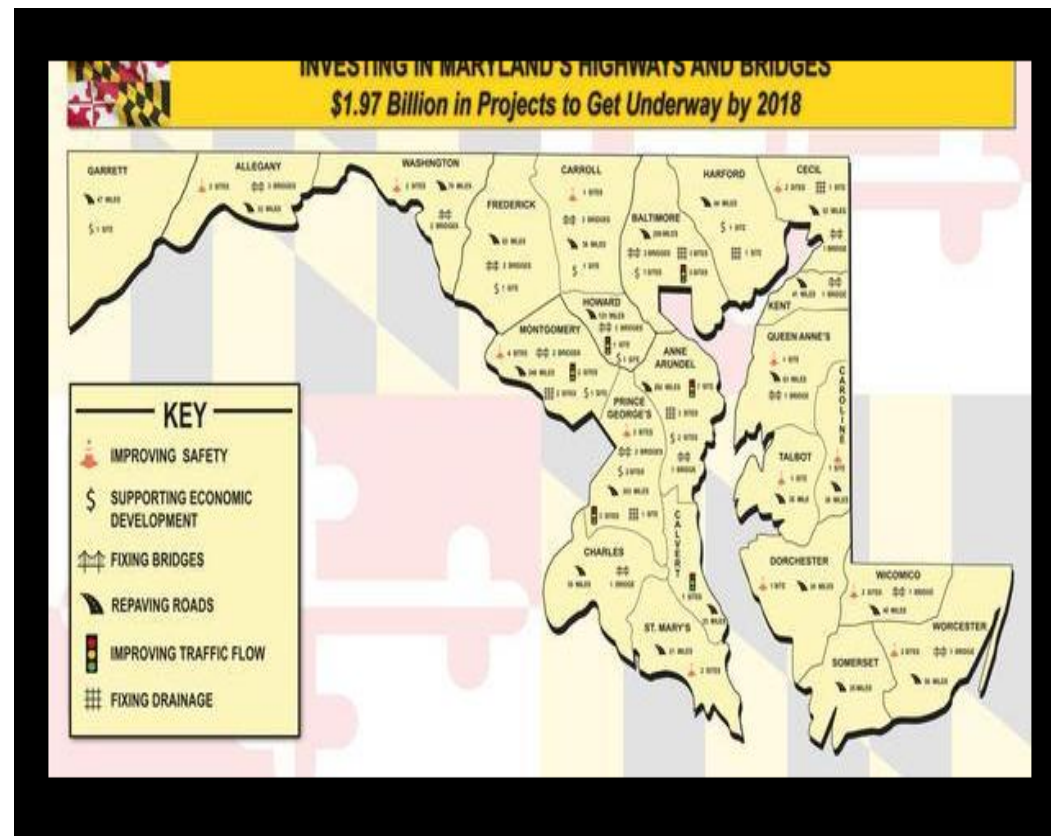


# **THE 2016 GENERAL ASSEMBLY SESSION – TRANSIT LEGISLATION**

**DELEGATE BROOKE LIERMAN**

# In the beginning...

- MTA was chronically underfunded
- Governor Hogan killed the Red Line, and diverted all money to other areas of the state
  - No money for Baltimore City, less than 1% for Baltimore County
  - \$2 billion – some going to speed up projects in the pipeline, \$845 m for new projects that Hogan and Rahn proposed and were not in the CTP previously
- Other States passing transparency models



So, the Appropriations Committee asked Sec. Rahn to explain Maryland's transportation policy and funding decisions...

## **Appropriations Committee Hearing on the CTP**

<https://www.youtube.com/watch?v=oRib3PGt2-8&feature=youtu.be>

# Transportation Package

- HB 1010: MTA Oversight & Planning Board
- HB 1012: Commuter Benefits – Tax Credit
- HB 1013: Maryland Open Transportation Investment Decision Act
- HB 672: Nice Memorial Bridge Funding

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HB 891: Farebox Recovery Mandate Repeal



# House Bill 1013

## The Maryland Open Transportation Investment Decision Act

Lead Sponsors: Delegate Beidle + Senator DeGrange

**Codifies State transportation goals and requires MDOT to develop a scoring system that must be used to evaluate whether and to what extent a “major transportation project” meets the State transportation goals.**

