



Baltimore Region Transit Governance and Funding Study

*Presentation to Transit Choices
June 17, 2021*



Project Status



HISTORY OF MDOT MTA AND LOTS

Highlights

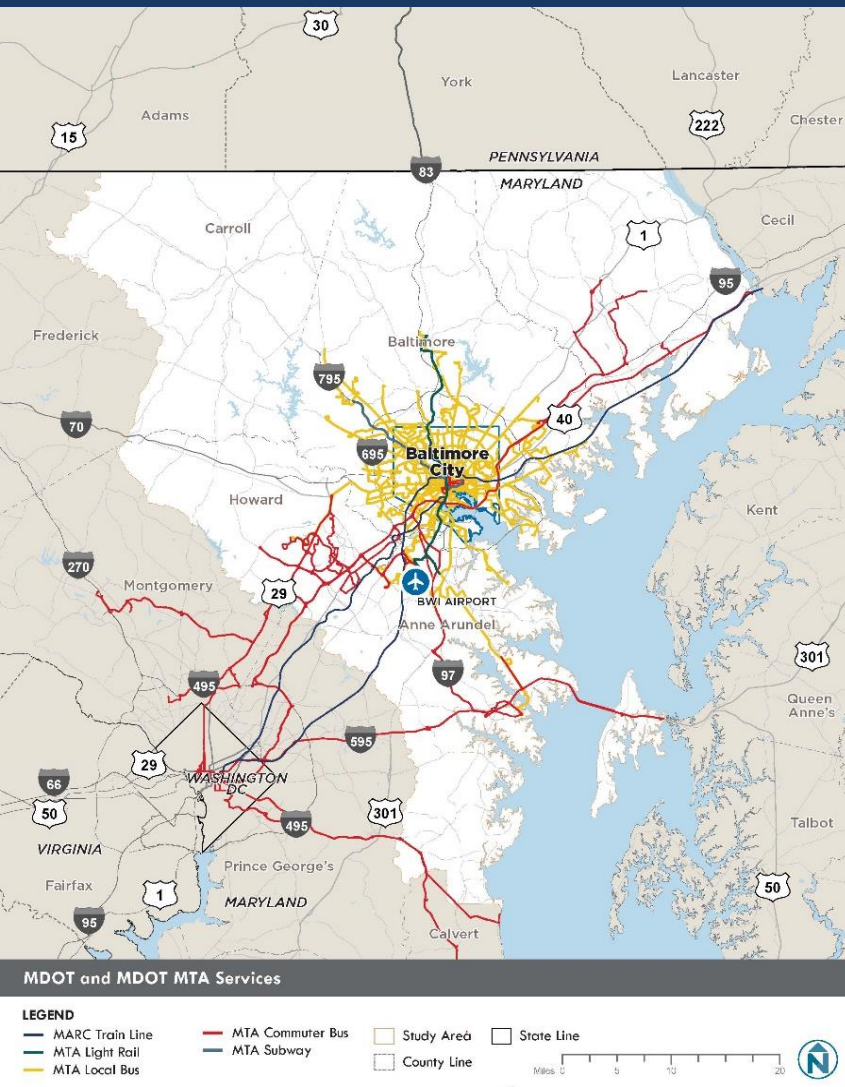
- Long history of State involvement in transit development and funding in the Baltimore Region
 - State's role created stability and created an early vision for rapid transit services
- Maryland has been less active in suburban systems
 - Provide technical support and funding but allow more local control
- The MTA expanded its jurisdiction twice:
 - Management of federal transit funding for statewide transit programs
 - Modal expansion from a Baltimore-oriented transit operator to the provider of light, heavy and commuter rail (MARC) and commuter bus services for the greater region

Technical Memo's are on our project page on our website and can be found [here](#):

