



Baltimore Regional Transportation Board

2020 Legislative Session Update

Transportation Issues Briefing

January 28, 2020



Background

- These were the key transportation-related legislative issues as we see them.
- BMC is not actively engaged in lobbying on any of these issues this legislative session.
- For more information about any of these bills, please visit <http://mgaleg.maryland.gov>

Key Issues

- **FY2020 Budget - State Aid to Local Governments - Transportation**
- **Maglev**
- **Public-Private Partnerships**
- **Chesapeake Bay Bridge and other Toll Roads**
- **Bicycle and Pedestrian**
- **Vehicle Miles Traveled**
- **Highway Safety**
- **Maryland Metro/Transit Funding Act**
- **MTA Funding**
- **MTA – Electric Buses**
- **Clean Cars**

State Aid to Local Governments – Highways User Revenues & Capital Grants

	2019 HUR % of GMVRA	2020 Mandated Capital Grants % of GMVRA	2021 Mandated Capital Grants % of GMVRA
MDOT	90.4%	n/a	n/a
Baltimore City	7.7%	8.3%	8.3%
Counties	1.5%	3.2%	3.2%
Municipalities	0.4%	2.0%	2.0%
Total	100.0%	13.5%	13.5%

Highway User Revenues

MDOT	\$1,726,588,445	\$1,918,637,037	\$1,956,990,104
Local Share	183,348,097	0	0
Total GMVRA	\$1,909,936,542	\$1,918,637,037	\$1,956,990,104

Local Distribution

Baltimore City	\$147,065,150	\$0	\$0
Counties	\$28,649,055	0	0
Municipalities	\$7,633,892	0	0
Total	\$183,348,097	\$0	\$0

Capital Grants

Baltimore City	\$5,558,937	\$159,246,874	\$162,430,179
Counties	29,892,204	61,396,385	62,623,683
Municipalities	22,480,289	38,372,741	39,139,802
Total	\$57,931,430	\$259,016,000	\$264,193,664

Combined Highway User Revenues and Capital Grants

Baltimore City	\$152,624,087	\$159,246,874	\$162,430,179
Counties	58,541,259	61,396,385	62,623,683
Municipalities	30,114,181	38,372,741	39,139,802
Total	\$241,279,527	\$259,016,000	\$264,193,664

Highway User Revenues and Elderly & Disabled Transportation Grant Funding

County (including muni's)	HUR	Elderly & Disabled	Total	\$ Change from 2020	% Change from 2020
(\$ in Thousands)					
Anne Arundel	8,397	463	8,861	297	3.5%
Baltimore City	162,430	379	162,810	5,080	3.2%
Baltimore	9,245	396	9,641	242	2.6%
Carroll	4,825	151	4,977	148	3.1%
Harford	4,964	170	5,134	167	3.4%
Howard	3,686	593	4,278	142	3.4%
Queen Anne's	1,496	122	1,618	28	1.8%

Maglev

- SB253 – “State Finance and Procurement - Prohibited Appropriations - Magnetic Levitation Transportation System” - Sen. Pinsky (D - Prince George’s) Generally prohibiting the use of State dollars in the construction of a magnetic levitation system.
- **Status:** This bill has not received a vote yet. This bill was introduced last year in the same form. It did not receive a vote from the committee.

Public-Private Partnerships (P3s)

- HB299 – “Public-Private Partnership Projects - Real Property Acquisition – Prohibition” - Del. Love (D – Montgomery) – Prohibits the State or its designee from acquiring residential real property for a public-private partnership project that includes the addition of toll lanes to I-495 or I-270.
- **Status:** These bills have not received a vote yet. This bill was introduced in the same form last year. It did not receive a vote from the committee.

Chesapeake Bay Bridge and other Toll Roads

- **HB56/SB13 – “Chesapeake Bay Bridge Reconstruction Advisory Group and Traffic Study” - Del. Arentz/Sen. Hershey (Rs – Queen Anne’s) – creates a Chesapeake Bay Bridge Reconstruction Advisory Group within MDTA to study issues and make recommendations regarding traffic on the Bay Bridge and U.S. Route 50 between the Severn River Bridge and the Kent Narrows Bridge. Requires the SHA to conduct a study on traffic technology and traffic management techniques used around the world to maximize traffic movement.**
- **Status:** These bills have not received a vote yet.

Chesapeake Bay Bridge and other Toll Roads

- **HB292/SB229 – “Toll Roads, Highways, and Bridges - County Government Consent Requirement – Expansion”** - Del. Lierman/Sen. Lee (Ds – Baltimore City & Montgomery) Expands to all counties in the State a prohibition on State agencies constructing within the nine Eastern Shore counties a toll road, toll highway, or toll bridge without the consent of a majority of the affected counties; etc.
- **Status:** These bills have not received a vote yet. This bill was introduced in the same form last year. It did not receive a vote from the committee.