*Supporting Organizations: Mayor of Baltimore City, Maryland Common Cause, Sierra Club, Maryland Public Health Association, Coalition for a Smarter Growth, Transportation for America, The Maryland Environmental Health Network, Alliance of Nurses for Healthy Environments; Chesapeake Physicians for Social Responsibility, Citizens Planning and Housing Association, 1000 Friends of Maryland, Chesapeake Bay Foundation, Clean Water Acton, Eastern Shore Land Conservancy, Maryland Conservation Council, Maryland League of Conservation Voters, Maryland Public Interest Research Group Midshore River Conservancy, Public Justice Center, Montgomery County Office of Intergovernmental Relations, Transportation Alliance, Bike Maryland, Prince George’s County Office of the County Executive, Sierra Club, Greater Baltimore Committee, Charles County Chamber of Commerce*

# HB 1013 – Continuing to Implement MTP Goals

## **MDOT's Vision and Mission:**

Provide a well-maintained, sustainable and multimodal transportation system that facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.

## **2035 MTP Goals:**

### **Safety & Security**

Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards

### **System Preservation**

Preserve and maintain the State's existing transportation infrastructure and assets

### **Quality of Service**

Maintain and enhance the quality of service experienced by users of Maryland's transportation system

### **Environmental Stewardship**

Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources

### **Community Vitality**

Provide options for the movement of people and goods that support communities and quality of life

### **Economic Prosperity**

Support a healthy and competitive Maryland economy

# HB 1013: The Details

- Codifies the State Transportation Goals – and adds 3, including local planning and priorities.
- Requires MDOT to DEVELOP a SCORING system using those Transportation Goals.
- Requires that for MAJOR CAPITAL PROJECTS (a defined term) in SHA or MTA, MDOT must provide a SCORE for each project.
  - Over \$5 million total AND increases capacity/improves transit stations/using smart technology
- Allows MDOT final discretion. It states that MDOT must fund higher scoring projects but it may fund a lower-scoring project if it provides a written rationale.



# Veto Letter from Governor Hogan

April 1, 2016

TOLL FREE: 1-800-811-8336

TTY USERS CALL VIA MD RELAY

The Honorable Michael E. Busch  
Speaker of the House  
State House  
Annapolis, Maryland 21401

Dear Mr. Speaker:

In accordance with Article II, Section 17 of the Maryland Constitution, today I have vetoed House Bill 1013 – *Maryland Open Transportation Investment Decision Act of 2016*.

This regrettable legislation exemplifies the worst kind of policymaking and it is not in the best interest of Maryland taxpayers. House Bill 1013 represents the beginning of what could be a long term fundamental shift in how transportation decisions are made, with political forces and unaccountable special interests manipulating the legislative process to dictate what projects get built.

I have said repeatedly that every decision I make will be put to a simple test: Will this law or action make it easier for families and small businesses to stay in Maryland, and will it make more families and businesses want to come to Maryland? This bill miserably fails the simple test.

By establishing arbitrary new criteria to guide transportation decisions in Maryland, the bill may harm our State's competitiveness and could degrade the quality of life for Marylanders for decades to come. In a worrying preview of what could happen in future years, this bill was constructed in a secretive and haphazard manner with enormous input from political pressure groups but with no real thought and no meaningful input from the Department of Transportation

*The Honorable Michael E. Busch*  
April 1, 2016  
Page 3

I was an outspoken critic of the transportation decisions made under the previous administration, including the wide scale cuts to local road funding and the syphoning of a billion dollars from the Transportation Trust Fund, which the legislature later put under lock and key to prevent future raids.

The previous Governor acknowledged that our highways were deteriorating and our bridges were crumbling but House Bill 1013 has the potential to once again put Maryland roads and highways on a path of neglect and underinvestment. I would be defaulting on my vow to Marylanders if I did not make every effort to resist the passage of this bill.

For these reasons, I have vetoed House Bill 1013.

Sincerely,



Lawrence J. Hogan, Jr.  
Governor

# House Bill 1012: Commuter Benefits-Eligibility and Credit Amount

As MTA, MARC, and DC Metro fares, parking and carpool expenses have increased, the existing tax credit to businesses offering commuter benefits to their employees has not increased. Offering employees commuter benefits has become less and less attractive to the state employers.

House Bill 1012 doubles the commuter benefits tax credit from \$50 a month to \$100. It reduces carpool eligibility from 8 riders to 6 riders to encourage more carpooling and adapt to current rideshare advances using apps and technology.

