



Baltimore Regional Transportation Board

2018 Legislative Session Recap

Transportation Issues Briefing

May 2, 2018



Background

- These were the key transportation-related legislative issues as we see them.
- BMC and BRTB were 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

- **State Aid to Local Governments - Transportation**
- **Maglev/Hyperloop**
- **Congestion Relief/ P3s**
- **Chesapeake Bay Bridge**
- **Complete Streets**
- **Highway User Revenues**
- **Maryland Metro/Transit Funding**
- **Job Access and Reverse Commute Projects**

State Aid to Local Governments - Transportation

Part A – Budget and State Aid

A-101

Exhibit A-3.4 Total State Aid to Local Governments

<u>Program</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>Difference</u>
Highway User Revenue	\$175,501,536	\$178,132,608	\$2,631,072
County Transportation Grants	18,281,411	35,451,141	17,169,730
Municipal Transportation Grants	20,109,553	22,480,289	2,370,736
Elderly and Disabled Transportation Aid	4,305,908	4,305,908	0
Paratransit Grants	1,726,068	1,726,068	0
Total Transportation	\$219,924,476	\$242,096,014	\$22,171,538

Direct Aid – Transportation

County (including municipalities)	FY2018	FY2019	\$ Difference	% Difference
(\$ in Thousands)				
Anne Arundel	5,895	7,910	2,015	34.2%
Baltimore City	146,631	148,815	2,185	1.5%
Baltimore	6,450	8,998	2,548	39.5%
Carroll	3,392	4,242	850	25.1%
Harford	3,590	4,467	878	24.5%
Howard	2,924	3,953	1,029	35.2%
Queen Anne's	1,095	1,451	356	32.5%

Maglev/Hyperloop Legislation

- **SB1003 – Sen. Pinsky (D – Prince George’s)**
Proposing local approval of project alignment prior to construction
- **HB209 – Prince George’s County Delegation –**
Requiring Prince George’s County to negotiate a written agreement with any affected municipality before transferring assets for a Maglev project
- **Status:** Neither bill received a vote from the committees assigned.

Maglev/Hyperloop Legislation

- **HB548 – Del. Healey (D – Prince George’s) prohibits a privately owned transportation project in the State that includes the construction of one or more tunnels with a diameter of six feet or greater that will be primarily used by a common carrier from being constructed, and prohibits the State from authorizing the use of or access to a State-owned right-of-way or State property for those projects, unless:**
 - (1) an environmental impact statement or environmental effects report is prepared for the project, as appropriate, and
 - (2) the project is approved by MDOT.
- **Status: Passed.**

Congestion Relief/ P3 Legislation

- HB816 – Del. Lierman (D – Baltimore City) – Requiring that any public private partnership agreement entered into for a road, highway or bridge may not include a non-compete clause that would inhibit the development of transit projects
- Status: **Passed.**

Chesapeake Bay Bridge Legislation

- **HB560 Del. Malone/ SB34 Sen. Reilly (Rs – Anne Arundel) – Bill would eliminate the requirement that MdTA/MDOT receive express consent from a majority of the governments of the affected Eastern Shore counties before it constructs a toll road, toll highway, or toll bridge in those counties if the road, highway, or bridge crosses the Chesapeake Bay.**
- **Status: Unfavorable Report by House Environment & Transportation Committee. No Committee Action in Senate.**

Complete Streets Legislation

- **HB744 Del. Lafferty (D – Baltimore Co.) / SB850 Sen. Mathias (D – Lower Shore) – Requires MDOT and modal administrations (except MdTA) to adopt Complete Streets policies**
 - Paved shoulders suitable for use by bicyclists
 - Protected bike lanes
 - Share the road signage
 - Crosswalks
 - Pedestrian control signals
 - Bus access and safety measures
 - Sidewalks
 - Shared use paths
 - Green stormwater infrastructure
- **Status: Passed.**

Complete Streets Legislation

- **HB535 Del. Lierman (D – Baltimore City) / SB407 Sen. Guzzone (D – Howard) – Establishes a Complete Streets Grant Fund and Requires Local Governments to Establish Complete Streets Policies in Order to Compete for Matching Grants from the Fund**
 - Requires local Complete Streets Policies to include a review process for private development proposals and a 5 year goal for increased mode share beyond single-occupancy vehicles
- **Eligible street design features include:**
 - Wider sidewalks
 - Dedicated bike facilities
 - Medians
 - Pedestrian streetscape features
 - Green stormwater infrastructure
- **Status: Passed.**