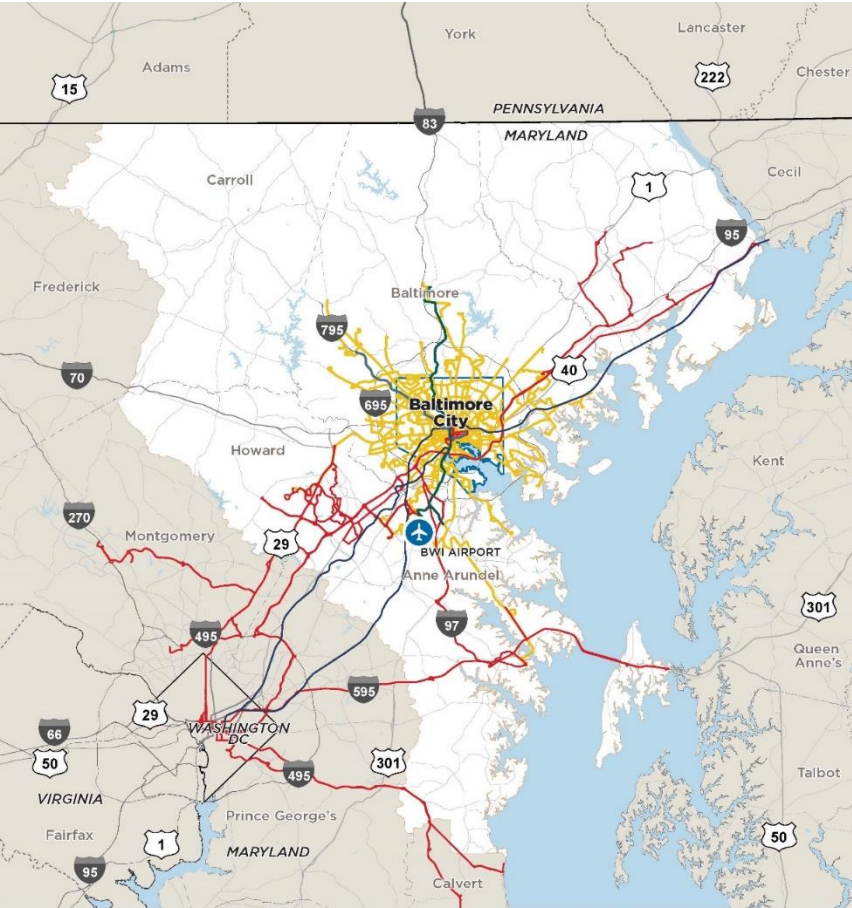
- <https://baltometro.org/transportation/planning-areas/multi-modal-planning/transit-human-service-transportation-coordination>

MDOT-MTA Services

- Directly-Operated or Contracted
- Core area services:
 - BaltimoreLink Bus
 - Light RailLink
 - SubwayLink
 - MobilityLink
 - Taxi
- Core service:
 - FY 2019 Operating Cost \$605,569,142
 - 1,216 Vehicles Operated
- Regional services:
 - MARC Commuter Rail
 - Commuter Bus
- Regional Service:
 - FY 2109 Operating Cost \$230,457,411
 - 429 Vehicles Operated



MDOT-MTA TODAY



MDOT and MDOT MTA Services



TRIPS

63,988,571

FIXED-ROUTE BUS:
CityLink, LocalLink, ExpressLink

6,966,072

LIGHTRAILLINK

7,275,335

METROSUBWAYLINK

2,992,499

MOBILITYLINK

9,180,885

MARC COMMUTER RAIL

3,623,587

MTA COMMUTER BUS

*All trip FY19

This map illustrates the Baltimore region, including parts of Maryland, Pennsylvania, Virginia, and Delaware. It highlights various transit systems and study areas. Key features include:

- Transit Systems:**
 - RTA Routes:** Shown in green, primarily in the Washington, DC area.
 - AAOOT:** Shown in dark blue, including the BWI Airport and Anne Arundel County.
 - Carroll Transit System:** Shown in yellow, located in Carroll County, Maryland.
 - Queen Anne's County Ride:** Shown in red, located in Queen Anne's County, Maryland.
 - Harford LINK:** Shown in dark green, located in Harford County, Maryland.
 - Charm City Circulator:** Shown in purple, located in Baltimore City, Maryland.
 - Annapolis Transit:** Shown in brown, located in Annapolis, Maryland.
- Study Areas:**
 - Baltimore County Ride:** Indicated by a light purple shaded area.
 - Study Area:** Indicated by a light yellow shaded area.
- Geographic Features:**
 - Counties:** Adams, York, Lancaster, Cecil, Kent, Talbot, Calvert, Prince George's, Fairfax, and Howard.
 - States:** Pennsylvania, Maryland, Virginia, and Delaware.
 - Highways:** Various routes are marked, including US-15, US-30, US-222, US-1, US-95, US-40, US-29, US-50, US-301, US-1, and US-95.
 - Water Bodies:** The Chesapeake Bay and various rivers are shown in blue.
- Legend:**
 - RTA Routes (Green line)
 - AAOOT (Dark Blue line)
 - Carroll Transit System (Yellow line)
 - Annapolis Transit (Brown line)
 - Queen Anne's County Ride (Red line)
 - Harford LINK (Dark Green line)
 - Charm City Circulator (Purple line)
 - Baltimore County Ride (Light Purple shaded area)
 - Study Area (Light Yellow shaded area)
 - State Line (White line with black dots)
 - County Line (Dashed line)
- Scale:** A scale bar at the bottom right indicates distances in miles (0, 5, 10, 20).
- North Arrow:** A blue circle with a white 'N' is located at the bottom right.

- [illegible]