***Passed Unanimously.***

# HB 1010: MTA Oversight and Planning Board

This bill creates an Oversight & Planning Board for the Maryland Transit Administration (MTA), and codifies three existing citizen advisory councils (giving each a seat on the Board).

Members include:

- ✓ A member of (1) MTA's Citizens Advisory Council, (2) the MARC Riders group, (3) the Assessable Transportation Advisory Council
- ✓ A commuter bus service rider
- ✓ Two members are appointed by the General Assembly seven are appointed by the Governor, seven are appointed by local jurisdictions
- ✓ The Secretary of Transportation will serve as a nonvoting member.

*Key Supporters: Baltimore County, Baltimore City, Greater Baltimore Committee, Transportation for America, Central Maryland Transportation Alliance, Community Development Network of Maryland, Maryland Non-profits, Citizens Planning and Housing Association, The Waterfront Partnership, League of Women Voters of Maryland, Coalition for Smarter Growth, 1000 Friends of Maryland, Bike Baltimore, Baltimore Heritage, Baltimore Collegetown, Bluewater Baltimore, Clean Water Action, Maryland Conservation Council, Maryland Environmental Health Network, Maryland Public Interest Research Group, Maryland LCV*

**Why?** Every other major transit agency has one – good governance policy; in 2000 the Transit Policy Panel made this recommendation and more recently the Baltimore Metropolitan Council had the same recommendation. Now that we better understand the role of transit to our economy and to the betterment of our communities it is time to fix the problem with this oversight board.

# MTA Board Responsibilities...

## **Board responsibilities are to review and comment on:**

- MTA's annual operating budget and specific policies related to service quality
- MTA's newly required comprehensive multi-modal plan (to be updated and re-released every 5 years), and participate in federal, state, and local planning processes. (New plan pursuant to HB 1010)
- Policies encouraging public safety, transparency, accountability, customer service, regular communication, and prudent financial decision-making

## **Also the board will:**

- Study proposed transportation operations, plans, and services that complement MTA's role in Baltimore City and the counties in the Baltimore Metropolitan Area
- Advocate on behalf of Maryland residents and businesses for MTA public transit systems
- Solicit customer input to evaluate system priorities and resource allocation

## **Reporting**

- The Board will submit an annual report concerning MTA's progress toward meeting its strategic plan to the Governor, General Assembly, Secretary of Transportation, and Secretary of Commerce.

# House Bill 891: Farebox Recovery Rate-Repeal

Repeal of requirement that MTA recover a percentage of its funding from the farebox.

*Key Supporters: BEL/Sen. Madaleno were lead sponsors, and all members of the Baltimore City House Delegation co-sponsored House bill; Transportation Alliance, Central Maryland Regional Transit, Citizens Planning and Housing Association, Maryland League of Conservation Voters, 1000 Friends of Maryland, Clean Water Action, Maryland Conservation Council, Maryland Public Interest Research Group, Sierra Club*

Big reason it  
didn't pass?

*Because MTA &  
MDOT opposed  
it – even  
though it would  
have helped  
them.*

**Transit Policy Panel  
Final Report**

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3. The 40 percent farebox recovery mandate should be eliminated and replaced with objective performance indicators and management audits. Farebox recovery should be retained only as a performance indicator along with operating expense per vehicle mile, operating expense per passenger trip, and passenger trips per vehicle mile.

# FY17 Budget Information

The fiscal 2017 budget includes the required distributions of highway user revenues and an additional \$25 million for transportation grants to be distributed as follows; \$2 million for Baltimore City, \$4 million for counties, and \$19 million for municipalities.

For the State Highway Administration, the General Assembly restricted \$24 million of the capital appropriation for the State Highway Administration for:

- \$2 million for grants to counties to construct sound barriers for communities that are significantly impacted by traffic noise yet do not meet the eligibility criteria under the State Highway Authority's sound barrier program and
- \$22 million to construct infrastructure improvements to the Greenbelt Metro Station site in order to make it more attractive as a location for locating the headquarters of the Federal Bureau of Investigation.

## *Next Steps?*

- Good members on the MTA Board
- Rulemaking by MDOT pursuant to HB 1013
- Strategy for Farebox Mandate Repeal
- Monitoring planning & implementation of BaltimoreLink

**Questions? Comments?**

**Brooke.Lierman@house.state.md.us**