

Department of Legislative Services
 Maryland General Assembly
 2020 Session

FISCAL AND POLICY NOTE
 First Reader

House Bill 1159 (Delegate Boyce, *et al.*)
 Environment and Transportation

Central Maryland Regional Transit Plan and Commission - Alterations

This bill requires the Maryland Transit Administration (MTA), by October 1, 2021, to prepare corridor studies for at least three corridors prioritized as early opportunity corridors in the Central Maryland Regional Transit Plan. By October 1, 2022, and by each October 1 thereafter, MTA must publish a progress report on the implementation of the plan. In addition, the Central Maryland Regional Transit Plan Commission must meet at specified intervals in order to monitor the plan’s progress and recommend implementation strategies. **The bill takes effect July 1, 2020.**

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by \$7.4 million in FY 2021 and by \$2.0 million in FY 2022; future year expenditures reflect ongoing staffing and reporting costs. Revenues are not affected.

(\$ in millions)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	7.4	2.0	0.1	0.3	0.3
Net Effect	(\$7.4)	(\$2.0)	(\$0.1)	(\$0.3)	(\$0.3)

Note:() = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate increase; (-) = indeterminate decrease

Local Effect: The bill does not directly affect local governmental operations or finances.

Small Business Effect: Minimal.

Analysis

Bill Summary: The corridor studies must (1) make recommendations regarding transit mode, route alignment, a service plan, and capital infrastructure improvements and (2) report on the baseline conditions of any performance targets for ridership, transit vehicle speed, frequency of service, on-time performance, and job accessibility. The annual progress report must include:

- for the corridors prioritized in the plan as early opportunity corridors, (1) details on the corridor studies, transit priority infrastructure that has been implemented, and enhancements to existing service and (2) related performance measures; and
- for the corridors prioritized in the plan as mid-term and long-term opportunity corridors, a review of what each county in the core service area has done to make those corridors more transit-supportive, including any changes made to land use, zoning, and street design.

In order to monitor the plan's progress and recommend strategies for implementation, the Central Maryland Regional Transit Plan Commission must meet (1) at least quarterly from October 1, 2020, through September 30, 2021; (2) at least annually from October 1, 2021, through September 30, 2023; and (3) at least quarterly from October 1, 2023, through September 30, 2025.

Current Law: Among other things, the Maryland Metro/Transit Funding Act (enacted by Chapters 351 and 352 of 2018) requires MTA to develop the Central Maryland Regional Transit Plan to meet the needs of its "core service area" by October 1, 2020. MTA's "core service area" is defined as an area in Baltimore City and Anne Arundel, Baltimore, Harford, and Howard counties that is served by light rail, metro, or fixed bus route service and any other area in which the population commutes to one of those areas, as determined by the Maryland Department of Transportation (MDOT).

The development of the Central Maryland Regional Transit Plan is in addition to the other transit plans required by State law. Among other things, the plan must (1) include specified goals and outcomes; (2) identify specified options for improvements; (3) be reviewed, revised, and updated at least every 5 years; and (4) address a 25-year timeframe. To develop the plan, MTA must consult with the Baltimore Metropolitan Council and the Central Maryland Regional Transit Plan Commission, which was also established by Chapters 351 and 352. The commission must participate in the development of the goals for outcomes of the plan and a strategy for meaningful public involvement in the plan.

State Expenditures: TTF expenditures increase by \$7.4 million in fiscal 2021 and by \$2.0 million in fiscal 2022; future year expenditures reflect ongoing staffing and reporting

costs. This estimate includes (1) a total of \$9 million from fiscal 2021 through 2022 for MDOT and MTA to conduct the three corridor studies and (2) a total of \$1 million from fiscal 2021 through 2025 for commission staffing costs and the development of the progress reports.

The estimated cost for the corridor studies is based on the amount spent by the State and counties for two recent similar studies: the Montgomery County Bus Rapid Transit Study and the Southern Maryland Rapid Transit study. The total cost for each of those studies ranged from approximately \$2.5 million to \$3.5 million. Compared to feasibility studies, which tend to be broader, implementation studies (which are required by the bill) require in-depth analysis with significant engineering planning and community involvement. This analysis assumes that each corridor study costs \$3.0 million.

Additional staffing costs are anticipated for the commission because its current responsibilities are limited to involvement in the development of the Central Maryland Regional Transit Plan, which is scheduled to be completed by the end of the current fiscal year (July 1, 2020). Monitoring and reviewing the implementation of the plan, as required by the bill, requires significantly more commission involvement than would otherwise be required. Additionally, this estimate assumes significant public involvement at each meeting, requiring numerous electronic and printed mailings to advertise the meetings and specialized printed materials for attendees at each meeting.

Additional Information

Prior Introductions: None.

Designated Cross File: None.

Information Source(s): Maryland Department of Transportation; Baltimore City; Baltimore and Harford counties; Department of Legislative Services

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