

Department of Legislative Services
 Maryland General Assembly
 2012 Session

FISCAL AND POLICY NOTE

House Bill 1133 (Delegate Carter)
 Environmental Matters

State Highway Administration - Closure of Interstate 70 for Red Line Transit
 Project Expansion Prohibited

This emergency bill prohibits the State Highway Administration (SHA) from closing Interstate 70 (I-70) east of Interstate 695 (I-695) for construction of the Red Line transit project. The bill requires I-70 east of I-695 to be kept open and maintained for motor vehicle use. Prior to commencing any Red Line modification to I-70 east of I-695, SHA must obtain consent from the owners or residents of at least 65% of the properties within a 2.5-mile radius of the modification.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by \$25,000 in FY 2012, assuming the bill takes effect in April 2012, to conduct outreach and seek consent from residents. Federal revenues may be affected in FY 2014 and subsequent years to the extent the bill delays or limits Red Line implementation; however, any such impact cannot be reliably estimated at this time.

(in dollars)	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
FF Revenue	\$0	\$0	(-)	(-)	(-)
SF Expenditure	\$25,000	\$0	\$0	\$0	\$0
Net Effect	(\$25,000)	\$0	\$0	\$0	\$0

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

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law: The Maryland Transit Administration (MTA) is authorized to develop and coordinate policies and plans for the preservation, improvement, or provision of railroad facilities and railroad services; conduct project planning and preliminary engineering related to railroad facilities; and monitor railroad passenger and freight services to assure maximum benefits to Maryland communities and business.

When conducting the Red Line transit project referred to in the Maryland Department of Transportation's (MDOT) fiscal 2008-2013 *Consolidated Transportation Program* (CTP), MTA must consider (1) the establishment of a dedicated fund within the construction budget to compensate property owners whose property is damaged during construction; (2) the redevelopment of commercial areas in consultation with specified entities; and (3) methods for providing hiring preference for construction jobs to specified nearby residents. MTA may not acquire any real property for construction of the Red Line in fiscal 2008 through 2013 if the acquisition results in involuntary residential displacement.

Background: The Red Line is a 14-mile, east-west light rail line that will run from Woodlawn through downtown Baltimore to the Johns Hopkins Bayview Medical Center Campus. The alignment includes two major tunnels under Cooks Lane and under downtown Baltimore. It will link to the north-south light rail, Metro, and Maryland Area Regional Commuter trains. A total of 19 stations are planned, and ridership is forecast to be approximately 60,000 riders per day in 2030.

MDOT's fiscal 2012-2017 CTP indicates Red Line engineering and right-of-way acquisitions will continue through fiscal 2014. To date, MTA has received Federal Transit Administration grants for planning and preliminary engineering work associated with the project. The CTP includes \$62.0 million in TTF funding in fiscal 2013 for the project and, in fiscal 2014, \$82.5 million in TTF and federal funds is budgeted. Because financial plans and federal funding agreements have not been finalized for the Red Line, the CTP does not include funding for the project in fiscal 2015 through 2017. The Red Line is estimated to cost a total of \$2.2 billion.

State Fiscal Effect: MDOT advises that several changes will be made to I-70 east of I-695 as a result of constructing the Red Line. For example, I-70 access configurations will be adjusted, thus requiring users to enter and exit the road in different ways. In addition, because the use and character of the road is being altered, a *portion* of I-70 will likely be designated as a lower classification roadway rather than an interstate highway.

Red Line construction may require portions of I-70 to be closed, at least temporarily, and will result in modifications to I-70. Thus, TTF expenditures increase by an estimated \$25,000 in fiscal 2012 for contractual costs associated with obtaining consent from property owners or residents. This estimate reflects costs associated with advertisements, outreach mailings, and community meetings.

To the extent the bill delays or limits project implementation, federal funding for the project may be affected in fiscal 2014 and future years; however, any such impact cannot be reliably estimated at this time.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Maryland Department of Transportation, Department of Legislative Services

Fiscal Note History: First Reader - March 9, 2012
mm/lgc

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