

Department of Legislative Services  
Maryland General Assembly  
2019 Session

FISCAL AND POLICY NOTE  
First Reader

House Bill 763 (Delegate Shetty, *et al.*)  
Environment and Transportation

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Maryland Transit Administration - Coordination of Public Transportation  
Network

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This bill requires the Maryland Transit Administration (MTA) to coordinate with the Washington Metropolitan Area Transit Authority (WMATA) and the local transportation authorities of each county and municipality to improve the statewide public transportation network.

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Fiscal Summary

**State Effect:** *Under one set of assumptions*, MTA can coordinate with WMATA and local governments in the manner required by the bill using existing budgeted resources, as discussed below. Revenues are not directly affected but could be affected by decisions made by MTA, WMATA, and the local governments.

**Local Effect:** Local governments can coordinate with MTA and WMATA, as appropriate, using existing resources, as discussed below. Revenues are not directly affected but could be affected by decisions made by MTA, WMATA, and the local governments.

**Small Business Effect:** Minimal.

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Analysis

**Bill Summary:** The coordination undertaken by MTA, WMATA, and local transportation authorities must include (1) coordinating schedules among the bus, rail, and subway transportation services under the jurisdiction of each entity and (2) providing incentives, including reduced fares, for users of multiple modes of public transportation.

## **Current Law/Background:**

### *Transit Services in the State*

MTA operates a comprehensive transit system throughout the Baltimore-Washington metropolitan area, including more than 50 local bus lines in Baltimore and other services such as the light rail, Baltimore Metro subway, commuter buses, Maryland Area Regional Commuter (also known as MARC) trains, and mobility/paratransit vehicles. MTA is also responsible for hundreds of transit stations. Numerous counties and cities in the State, such as Montgomery and Prince George's counties and Ocean City, also maintain and operate local bus systems.

The State provides annual grant funding (along with the Commonwealth of Virginia and District of Columbia) for the operations and capital expenses of WMATA and its transit services. WMATA operates the Metrorail, Metrobus, and MetroAccess systems to provide public transit services in and around the District of Columbia metropolitan area. Specifically, WMATA maintains and operates 11,500 bus stops for its 1,500 buses, as well as 91 transit stations for its six color-coded rail lines.

### *Transportation Planning – Generally*

Long-term transportation planning in the State is a collaborative process designed to consider input from the public, local jurisdictions, metropolitan planning organizations, and elected officials. Among the numerous reports, meetings, and discussions that take place, two important documents are developed to guide transportation planning in the State: the *Consolidated Transportation Program (CTP)* and the *Maryland Transportation Plan (MTP)*. The CTP, which is issued annually to the General Assembly, local elected officials, and interested citizens, provides a description of projects proposed by the Maryland Department of Transportation (MDOT) for development and evaluation or construction over the next 6-year period. The MTP is a 20-year forecast of State transportation needs based on MDOT's anticipated financial resources during that 20-year period. It must be revised every 5 years through an inclusive public participation process. Furthermore, it must be expressed in terms of goals and objectives and include a summary of the types of projects and programs that are proposed to accomplish the goals and objectives, using a multimodal approach when feasible. The MTP was last updated in 2014.

**State/Local Fiscal Effect:** To some extent, coordination between State and local transportation agencies and WMATA already takes place through existing planning processes (such as the meetings and reports discussed above for the development of the CTP and MTP). Discussions on the scheduling and incentive issues identified by the bill can likely be included into the existing planning processes using existing resources. However, to the extent that the bill is intended to require MTA and local governments to

establish new planning and collaboration processes, Transportation Trust Fund (TTF) and local expenditures increase significantly to do so. MTA would, at the very least, be required to hire a coordinator to manage the additional discussions and meetings that would need to take place.

Additionally, TTF and local government operations and finances may be affected depending on the decisions made by MTA, local transportation agencies, and WMATA regarding scheduling and incentives, such as fare reductions; however, any such impact cannot be reliably predicted and is, therefore, not included in this analysis.

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### **Additional Information**

**Prior Introductions:** None.

**Cross File:** None.

**Information Source(s):** Maryland Department of Transportation; Baltimore, Charles, Frederick, and Montgomery counties; Maryland Municipal League; Department of Legislative Services

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