

Maryland General Assembly: 2016 Legislative Recap

Transportation Bills



**Baltimore
Metropolitan
Council**

“Leadership” Transportation Package

- HB1010 – Maryland Transit Administration Oversight and Planning Board
- HB1012 – Tax Credit - Commuter Benefits - Eligibility and Credit Amount
- SB908/HB1013 – Maryland Open Transportation Investment Decision Act of 2016
- SB907/HB672 – Transportation - Harry W. Nice Memorial Potomac River Bridge - Replacement



HB1010 – Maryland Transit Administration Oversight and Planning Board

- Sponsor: Delegate Brooke Lierman (D-46-Baltimore City)
- Synopsis:
 - Creates an Oversight & Planning Board for the Maryland Transit Administration (MTA)
 - Members include:
 - One member of (1) MTA's Citizens Advisory Council, (2) the MARC Riders group, (3) the Accessible Transportation Advisory Council
 - One commuter bus service rider
 - Two members are appointed by the General Assembly
 - Seven are appointed by the Governor
 - Seven are appointed by local jurisdictions
 - The Secretary of Transportation serves as a nonvoting member.



HB1010 – Maryland Transit Administration Oversight and Planning Board (Continued)

- Board responsibilities are to review and comment on:
 - MTA’s annual operating budget and specific policies related to service quality.
 - MTA’s newly required comprehensive multi-modal plan (to be updated and re-released every 5 years), and participate in federal, state, and local planning processes.
 - Policies encouraging public safety, transparency, accountability, customer service, regular communication, and prudent financial decision-making.
- Additional Board responsibilities:
 - Study proposed transportation operations, plans, and services that complement MTA’s role in Baltimore City and the counties in the Baltimore Metropolitan Area
 - Advocate on behalf of Maryland residents and businesses for MTA public transit systems
 - Solicit customer input to evaluate system priorities and resource allocation
- Reporting:
 - The Board will submit an annual report concerning MTA’s progress toward meeting its strategic plan to the Governor, General Assembly, Secretary of Transportation, and Secretary of Commerce.
- General Assembly Action: Passed
 - Governor’s Action: Vetoed (May 27, 2016)



HB1012 – Tax Credit - Commuter Benefits - Eligibility and Credit Amount

- Sponsor: Delegate Cory McCray (D-45-Baltimore City)
- Synopsis:
 - Under current law, businesses may take advantage of a tax credit up to 50% of the cost of providing commuter benefits to employees, such as: car/vanpools, MTA farecards, payment in lieu of parking.
 - Doubles the commuter benefits tax credit from \$50 per employee per month to \$100.
 - Reduces eligible van/carpool vehicle size from 8 passenger to 6 passenger. (The vehicle must be at least half full to be eligible for the credit.)
- General Assembly Action: Passed
 - Governor's Action: Signed



SB908/HB1013 – Maryland Open Transportation Investment Decision Act of 2016

- Sponsors: Senator Ed DeGrange and Delegate Pam Beidle (Ds-32-Anne Arundel)
- Synopsis:
 - Codifies the State Transportation Goals –and adds 3
 - The nine State transportation goals established by the bill are:
 - safety and security;
 - system preservation;
 - quality of service;
 - environmental stewardship;
 - community vitality;
 - economic prosperity;
 - equitable access to transportation;
 - cost effectiveness and return on investment; and
 - local priorities and planning.
 - Requires MDOT to develop a scoring system using Transportation Goals



SB908/HB1013 – Maryland Open Transportation Investment Decision Act of 2016 (Continued)

- Requires MDOT to assign a score to “Major Transportation Projects”
 - “Major Transportation Projects” are major capital projects in the State Highway Administration or the Maryland Transit Administration whose total cost for all phases exceeds \$5.0 million AND that:
 - (1) increase highway or transit capacity;
 - (2) improve transit stations or station areas; OR
 - (3) improve highway capacity through the use of intelligent transportation systems or congestion management systems.
 - Allows MDOT final discretion. States that MDOT must fund higher scoring projects but it may fund a lower-scoring project if it provides a written rationale.
- General Assembly Action: Passed
 - Governor’s Action: Vetoed (April 1, 2016)
 - Veto Overridden (April 8, 2016)



SB907/HB672 – Transportation - Harry W. Nice Memorial Potomac River Bridge - Replacement

- Sponsors: Senator Mac Middleton and Delegate Sally Jameson (Ds-28-Charles)
- Synopsis:
 - Requires the State and the Maryland Transportation Authority (MDTA) to finance a multilane replacement bridge for the Harry W. Nice Memorial Potomac River Bridge.
 - The replacement bridge must include at least two lanes in each direction and must be constructed and commence operations by December 31, 2030.
 - Establishes the Harry W. Nice Memorial Potomac River Bridge Replacement Fund; money in the fund may only be used for the design and construction of the replacement bridge.
 - From fiscal 2018 through 2027, MDTA must deposit \$75 million of its revenues into the fund each year.
- General Assembly Action: Passed
 - Governor's Action: Vetoed (May 27, 2016)



