastructure Construction Projects - **FAILED**

This bill would have required Maryland state agencies to allocate a minimum of 40% of federal funds for infrastructure projects in underserved minority communities. Further, it would have the Justice40 Committee to identify such projects. Sponsors: Delegates Taveras et al.

LAST ACTION: HB had a hearing on March 6th in the House Appropriations Committee, but no further action was taken.

15. House Bill 956 - Public-Private Partnerships (P3) Oversight and Accountability Act - **FAILED**

This bill would have established the Public-Private Partnership (P3) Oversight Review Board which would have reviewed P3 pre-solicitation reports and made recommendations regarding the designation of a public infrastructure asset as a P3.
Sponsor: Delegate Solomon

LAST ACTION: HB 956 had a hearing on March 1st in the House Environment and Transportation Committee, but no further action was taken.

16. House Bill 1008 - Fossil Fuel Transportation Fee and Mitigation Fund (Climate Pollution Reduction Fund Act) - **FAILED**

This bill would have established a fossil fuel transportation fee imposed on a carrier who transports fossil fuels in Maryland at a rate equal to 30 cents per million BTUs, which would have been distributed into a newly created Fossil Fuel Mitigation Fund. Sponsor: Delegate Stein.

LAST ACTION: HB 1008 had a hearing on March 1st in the House Environment and Transportation Committee, but no further action was taken.

17. Senate Bill 963 - Carroll County – Office of Permits and Inspections – Denial of Permit or License for Unpaid Personal Property Taxes - **FAILED**

This bill would have initially prohibited the Carroll County Office of Permits and Inspections from issuing or renewing a license/permit until an applicant provides satisfactory evidence that there are no unpaid assessed personal property taxes. This bill was later amended to merely allow the County to deny issuance/renewal on the basis of unpaid personal property taxes, so as to not require every applicant to provide the hitherto required evidence. Sponsor: Carroll County Senators

LAST ACTION: SB 963 passed the Senate (45-0) with amendments and had a hearing on March 26th in the House Environment and Transportation Committee, but no further action was taken.

18. House Bill 652 / Senate Bill 870 - Vehicle Laws – Electric Vehicles – Weight Limit - **FAILED**

This bill would have amended Maryland's transportation laws to accommodate electric vehicles by allowing them to exceed specific weight limits. The bill introduced formulas for calculating weight limits based on axle distances and provided additional allowances for vehicles equipped with fuel-saving technology, ultimately permitting plug-in vehicles to exceed weight limits by up to 2,000 pounds. Sponsor: Senator Kelly

LAST ACTION: HB 652 had a hearing on February 15th in the House, but no further action was taken. SB 870 had a hearing on March 6th in the Senate, but no further action was taken.

19. House Bill 689 - Electric Vehicles – Repeal of Excise Tax Credit and Establishment of Rebate Program - **FAILED**

This bill would have repealed the electric vehicle excise tax credit and established the Electric Vehicle Rebate Program, mirroring the existing excise tax credit. Certain income requirement language was eventually amended out. A participating dealer would have been required to provide the rebate (as a reduction on the vehicle's purchase price) to an eligible buyer at the time the buyer purchases an eligible vehicle. The rebate program would have been administered through the Motor Vehicle Administration. Sponsors: Delegates Fraser-Hidalgo et al.

LAST ACTION: HB 689 passed the House (103-36) and third reading in the Senate (33-11) with amendments, but no further action was taken.

20. House Bill 835 - Calvert County – Procurement – Local Preference - PASSED

This bill authorizes the County Commissioners of Calvert County to establish a percentage preference for procurement contracts within the County. If the bid by the resident business exceeds the bid of the nonresident business by less than a specified percentage, the resident offeror may be awarded the contract. Sponsor: Calvert County Delegation

LAST ACTION: Returned Passed. HB 835 passed the House (130-0) and the Senate (46-0). The effective date is October 1st, 2024.

21. House Bill 764 - State Lottery Fund – Bus Rapid Transit Fund Distribution – Alteration - PASSED

This bill initially removed limitations on distributing funds from the State Lottery to the Bus Rapid Transit Fund, reallocating \$27 Million annually for rapid bus transit system grants. The bill was later amended to require the transfer of \$27 million to the Prince George’s County Blue Line Corridor (BLC) Facility Fund, rather than merely allowing a transfer up to that amount. The Maryland Stadium Authority must also draw from the BLC Facility Fund for related costs and submit a report to the Maryland General Assembly. Sponsors: Delegates Shetty et al.

LAST ACTION: Passed enrolled. HB 764 passed the House (116-21) and the Senate (34-13) with amendments. The House concurred with the Senate amendments and passed again (104-34). The effective date is June 1, 2024.

22. House Bill 852 - State Procurement – Leases and Construction Contracts – Performance Suspension Pending Audit - FAILED

This bill would have required that all units within the Executive Branch suspend any construction contracts or contracts to lease real property if they were under investigation by the Office of Legislative Audits (OLA). The suspensions were required to expire by a maximum of 60 days after the OLA investigation. Sponsor: Delegate Alston

LAST ACTION: HB 852 had a hearing on February 20th in the House, but no further action was taken.

