

Department of Legislative Services  
 Maryland General Assembly  
 2022 Session

FISCAL AND POLICY NOTE  
 Third Reader - Revised

House Bill 1336

(Delegate Bridges)

Appropriations and Environment and  
 Transportation

Finance

**Greater Baltimore Transit Governance and Funding Commission**

This bill establishes the Greater Baltimore Transit Governance and Funding Commission to study, review, and make recommendations on specified issues related to transit governance and funding for the Baltimore area transit system. The commission must be staffed by the Baltimore Metropolitan Council (BMC). By December 1, 2022, the commission must submit an interim report of its findings and recommendations to the Governor and the General Assembly; by December 1, 2023, a final report is due. **The bill takes effect June 1, 2022, and terminates December 31, 2023.**

**Fiscal Summary**

**State Effect:** No effect in FY 2022. General fund expenditures increase by an estimated \$100,000 in FY 2023 and \$75,000 in FY 2024. Transportation Trust Fund (TTF) expenditures may also increase (not reflected below). Revenues are not affected.

(in dollars)	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Revenues	\$0	\$0	\$0	\$0	\$0
GF Expenditure	0	100,000	75,000	0	0
Net Effect	\$0	(\$100,000)	(\$75,000)	\$0	\$0

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

**Local Effect:** The bill does not directly affect local government operations and finances.

**Small Business Effect:** Minimal.

## Analysis

**Bill Summary:** The Greater Baltimore Transit Governance and Funding Commission must:

- review the findings of the Baltimore Regional Transit Governance and Funding Study published by the Baltimore Regional Transportation Board in August 2021;
- make recommendations to the General Assembly and the Governor regarding changes to the funding and governance of transit in the greater Baltimore region;
- study, analyze, and recommend alternative governance and funding models for the Baltimore area transit system to the current State-led model;
- identify potential approaches that (1) equitably distribute governance and funding responsibilities in mass transit and (2) improve performance, accountability, and ridership on Baltimore's transit system;
- review the Maryland Department of Transportation's (MDOT) projected capital needs for comparison with the repair and service needs of the greater Baltimore public transit system;
- study examples from peer regions of successful structures for shared public transportation funding and oversight;
- review potential alternative distributions of responsibilities for public transportation planning, oversight, and funding among State and local governments to improve the planning and delivery of public transportation in the greater Baltimore region;
- review potential alternative entities or governance structures for regional mass transit that include (1) the study of whether a new regional transportation entity could be created or existing entities could be given new responsibilities and (2) exploration of the general powers, duties, funding, financing, and budget authority of any potential entity;
- locate potential State, local, or regional funding sources for public transportation;
- coordinate with State, local, and other providers of public and private transit in the region; and
- complete any additional steps needed to improve coordination among public transportation services in the region.

The commission must meet at least four times per calendar year. Commission members may not receive compensation but are entitled to reimbursement for expenses, as specified.

## **Current Law:**

### *Maryland Transit Administration*

The Maryland Transit Administration (MTA) is a modal unit within MDOT, and it 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, MARC trains, and mobility/paratransit vehicles. Except for the Washington Metropolitan Area transit system, MDOT and MTA are generally the agencies responsible for the construction and operation of transit lines in the State.

To the extent practicable, MTA's transit plans must (1) implement the general development plan of BMC and (2) in order to provide for a balanced transportation system and for the coordination of transit planning and general planning, be prepared in consultation with BMC.

### *Baltimore Metropolitan Council*

[BMC](#) is a private nonprofit regional council of governments that includes all of Baltimore City and Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's counties. Broadly, the purposes of BMC are to:

- serve as a forum for local officials and their representatives to identify and address problems in the region;
- provide a central source of information and coordination for fashioning responses to needs in the region;
- assist local jurisdictions in developing regional policies, prioritizing regional infrastructure needs, and developing regional strategies; and
- facilitate coordination and collaboration among local jurisdictions and organizations in the Baltimore region to foster economic growth and development in the region in areas that include transportation, housing, workforce development, and renewable energy projects and usage.

**State Expenditures:** BMC is a private nonprofit organization and does not receive a direct appropriation from the State. BMC does not have resources to support the work of the commission without general funds provided by the State. Accordingly, it is assumed that any costs incurred by BMC under the bill must be supported with general funds.

A significant portion of the review and research requirements included in the bill have been addressed in the August 2021 [Baltimore Regional Transit Governance and Funding Study](#)

conducted by BMC. BMC anticipates, therefore, that the commission will largely focus on reviewing, discussing, researching, and contemplating the implementation of the findings of that study rather than conducting original research. Under that assumption, general fund expenditures increase by an estimated \$100,000 in fiscal 2023 and \$75,000 in fiscal 2024 to provide funding to BMC to staff the commission and engage the consultant that conducted the initial BMC study to assist with the work of the commission.

However, to the extent that the work of the commission involves more research and analysis than currently anticipated, costs may be higher. In addition, to the extent the commission needs the support and assistance of MDOT, TTF expenditures may increase by up to \$200,000 total (in fiscal 2023 and 2024).

This analysis assumes that no costs are incurred in fiscal 2022; if the commission meets in June 2022, any potential minimal costs can be absorbed with existing budgeted resources.

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### **Additional Information**

**Prior Introductions:** None.

**Designated Cross File:** None.

**Information Source(s):** Maryland Department of Transportation; Baltimore Metropolitan Council; Baltimore, Carroll, Harford, and Howard counties; Department of Legislative Services

**Fiscal Note History:** First Reader - March 8, 2022  
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