Other Transportation Bills

- SB318/HB1011* – Department of Transportation - Heads of Modal Administrations - Senate Confirmation
- SB1035/HB891 - Transportation - Transit Service - State Grants and Farebox Recovery Rate
- SB56 - Transportation - Chesapeake Bay Bridge Crossing - Environmental Impact Study - Cost Estimate and Payment
- SB500 - Transportation - Francis Scott Key Bridge Authority
- HB1388 - Transportation - Motor Fuel Tax and Highway User Revenue - Increased Local Share
- HB1455 - Transportation - Highway User Revenue - Restoration

*Not a direct crossfile, but bill with same effect



SB318/HB1011* – Dept. of Transportation - Heads of Modal Administrations - Senate Confirmation

- Sponsors: Senator Bill Ferguson (D-46-Baltimore City) and Delegate Tawanna Gaines (D-22-Prince George's)
- Synopsis:
 - Subjects the appointments of the following heads of modal administrations to the advice and consent of the Senate:
 - Executive Director of the Maryland Aviation Administration (MAA)
 - Executive Director of the Maryland Port Administration (MPA)
 - Maryland Transit Administrator
 - State Highway Administrator
 - Motor Vehicle Administrator
 - Codifies the appointment of an Executive Director for the Maryland Transportation Authority (MDTA) and requires the position to be appointed by the Secretary of Transportation with the approval of the Governor and the advice and consent of the Senate.
- General Assembly Action: No Action in Senate, Withdrawn in House



SB1035/HB891 - Transportation - Transit Service - State Grants and Farebox Recovery Rate

- Sponsors: Senator Rich Madaleno (D-18-Montgomery) and Delegate Brooke Lierman (D-46-Baltimore City)
- Synopsis:
 - Repeals the requirement that the Maryland Transit Administration (MTA) must 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, as well as other railroad services under its control.
 - Senate bill also included provisions related to WMATA.
 - Between FY2011 and FY2015, MARC is the only transit service that met farebox recovery goals.
- General Assembly Action: No Action in Either Chamber



SB56 - Transportation - Chesapeake Bay Bridge Crossing - Environmental Impact Study - Cost Estimate and Payment

- Sponsor: Senator Jim Mathias (D-38-Worcester)
- Synopsis:
 - Requires the Maryland Transportation Authority (MDTA) to (1) complete an environmental impact study for a new bridge spanning the Chesapeake Bay and (2) develop a cost estimate for the study.
 - The environmental impact study must assess the impact of a third span across the Chesapeake Bay that is located either (1) adjacent to the existing bridges between Anne Arundel and Queen Anne's counties or (2) at other locations in Maryland with termini on the Western and Eastern shores that are determined to be environmentally and economically feasible by MDTA.
 - Requires MDTA to set aside \$1.75 M per year to pay for the study.
 - Exempts toll roads and bridges that cross the Chesapeake Bay from existing statutory requirements that any toll road, highway, or bridge in the nine Eastern Shore counties must have the express consent of a majority of the governments of the affected counties.
- General Assembly Action: Passed by Senate. No Action in House.



SB500 - Transportation - Francis Scott Key Bridge Authority

- Sponsor: Senator Johnny Ray Salling (R-6-Baltimore County)
- Synopsis:
 - The aim of the bill – as stated by Senator Salling – is to reduce the toll for the Francis Scott Key Bridge for his constituents.
 - Establishes a Francis Scott Key Bridge Authority to finance, construct, operate, repair, and maintain the Francis Scott Key Bridge.
 - The authority is given general and exclusive jurisdiction over the Francis Scott Key Bridge.
 - The Maryland Department of Transportation (MDOT) is prohibited from exercising jurisdiction or authority over the Francis Scott Key Bridge.
- General Assembly Action: No Action



HB1388 - Transportation - Motor Fuel Tax and Highway User Revenue - Increased Local Share

- Sponsor: Delegate Neil Parrott (R-2A-Washington)
- Synopsis:
 - Constitutional Amendment
 - “Restores” formula in place in 2009.
 - Alters the distribution of funds from the Gasoline and Motor Vehicle Revenue Account (GMVRA) to provide 70% to the Maryland Department of Transportation (MDOT) and 30% to local jurisdictions distributed as follows: Baltimore City (12.1%), counties (15.3%), and municipalities (2.6%).
 - Modifies the distribution of motor fuel tax revenue by requiring that the revenue attributable to increases in the motor fuel tax rate due to increases in the Consumer Price Index (CPI) and the revenue attributable to the sale and use tax equivalent rate applied to motor fuel be distributed to GMVRA rather than the Transportation Trust Fund (TTF).
- General Assembly Action: No Action



HB1455 - Transportation - Highway User Revenue - Restoration

- Sponsor: Delegate Steve Lafferty (D-42A-Baltimore County)
- Synopsis:
 - “Restores” formula in place in 2009.
 - Alters the distribution of funds from the Gasoline and Motor Vehicle Revenue Account (GMVRA) for fiscal 2017 through 2020 to provide 70% to the Maryland Department of Transportation (MDOT) and 30% to local jurisdictions distributed as follows: Baltimore City (12.1%), counties (15.3%), and municipalities (2.6%).
 - Sunsets in fiscal 2021, the distribution reverts to provide 90.4% to MDOT and 9.6% to local jurisdictions.
 - Specifies that it is the intent of the General Assembly that MDOT may not reduce funding in fiscal 2017 for any mass transit project or system preservation project that is crucial to the health and safety of the citizens of the State.
- General Assembly Action: No Action



Questions?

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