Highway User Revenues

- HURs are monies distributed from the Transportation Trust Fund to counties and municipalities for transportation improvements
- Allocations are set forth in statute
- Restoration of record-high funding was a top priority for Maryland Association of Counties and Maryland Municipal League

Highway User Revenues

- In FY2007, prior to budget reconciliation, legislation reducing the local share of HUR, the local distribution was:
 - \$281.6 million (15.2%) to counties;
 - \$226.6 million (12.3%) to Baltimore City; and
 - \$46.8 million (2.5%) to municipalities.
- In FY2018, the distribution was:
 - \$27.4 million (1.5%) to counties,
 - \$140.8 million (7.7%) to Baltimore City, and
 - \$7.3 million (0.4%) to municipalities.
- **FY2019 Budget – As introduced – provided \$178.1 M in HURs and an additional \$53.7 M in capital grants to local jurisdictions**

Highway User Revenues Legislation

- **HB807 Del. Beidle (D – AA Co.) / SB516 Sen. Madaleno (D – Mo. Co.) – Increasing total share of the Gasoline & Motor Vehicle Rev. Acct. in the Trans. Trust Fund dedicated to HURs from 9.6% to 13.5% in FY2020 and dropping to 9.6% in FY2025**
- **Establishing that distribution of HURs shall be:**
 - **FY2020 to 2024**
 - Baltimore City – 8.3%
 - Counties – 3.2%
 - Municipalities – 2.0%
 - **FY2025 and thereafter**
 - Baltimore City – 7.7%
 - Counties – 1.5%
 - Municipalities – 0.4%
- **Status: Signed by Governor.**

Highway User Revenues Legislation

Exhibit G-1
Projected Increase in Local Highway User Revenues
Fiscal 2020-2023
(\$ in Millions)

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Baltimore City	\$11.2	\$11.3	\$11.5	\$11.8
Counties	31.7	32.1	32.6	33.3
Municipalities	29.8	30.3	30.7	31.4
Total	\$72.7	\$73.7	\$74.9	\$76.5

Note: Totals may not sum due to rounding.

Source: Department of Legislative Services

Maryland Metro/Transit Funding Legislation

- April 2017 – WMATA released a report indicating the need for a stable revenue source to generate \$500M million annually for capital projects.
- September 2017 – Governor Hogan committed to providing an additional \$500M over four years for WMATA from the TTF contingent upon VA and DC committing to the same.

Maryland Metro/Transit Funding Legislation

- HB372 Del. Korman (D – Montgomery) / SB277 Sen. Feldman (D – Montgomery) – Mandates \$167 M in annual capital funding to WMATA beginning in FY2020
- Requires the Governor to increase the annual capital appropriation to WMATA by 3% each fiscal year
- Requires the Governor to withhold funding from WMATA if certain audit conditions are not met
- Only takes effect if VA and DC dedicate \$154 M and \$178 M, respectively.
- Status: **Signed by Governor.**

Maryland Metro/Transit Funding Legislation

- **HB372/SB277 ALSO requires MTA to develop a Central Maryland Regional Transit Plan and staff a related commission in consultation with BMC for Anne Arundel, Baltimore City, Baltimore, Harford and Howard Counties in areas served by light rail, metro or fixed bus**
- **Commission includes the above-referenced counties and representatives from business, transportation, CAC, disabled riders and MARC riders**
- **Plan must be complete by October 1, 2020**
- **Mandates certain operating and capital funding increases for MTA for FY 2020-FY 2022**

Maryland Metro/Transit Funding Legislation

Exhibit G-2
Mandated Capital and Operating Appropriations for MTA
Fiscal 2019-2023
(\$ in Millions)

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Total Capital Increase	\$0	\$29.1	\$29.1	\$29.1	\$0
Operating Appropriations					
Current Law	849.0	870.0	892.0	912.0	921.0
Amount Under the Bills	849.0	886.4	925.4	966.1	921.0
Total Operating Increase	\$0	\$16.4	\$33.4	\$54.1	\$0
Total Increase	\$0	\$45.5	\$62.5	\$83.2	\$0

MTA: Maryland Transit Administration

Note: FY 2022 and 2023 estimates do not include Purple Line availability payments.

Source: Department of Legislative Services; Maryland Department of Transportation

Job Access and Reverse Commute Projects

- HB1468 Del. Beidle (D – Anne Arundel) – Establishes a special grant-making fund under MTA to support transit and alternative transportation options ("Job Access and Reverse Commute Projects") in areas of growing employment and serving populations that are low income, lacking access to fixed transit or cars.
- Subject to Governor's appropriation of funds (not to exceed \$400,000 annually).
- The grant process must be conducted in cooperation with the local MPO (ie: BRTB).
- Status: **Passed.**

