



2017 Legislative Session

Transportation Overview

Baltimore Regional Transportation Board - April 25, 2017



SB307 - Open Trans. Investment Decision Act ("Road Kill" Bill Repeal)

- Sponsor: Administration
 - Requires MDOT to continue to develop a project-based scoring system, but only as an experimental model.
 - The model is due by January 1, 2018.
 - MDOT must use the model to rank “major transportation projects” being considered for inclusion in the CTP, for informational purposes only.



SB307 - Continued

- Adjusts language of scoring requirements to focus on projects that reduce congestion and improve commute times.
- Establishes a Workgroup on the Act, staffed by DLS with technical assistance from MDOT and Maryland MPOs.
- Workgroup must assess scoring models used in Virginia and North Carolina.
- Workgroup recommendations due January 1, 2020.
- Passed. Signed by Governor.



HB552 - Highway User Revenues

- Sponsor: Delegate Neil Parrott (R – Washington)
 - Would have altered the distribution of funds from the Gasoline and Motor Vehicle Revenue Account (GMVRA) to provide 70% to MDOT and 30% to local jurisdictions distributed as follows: Baltimore City (12.1%); counties (15.3%); and municipalities (2.6%).
 - Current distribution: MDOT (90.4%); Baltimore City (7.7%); counties (1.5%); muni's (0.4%)



HB552 - Continued

- Would have modified distribution of motor fuel tax revenue by requiring that the revenue from increases in the motor fuel tax rate due to increases in the Consumer Price Index (CPI) and the revenue from the sales and use tax equivalent rate applied to motor fuel be distributed to GMVRA rather than the TTF with a Constitutional amendment to prevent further adjustment to the formula.
- No Committee Action.



SB 161- Highway User Revenues

- Sponsor: Senator Steve Waugh (R – Calvert & St. Mary's)
 - Would have redistributed funds from the GMVRA to local jurisdictions if the TTF revenue for a fiscal year exceeds the most recent estimate of the Board of Revenue Estimates (BRE) for that fiscal year.



SB161 - Continued

- In a fiscal year where actual revenues exceed the BRE estimate, the distribution for local governments would have increased for the following fiscal year, and the allocation for MDOT decreased commensurately until the following ratio is achieved: 70% to MDOT, 24% to Baltimore City, 4.8% to counties, and 1.2% to municipalities.
- No Committee Action.



SB586/HB1322 - LIFT4MD

- Sponsors: Delegate Pam Beidle (D – Anne Arundel) & Senator Nancy King (D – Mont.)
 - Would have phased in a redistribution of funds in the GMVRA from FY 2018 – 2025
 - FY 2025 Distribution - MDOT (70%), Baltimore City (12.1%), Counties (15.4%), Municipalities (2.5%)
 - Would have authorized the Office of Legislative Audits (OLA) to audit locals to ensure HURs are used for an authorized purpose.



SB586/HB1322 – Cont.

- Would have prohibited MDOT from disbursing HURs to a jurisdiction for 12 months if it used revenues for an unauthorized purpose.
- Would have required the Department of Budget & Management (DBM) to submit a report regarding local infrastructure to the General Assembly.
 - Water and wastewater facilities;
 - 911 emergency response & public safety radio;
 - High speed broadband;
 - Bridges and other transportation infrastructure
- No Committee Action.



Budget: FY 2018 HURs & Capital Grants

| County | FY 2018 HURs | FY 2018 Capital Grant | Total |
|----------------|---------------|-----------------------|---------------|
| Anne Arundel | \$2,911,943 | \$1,358,907 | \$4,270,850 |
| Baltimore | \$4,127,744 | \$1,926,280 | \$6,054,024 |
| Baltimore City | \$140,766,857 | \$5,484,423 | \$146,251,280 |
| Carroll | \$1,117,276 | \$521,396 | \$1,638,672 |
| Harford | \$1,381,615 | \$644,754 | \$2,026,368 |
| Howard | \$1,589,922 | \$741,964 | \$2,331,886 |
| Queen Anne's | \$525,167 | \$245,078 | \$770,244 |



