HOUSE BILL 632

ENROLLED BILL
— Appropriations and Environment and Transportation/Budget and Taxation and Finance —

Introduced by Delegates Rosenberg, Smith, Attar, and Bridges

Read and Examined by Proofreaders:

_______________________________________________
Proofreader.

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Proofreader.

Sealed with the Great Seal and presented to the Governor, for his approval this
_____ day of ____________ at ____________________ o’clock, ______M.

_______________________________________________
Speaker.

CHAPTER ______

1 AN ACT concerning

2 Baltimore East–West Corridor – Transit Study – Requirements

3 FOR the purpose of requiring the State Department of Transportation to complete certain
   processes and secure a certain decision for the Red Line and a certain MARC rail
   extension; requiring the Department to prepare a certain plan; requiring, for certain
   fiscal years, that the Governor include in the annual budget bill certain
   appropriations for certain purposes, subject to the receipt of certain federal funds;
   prohibiting the Maryland Transit Administration, under certain circumstances,
   from acquiring real property; and generally relating to the Baltimore metropolitan
   area east–west corridor.

11 BY adding to
12 Article – Transportation
13 Section 7–714

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.
[Brackets] indicate matter deleted from existing law.
Underlining indicates amendments to bill.
Strike-out indicates matter stricken from the bill by amendment or deleted from the law by
amendment.
Italics indicate opposite chamber/conference committee amendments.
Annotated Code of Maryland
(2020 Replacement Volume and 2021 Supplement)

BY repealing
Chapter 2 of the Acts of the General Assembly of the 2006 Special Session
Section 2

BY repealing
Chapter 3 of the Acts of the General Assembly of the 2006 Special Session
Section 2

BY repealing
Chapter 2 of the Acts of the General Assembly of the 2006 Special Session, as
Section 1

BY repealing
Chapter 3 of the Acts of the General Assembly of the 2006 Special Session, as
Section 1

BY repealing
Chapter 570 of the Acts of the General Assembly of 2009

Preamble

WHEREAS, The Maryland Transit Administration has undertaken the Baltimore Corridor Transit Study – Red Line for a proposed 10–mile rapid transit line for the Baltimore metropolitan area; and

WHEREAS, The Red Line transit corridor encompasses a large number of residents, small and large businesses, schools, churches, and other community institutions, all of which are deeply concerned about the future of their communities; and

WHEREAS, Effective, high–quality public transportation is important to these communities; and

WHEREAS, Public transit must be frequently available, reliable, and safe, and must provide an efficient and economical means to connect community members to major destinations throughout the Baltimore metropolitan area; and

WHEREAS, First and foremost, the Red Line should improve the public transportation system in the Baltimore metropolitan area and in the communities surrounding the Red Line transit corridor, and should be planned in a manner to serve those communities and foster economic development; and
WHEREAS, It is the intent of the General Assembly that, during the course of planning and constructing the Red Line project, the Administration adhere to the best practices of transit planning and implementation; and

WHEREAS, It is the intent of the General Assembly that community members participate in the planning process for the Red Line project and seek to fairly represent the interests of all community members; now, therefore,

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND, That the Laws of Maryland read as follows:

Article – Transportation

7–714.

(A) IN THIS SECTION, “Red Line” means a rail transit facility using one or more vehicles operating in tandem on a fixed rail in a combination of at-grade, elevated, and underground configurations through Baltimore City and Baltimore County along a generally east to west alignment between the terminus of Security Boulevard on the west and the Johns Hopkins Bayview Medical Center on the east, connecting as appropriate to other fixed-route transit services.

(B) (1) Subject to subsection (c) of this section and contingent on the receipt of federal funds, the Department promptly shall:

(I) Undertake all steps necessary to complete planning, preliminary engineering, and the National Environmental Policy Act process and secure a record of decision for:

1. The Red Line; and

2. A MARC rail extension to the Johns Hopkins Bayview Medical Center; and

(II) Prepare a plan for the funding and financing of the construction and operation of:

1. The Red Line; and

2. A MARC rail extension to the Johns Hopkins Bayview Medical Center.

(2) In planning the Red Line and MARC rail extension, the Department shall:
(I) Seek to avoid any residential displacement;

(II) Study the economic and employment impacts of constructing and operating the Red Line and MARC rail extension;

(III) Consider measures to protect and enhance the physical and economic well-being of the residents of the study area; and

(IV) Make its findings publicly available.