23. House Bill 1184 - State Procurement – Preferences – Historically Underutilized Business Zone Businesses - FAILED

This bill would have established a price preference for State procurement contracts made directly or indirectly with historically underutilized business zone (HUBzone) businesses. Further, it would have required each State agency to structure its procurement procedures

in an attempt to have at least 10% of the total dollar value of its procurement contracts made directly or indirectly with HUBzone businesses. This bill would also have established penalties for persons who violate these provisions. Sponsors: Delegate Metzgar et al.

LAST ACTION: HB 1184 had a hearing on February 20th in the House, but no further action was taken.

24. House Bill 24 / Senate Bill 96 - Environment – Impact of Environmental Permits and State Agency Actions - **FAILED**

This bill would have initially required the Maryland Department of the Environment to conduct evaluations, assessments, extensive reporting, and community notifications as a part of the permitting process. In the House, this bill was amended to require that MDE conduct, in particular, an environmental justice (EJ) evaluation, and use such an evaluation for processing permits. MDE would have been granted the ability to deny or impose conditions on a permit based on its EJ score and other relevant factors. Sponsors: HB 24 - Delegates Boyce et al., SB 96 - Senator Jackson.

LAST ACTION: HB 24 passed the House (102-37) and on March 18th the Senate referred it to the Senate Education, Energy, and Environment Committee, but no further action was taken. SB 96 had a hearing on March 5th in the Senate, but no further action was taken.

25. House Bill 516 - Climate Crisis and Environmental Justice Act of 2024 - **FAILED**

This bill would have established the Climate Crisis Initiative within the Department of the Environment, which would have assessed greenhouse gas pollution fees, established the Household and Employer Benefit Fund, and established the Climate Crisis Infrastructure Fund. This bill would have established a fee per ton of carbon dioxide on transportation fuels. Starting in 2025, the fee would have been \$25 and increased by \$3 each year through 2034, where it would then increase to \$52 per year. Sponsors: Delegates Fennell et al.

LAST ACTION: HB 516 had a hearing on February 29th in the House Economic Matters Committee, but no further action was taken.

26. House Bill 649 / Senate Bill 525 - Labor and Employment – Equal Pay for Equal Work – Wage Range Transparency - **PASSED**

This bill expands existing job listing provisions to require that an employer disclose a good-faith wage range to an applicant upon request. Employers are prohibited from retaliating against applicants/employees who request wage range information; this

language was amended to include employee promotions/transfers. Employers must keep records of compliance for at least three years, and the forms for such records are to be developed and distributed by the Commissioner of Labor and Industry. Sponsors: HB 649 - Delegates White Holland et al., SB 525 - Senators Kelly et al.

LAST ACTION: Returned Passed. HB 649 passed the House (99-35) and the Senate (37-7) with amendments. The effective date is October 1, 2024. SB 525 passed the Senate (43-3) and the House (102-35) with amendments. The effective date is October 1, 2024

27. Senate Bill 782 - Motor Fuel Tax Rates – Consumer Price Index Adjustment – Suspension by Board of Public Works - **FAILED**

This bill would have authorized the Board of Public Works to temporarily suspend an increase in the motor fuel tax rates based on the Consumer Price Index under certain circumstances. Sponsor: Senator Hershey

LAST ACTION: SB 782 had a hearing February 21st in the Senate, but no further action was taken.

28. Senate Bill 681 / House Bill 836 - Major Highway Capacity Expansion Projects – Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024) - **FAILED**

This bill would have required the Maryland Department of Transportation (MDOT), in consultation with the Maryland Department of the Environment, to establish a process for conducting impact assessments on Major Highway Capacity Expansion Projects. MDOT would have been required to conduct assessments, make determinations based on said assessments, and publish this information. This bill was amended to include language requiring the establishment of a relevant workgroup and further clarifying provisions surrounding Major Highway Capacity Expansion Projects. Sponsors: SB 681 - Senators Lam et al., HB 836 - Delegates Edelson et al.

LAST ACTION: SB 681 was given a Favorable with Amendments Report by the Senate Finance Committee on April 5th, but no further action was taken. HB 836 passed the House (101-37) and the Senate passed Second Reading with Amendments on April 8th, but no further action was taken.

29. House Bill 135 / Senate Bill 593 - Transportation – Maryland Transportation Authority – Pedestrian and Bicycle Safety Accessibility - **FAILED**

This bill would have established various procedures for the Maryland Transportation Authority to allow pedestrians and bicyclists on highways, including the construction of

bicycleways and pedestrian walkways on highways overseen by the Maryland Transportation Authority. Sponsors: HB 135 - Delegate Charkoudian, SB 593 - Senator Waldstreicher.

LAST ACTION: HB 135 had a hearing on February 22nd in the House Environment and Transportation Committee, but no further action was taken. SB 593 had a hearing on February 22nd in the Senate, but no further action was taken.