Budget: HURs & Grants FY 2017 to FY 2018

| Program | FY 2017 | FY 2018 | Difference |
|-------------------------------|----------------------|----------------------|---------------------|
| Highway User Revenue | \$177,413,088 | \$175,501,536 | -\$1,911,552 |
| Elderly & Disabled Trans. Aid | \$4,305,908 | \$4,305,908 | \$0 |
| Paratransit Grants | \$2,930,039 | \$1,726,068 | -\$1,203,971 |
| Municipal Trans. Grants | \$19,000,000 | \$20,109,553 | \$1,109,553 |
| County Trans. Grants | \$6,000,000 | \$18,281,411 | \$12,281,411 |
| Total Transportation | \$209,649,035 | \$219,924,476 | \$10,275,441 |



HB149 - Light Rail & Metro Subway - State Safety Oversight Authority

- Sponsor: MDOT
 - Designates the Office of the Secretary of Transportation as the State Safety Oversight Authority for the Maryland Transit Administration's light rail transit system and Metro subway in accordance with federal law.
 - Requires the deputy secretary of transportation or the deputy secretary's designee to exercise safety authority over the Administration's light rail transit system and Metro subway.
- Passed. Signed by Governor.



HB271/SB484 - Farebox Recovery Rate - Repeal

- Sponsors: Delegate Brooke Lierman (D – Baltimore City) & Senator Rich Madaleno (D – Montgomery)
 - Repeals the requirement that MTA recover at least 35% of its total operating costs from fares and other operating revenues derived from its bus, light rail, and metro subway services in the Baltimore region, and MARC.
- Passed. Became law without signature of Governor.



HB290 - MdTA – 3rd Generation Electronic Toll Collection System

- Sponsor - Delegate Grammer (R - Baltimore)
 - Requires MdTA to report to the Governor and General Assembly annually on the procurement and implementation of its third generation-electronic toll collection system.
 - Report must include a summary of key issues:
 - 1) efforts to review the location of a toll plaza adjacent to a bridge to ensure that MdTA is appropriately charging a toll for vehicles that traverse the project; and
 - 2) a projected timeframe for BPW approval and implementation
- Passed.



SB 292 - Harbor Tunnel, Fort McHenry Tunnel, Francis Scott Key Bridge - Annual Pass Study

- Sponsor: Senator Johnny Ray Salling (R – Baltimore Co.)
 - Would have required the MdTA to study the feasibility of offering motorists an option to pay a flat fee for an annual pass to use the Baltimore Harbor Tunnel, the Fort McHenry Tunnel, and the Francis Scott Key Bridge toll facilities.
- No Committee Action.



SB1149 – Baltimore City - MTA - Transit Services for Public School Students

- Sponsor: Senator Nathaniel Oaks (D – Baltimore City)
 - Requires MTA to provide ridership on transit vehicles to eligible BCPS student from fiscal 2019 through 2021 free of charge.
 - Services must be provided between 5 a.m. and 8 p.m. for school-related or educational extracurricular activities.
- Passed.



HB907/SB850 - Chesapeake Bay Water Transportation Network

- Sponsors: Delegate Mary Ann Lisanti (D – Harford) & Senator Jim Mathias (D – Lower Shore)
 - Would have required MDOT and MTA to study the feasibility of using the navigable waters of Chesapeake Bay as a water transportation network to link waterfront communities
- No Committee Action.



SB212/HB173 – BMC – Queen Anne's County

- Sponsors – Senator Steve Hershey, Delegates Steve Arentz, Jefferson Ghrist and Jay Jacobs (Rs – Upper Shore)
 - Adds Queen Anne's County to the Baltimore Metropolitan Council's membership
- Passed. Signed by Governor.



SB212/HB173 – Cont.



For More Information

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