(3) The Department shall give due consideration to previously completed engineering and environmental studies.

(C) (1) Subject to paragraph (2) of this subsection, in each of fiscal years 2024 through 2027, the Governor shall include in the annual budget bill an appropriation from the Transportation Trust Fund of at least $5,000,000, contingent on the receipt of federal funds to be used to provide matching funds needed to conduct an environmental impact study under the National Environmental Policy Act for:

(I) The Red Line; and

(II) A MARC rail extension to the Johns Hopkins Bayview Medical Center.

(2) An appropriation required under paragraph (1) of this subsection may be reduced by the amount of the total authorized in the prior fiscal year to conduct the environmental impact study.

(D) (1) Subject to paragraph (2) of this subsection and contingent on the receipt of federal funds to be used to provide matching funds, for fiscal year 2024 and each fiscal year thereafter, the Governor shall include in the annual budget bill an appropriation from the Transportation Trust Fund of $200,000 to the Baltimore City Mayor's Office of Employment Development for workforce development and small, minority, and women-owned business development.

(2) It is the intent of the General Assembly that the funds appropriated to the Baltimore City Mayor's Office of Employment Development shall supplement, and not supplant, funds otherwise
AVAILABLE FOR THE BALTIMORE CITY MAYOR’S OFFICE OF EMPLOYMENT DEVELOPMENT.

(E) IN CONDUCTING THE RED LINE TRANSIT PROJECT, THE ADMINISTRATION MAY NOT ACQUIRE ANY REAL PROPERTY FOR PLANNING, CONSTRUCTION, OPERATION, OR MAINTENANCE OF THE RED LINE IF THE ACQUISITION WOULD RESULT IN INVOLUNTARY RESIDENTIAL DISPLACEMENT.

SECTION 2. AND BE IT FURTHER ENACTED, That it is the intent of the General Assembly that the Maryland Transit Administration, in cooperation with the local governments in the Baltimore metropolitan area and appropriate State agencies, develop and implement workforce development strategies that maximize participation by residents in the east–west corridor in jobs created by and for east–west corridor transit projects.

SECTION 3. AND BE IT FURTHER ENACTED, That it is the intent of the General Assembly that the Maryland Congressional Delegation be requested to advocate changes in federal law and policy that will:

(1) increase the level of federal funding for and formula participation in New Starts transit projects to a level consistent with other surface transportation investments; and

(2) reduce biases in the federal New Starts funding formula against the northeastern and industrial regions of the United States that have smaller public rights–of–way and higher utility relocation and environmental hazard mitigation costs.

SECTION 4. AND BE IT FURTHER ENACTED, That it is the intent of the General Assembly that the Maryland Department of Transportation coordinate any existing study of the Baltimore East–West Corridor with the activities required under § 7–714 of the Transportation Article, as enacted by Section 1 of this Act, in a manner that maximizes State resources and avoids unnecessary steps or duplication of efforts.

SECTION 5. AND BE IT FURTHER ENACTED, That it is the intent of the General Assembly that, unless it causes undue delay, the activities required under § 7–714 of the Transportation Article, as enacted by Section 1 of this Act, include extending the Red Line to the east from the Johns Hopkins Bayview Medical Center into Baltimore County.

SECTION 6. AND BE IT FURTHER ENACTED, That Section(s) 2 of Chapter 2 of the Acts of the General Assembly of the 2006 Special Session be repealed.

SECTION 7. AND BE IT FURTHER ENACTED, That Section(s) 2 of Chapter 3 of the Acts of the General Assembly of the 2006 Special Session be repealed.


SECTION 9. AND BE IT FURTHER ENACTED, That this Act shall take effect July 1, 2022.

Approved:

________________________________  _______________________
                              Governor.

________________________________  _______________________
                              Speaker of the House of Delegates.

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                              President of the Senate.