

Chapter 483

(Senate Bill 617)

AN ACT concerning

Maryland Transit Administration – Fare Price Requirements – Alterations

FOR the purpose of repealing certain requirements that the Maryland Transit Administration increase fares for certain transit services in a certain manner; repealing certain provisions prohibiting the Administration from increasing fares under certain circumstances; and generally relating to fare prices for mass transit services and the Maryland Transit Administration.

BY repealing and reenacting, with amendments,
 Article – Transportation
 Section 7–208(b–1) and 7–506(a)(1)
 Annotated Code of Maryland
 (2020 Replacement Volume and 2022 Supplement)

BY repealing
 Article – Transportation
 Section 7–208(b–2)
 Annotated Code of Maryland
 (2020 Replacement Volume and 2022 Supplement)

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

Article – Transportation

7–208.

(b–1) **(1)** Subject to § 7–506 of this title **AND PARAGRAPH (2) OF THIS SUBSECTION**, the Administration[:

(1) Subject to items (2), (3), (4), (5), and (6) of this subsection,] shall set the fare prices and collect other operating revenues [in accordance with this section;].

(2) [Beginning in fiscal year 2015, shall:

(i) On a biennial basis, increase base fare prices and the cost of multiuse passes to the nearest 10 cents for all transit services except those services listed in item (ii) of this item by the same percentage as the biennial increase in the Consumer Price Index for all urban consumers, as determined from January 1, 2012, to December 31, 2013, and each subsequent 2–year period for which the amount is being calculated;

(ii) Every 5 years, increase one-way zone fare prices and the cost of multiuse passes to the nearest dollar for commuter rail and commuter bus service by:

1. At least the same percentage as the 5-year increase in the Consumer Price Index for all urban consumers, as determined from January 1, 2009, to December 31, 2013, and each subsequent 5-year period for which the amount is being calculated; and

2. Any additional amount the Administration determines is necessary after considering factors affecting commuting costs applicable to the jurisdictions in which the Administration provides commuter service, including:

- A. Monthly parking fees;
- B. The retail price per gallon of motor fuel;
- C. The amount of any monthly federal commuting subsidy;
- D. Fare prices for intercity rail service; and
- E. Any other relevant commuting costs;

(3) May] **THE ADMINISTRATION MAY** not reduce the level of services provided by the Administration for the purpose of achieving a specific farebox recovery requirement[;

(4) May not increase fares for all transit services except those services listed in item (2)(ii) of this subsection by more than the amount required under item (2)(i) of this subsection;

(5) May not increase fares under item (2)(i) and (ii)1 of this subsection if there is a decline or no growth in the Consumer Price Index; and

(6) Shall include the amount of any increase in fares that would have occurred previously in the absence of rounding to the nearest 10 cents or nearest dollar when calculating fare increases for subsequent periods under item (2)(i) and (ii)1 of this subsection].

[(b-2) An increase in the Administration's fare prices by the minimum amount required under subsection (b-1) of this section is not subject to the requirements of § 7-506 of this title.]

7-506.

(a) (1) Except as provided in subsection (b) of this section [or § 7–208(b–2) of this title], until a public hearing is held on the matter, the Administration may not:

(i) Fix or revise any fare or rate charged the general public;

(ii) Establish or abandon any bus or rail route listed on a published timetable;

(iii) Change a bus or rail route alignment listed on a published timetable, unless the change is needed because of temporary construction or changes in the road network;

(iv) Reduce the frequency, number of days, or days of service for a commuter bus or commuter rail route without substituting a comparable level of service, unless the reduction is temporary or a result of:

1. A natural disaster;

2. Weather or other emergency conditions;

3. Schedule adjustments required by a third party that operates service on the same right-of-way; or

4. Other circumstances beyond the control of the Administration; or

(v) Establish or abandon a rail transit station.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July 1, 2023.

Approved by the Governor, May 8, 2023.