

Department of Legislative Services
Maryland General Assembly
2012 Session

FISCAL AND POLICY NOTE
Revised

House Bill 605 (Delegate Oaks, *et al.*)
Environmental Matters

Finance

Transportation - Baltimore Corridor Red Line Transit Study

This bill extends existing provisions of law through fiscal 2018 that (1) require the Maryland Transit Administration (MTA), when implementing the Red Line transit project, to consider certain factors; and (2) prohibit specified property acquisitions as part of Red Line construction.

Fiscal Summary

State Effect: The bill does not materially affect State operations or finances.

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law: 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.

MTA advises that residential displacement is not expected to occur as a result of any of the Red Line alternatives.

Additional Information

Prior Introductions: None.

Cross File: SB 493 (Senator Gladden) – Finance.

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

Fiscal Note History: First Reader - March 1, 2012
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