30. House Bill 1276 - Public Works Contracts – Apprenticeship Requirements (Maryland Workforce Apprenticeship Utilization Act) - **FAILED**

This bill would have altered the apprenticeship requirements related to public works contracts so as to require contractors and subcontractors to employ a specified percentage of apprentices and journeypersons. Starting January 1, 2025, that percentage would have been 25%, and each year thereafter, the Secretary of Labor would have set the applicable percentage. Sponsor: Delegate Wells

LAST ACTION: HB 1276 was withdrawn by the sponsor on April 8th.

31. House Bill 781 - Transportation – State Highways – Rubber Modified Asphalt - **FAILED**

This bill would have required the State Highway Administration (SHA) to use rubber-modified asphalt in the construction, reconstruction, and repair of all state highways. SHA would have been required to consider the use of various types of rubber-modified asphalt while planning, including those produced by the wet and dry processes. Sponsors: Delegates Hornberger et al.

LAST ACTION: HB 781 had a hearing on February 22nd in the House, but no further action was taken.

32. House Bill 955 - Motor Fuel Taxes – Consumer Price Index Adjustment – Repeal - **FAILED**

This bill would have stopped all future automatic increases to Maryland's motor fuel tax rates by decoupling those rates from the Consumer Price Index for all urban consumers. This coupling was codified by the Transportation Infrastructure Investment Act of 2013. Sponsors: Delegates Morgan et al.

LAST ACTION: HB 955 had a hearing on February 27th in the House, but no further action was taken.

33. House Bill 950 - Maryland Transit Administration – Locally Operated Transit Systems – Mandatory Funding - PASSED

This bill requires, for FY 2026 and all years thereafter, an appropriation to the Locally Operated Transit System Grant Program from the Transportation Trust Fund of at least \$80.5 million. Sponsors: Delegates Edelson et al.

LAST ACTION: Returned Passed. HB 950 passed the House (107-20) and the Senate (36-7). The effective date is July 1, 2024.

34. House Bill 1025 / Senate Bill 841 - Transportation – Motor Fuel Tax Rates, Vehicle-Miles-Traveled Tax, and Farebox Recovery Requirement (Transportation Equity, Fairness, and Privacy Act of 2024) - FAILED

This bill would have repealed the yearly Consumer Price Index adjustment of motor fuel tax rates. It would also prohibit the State or any local jurisdiction from imposing a vehicle-miles traveled tax, a mileage-based user fee, a toll based on global positioning satellite tracking, or any other similar tax. Lastly, it would adjust farebox recovery requirements for the Maryland Transit Administration. Sponsors: HB 1025 - Delegates Morgan et al., SB 841 - Senators Ready et al.

LAST ACTION: HB 1025 had a hearing on February 27th in the House Ways and Means Committee, but no further action was taken. SB 841 had a hearing on February 28th in the Senate, but no further action was taken.

LETTER OF INQUIRY

1. House Bill 136 / Senate Bill 233 - Employment Standards, Prevailing Wage, and Living Wage – Employer Adverse Actions – Prohibition - PASSED

This departmental bill prohibits employers from taking or threatening to take adverse action against employees when said employees take certain actions, including making a complaint or inquiry about their rights. There were initial concerns surrounding the lack of a punitive damages cap on this bill, which may allow employees to take advantage of their employers. Language was added in an amendment to prohibit employees from bringing groundless, malicious, or bad-faith complaints against employers. This bill takes effect July 1, 2024. Sponsor: HB 136 - Department of Labor, SB 233 - Department of Labor.

LAST ACTION: Returned Passed. HB 136 passed the House (102-37) amended and passed the Senate (34-13). The effective date is July 1, 2024. SB 233 had a hearing February 1st in the Senate, but no further action was taken.

2. House Bill 1272 - Department of the Environment – Cap-and-Invest Program – Establishment - **FAILED**

This bill would have required the Maryland Department of the Environment to develop an economy-wide cap-and-invest program, meant to reduce climate-altering emissions in Maryland. This bill would have only required the development, not implementation, of such a program. The program would have been designed to achieve climate pollution reductions, address energy affordability and environmental justice, and establish protocols for participation in multistate or regional cap-and-invest programs. Sponsor: Delegate Stein.

LAST ACTION: HB 1272 had a hearing on March 7th in the House Economic Matters Committee, but no further action was taken.

3. House Bill 962 - State Procurement – Small and Minority Business Reserve Program (Parren J. Mitchell MBE Prime Contracting Act) - **PASSED**

This bill originally included language requiring state procurement units to add a minimum of 10% of the unit's total dollar value of their contracts to be made directly to certified minority business enterprises. This language was amended out after a report by the House Health and Government Operations Committee. The bill, as amended, raises the goal for the percentage of the total dollar value of all contract awards (i.e., not just designated SBR contracts) made to small businesses under the Small Business Reserve (SBR) Program from 15% to 20%. The bill also requires MDOT to develop, and report on the status of, an outreach program for increasing small business participation in the SBR Program. Sponsors: Delegates Phillips et al.

LAST ACTION: Returned Passed. HB 962 passed the House (135-0) and the Senate (47-0) with amendments. The bill is effective October 1, 2024.