

Department of Legislative Services
Maryland General Assembly
2013 Session

FISCAL AND POLICY NOTE
Revised

House Bill 234

(Delegate Oaks, *et al.*)

Environmental Matters

Budget and Taxation

Transportation - Baltimore Corridor Red Line Transit Study

This bill makes existing provisions of law permanent 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. The requirement to consider certain factors and the prohibition against property acquisitions must be applied by MTA in conjunction with Baltimore City.

The bill takes effect July 1, 2013.

Fiscal Summary

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

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

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 2013-2018 CTP indicates Red Line engineering 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 \$40.6 million in Transportation Trust Fund and federal funds in fiscal 2014 for the project. Because State financing sources and federal funding agreements are uncertain, the CTP does not include funding for the project in fiscal 2015 through 2018. 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: SB 493 of 2012, a similar bill, passed in the Senate and passed second reading in the House, but no further action was taken. Its cross file, HB 605, passed the House with amendments and passed second reading in the Senate, but no further action was taken.

Cross File: None.

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

Fiscal Note History: First Reader - February 5, 2013
mlm/lgc Revised - House Third Reader - March 18, 2013

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