Bicycle and Pedestrian

- **HB194/SB285 – “State Highway Administration - Highway Work Permits - Pedestrian Access (Pedestrian Access Act of 2020)” - Del. Korman/Sen. Lee (D’s – Montgomery) Requires a person that obtains a highway work permit from SHA to maintain pedestrian access at work sites that are within 2 miles of WMATA (Metro) rail services or transit stations or MTA transit stations, including MARC; and requiring the State Highway Administration to adopt certain regulations governing pedestrian access in areas subject to a highway work permit, including bike lanes.**
- **Status: Neither bill has received a vote yet.**

Bicycle and Pedestrian

- **HB230/SB199 – “Vehicle Laws - Overtaking and Passing Bicycles”** - Del. Wells/Sen. Lee (D – Baltimore City & Harford/ D - Montgomery) Authorizes the driver of a vehicle to drive on the left side of the roadway in a no-passing zone to overtake and pass at a safe distance a bicycle traveling in the same direction in accordance with certain provisions of law.
- **Status:** These bills have not received a vote yet. This bill was introduced last year and subsequently withdrawn when it was recommitted to the committee in the Senate.

Bicycle and Pedestrian

- SB65 – “Counties - Construction of Sidewalks and Crosswalks - Safe Alternative Routes to Public Schools” - Sen. Ellis (D – Charles)
- Requires a county board of education to post on its website a report regarding transportation services for public school students and safe alternative routes; requires a county to construct sidewalks and crosswalks necessary to create safe alternative routes for public school students who are ineligible for transportation services based on the distance between a residence and the school
- Status: These bills have not received a vote yet.

Vehicle Miles Traveled

- **HB351 – “Land Use and Vehicle Miles Traveled Workgroup” - Del. Stewart (D – Montgomery) - Establishing the Land Use and Vehicle Miles Traveled Workgroup to develop a State strategy that identifies State and local land use policies, business incentives, and transportation policies, investment and programs for certain purposes; requiring the Workgroup to report its final findings and recommendations to the Governor and General Assembly by December 31, 2021**
- **Status: This bill has not received a vote yet.**

Vehicle Miles Traveled

- **SB331 – “Vehicle-Miles-Traveled Tax and Associated Mandated Devices - Prohibition” - Sen. Ready (R – Carroll) Prohibiting the State or a local jurisdiction from imposing or levying a vehicle-miles-traveled tax or other similar fees, tolls, or taxes; prohibiting the State or a local jurisdiction from requiring the installation of a device in or on a privately owned vehicle to facilitate the reporting of vehicle-miles traveled**
- **Status:** This bill has not received a vote yet. This bill has been introduced in the same form in several prior years since 2015 and has not received a vote from the committee.

Highway Safety

- **HB130/SB319 – “Vehicle Laws - Move Over Safety Monitoring System - Authorization” - Del. Healey (D-Prince George’s) /Sen. Bailey (R – Calvert & St. Mary’s) – Authorizes a State or local law enforcement agency or fire company to place a move over safety monitoring system on, or integrate a move over safety monitoring system into, an emergency vehicle for the purpose of recording a motor vehicle committing a violation relating to the operation of a motor vehicle on approach of an emergency vehicle**
- **Status:** Neither bill has received a vote yet. This bill was introduced last year. It was withdrawn.

Maryland Metro/Transit Funding Act

- **HB86/SB136 – “Transportation - Maryland Metro/Transit Funding Act - Alterations” - Del. Korman/Sen. Felman (D’s – Montgomery) – Requires MTA to regularly consult with the Commission and BMC regarding the Central Maryland Regional Transit Plan; requires MTA to submit a draft Central Maryland Regional Transit Plan to the Commission and BMC at least 45 days before the draft is finalized; altering the contents and elements of the Plan; requiring the Plan to be reviewed and updated every 6 years**
- **Status:** Neither bill has received a vote yet. This bill was introduced last year. It passed the House but did not receive a vote in the Senate.

MTA Funding

- **HB368 – “Maryland Transit Administration – Funding (Transit Safety and Investment Act)” – Del. Lierman (D – Baltimore City) - Requires the Governor to include certain appropriations in the State budget from the Transportation Trust Fund to the MTA for the operating (maintenance of effort after FY22) and capital needs (\$500M); requiring that certain capital appropriations to the Administration be in addition to any funds appropriated for the capital planning, engineering, right-of-way acquisition, or construction of the Purple Line**

MTA – Electric Buses

- HB432 – “Maryland Transit Administration - Conversion to Electric Buses (Electric Bus Transition Act)” - Del. Korman (D – Montgomery) Prohibiting, MTA from purchasing buses that are not electric buses beginning in fiscal year 2022
- Status: Neither bill has received a vote yet.

Clean Cars

- **HB359/SB277 – “Clean Cars Act of 2020 – Extension, Funding, and Reporting” - Administration Bill - Extending and altering the Electric Vehicle Recharging Equipment Rebate Program and vehicle excise tax credit (equal to \$3,000) for the purchase of certain electric vehicles; repealing the limitation on the maximum total purchase price of certain vehicles; increasing the amount required to be transferred each year from the Maryland Strategic Energy Investment Fund to the Transportation Trust Fund (not to exceed \$12M).**
- **Status:** Neither bill has received a vote yet.

For More Information

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