LOTS IN EACH JURISDICTION

TRIPS

413,457

Annapolis Transit

295,177

Anne Arundel County Office of Transportation

1,400,238

Baltimore City Charm City Circulator

332,561

Harbor Connector

38,533

Baltimore CountyRide

161,867

Carroll Transit

358,500

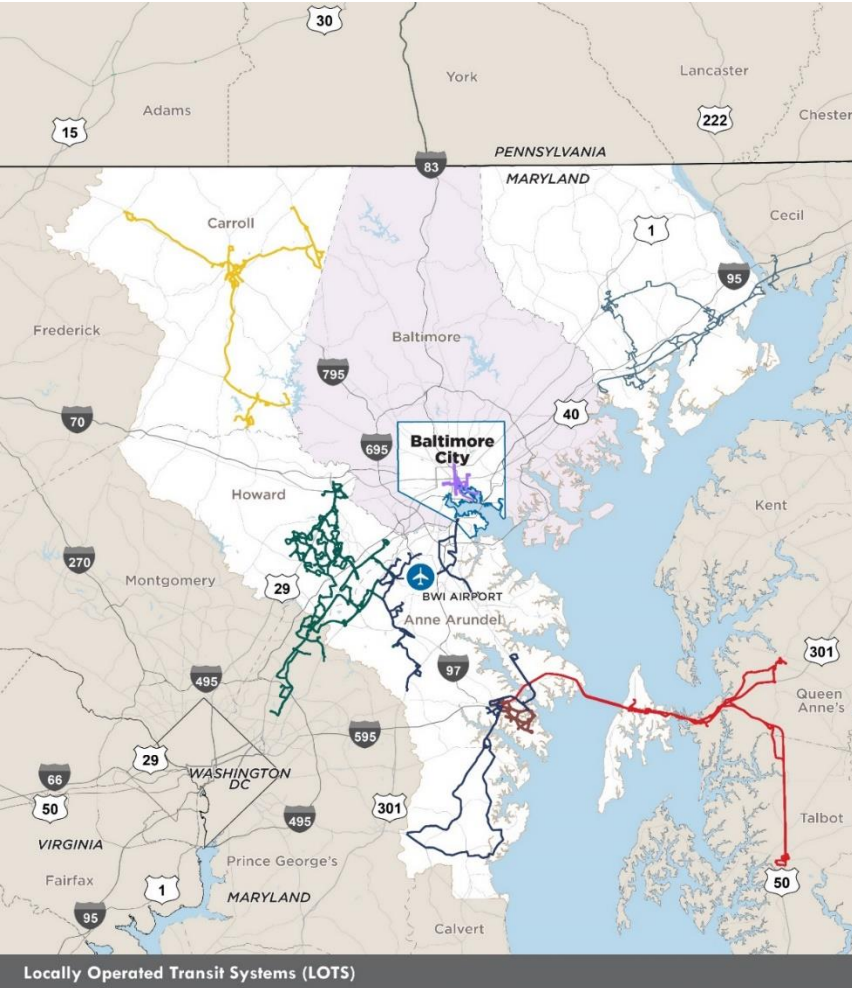
Harford Link

751,434

RTA

26,662

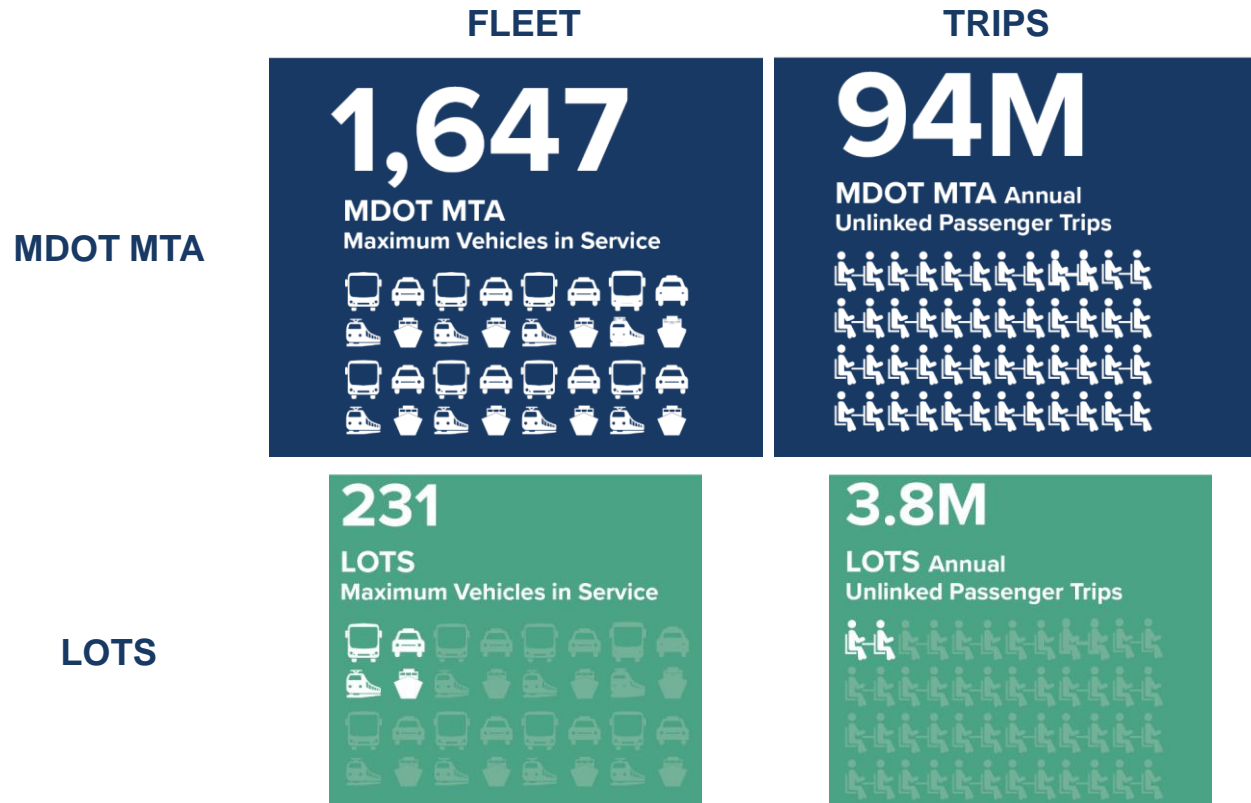
Queen Anne's County Ride



EVOLUTION OF THE LOTS IN BALTIMORE REGION

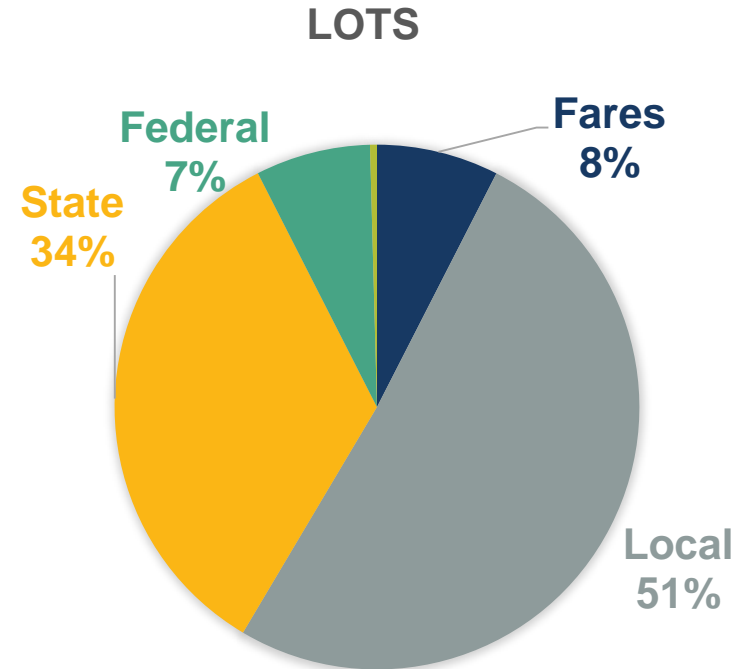
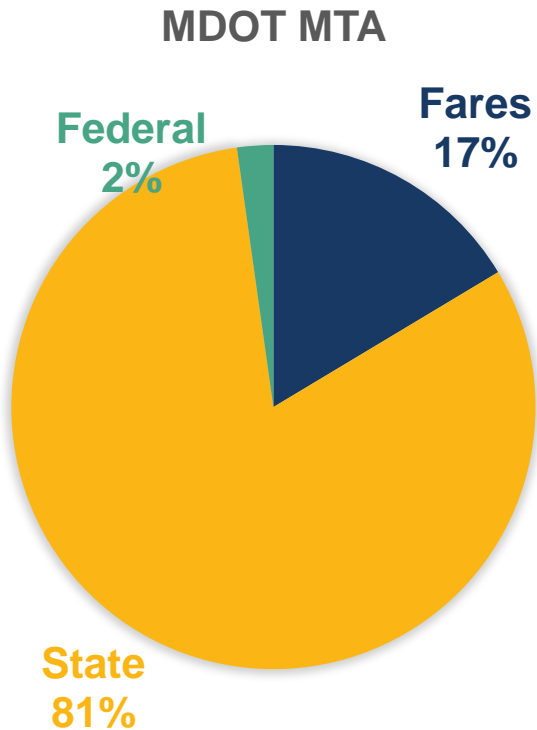
- Except for City of Annapolis, LOTS origins are in locally-provided human service transportation (primarily transportation for seniors and persons with disabilities)
 - Baltimore CountyRide operated by County Office on Aging until July 2020
 - Anne Arundel Department of Aging and Disabilities comes under Office of Transit in 2018
 - Queen Anne's County Ride still operated by county Department of Aging
 - Carroll County also began under Bureau of Aging
 - Harford transit begins in Office on Aging, 1989 begins public routes
 - Howard transit has origins in private non-profit URTA
- Unique situations:
 - Transit service in new city of Columbia evolves into today's RTA after efforts at developing a regional system to link eastern Howard, western Anne Arundel and northern Prince George's counties
 - Baltimore City identifies needs for specialized circulator and ferry service
 - The independent system in the City of Annapolis is continued
- Larger fixed-route systems develop where MDOT-MTA service is limited—Howard, Harford

System Scale Differences



Source: FY 2019 National Transit Database (NTD)

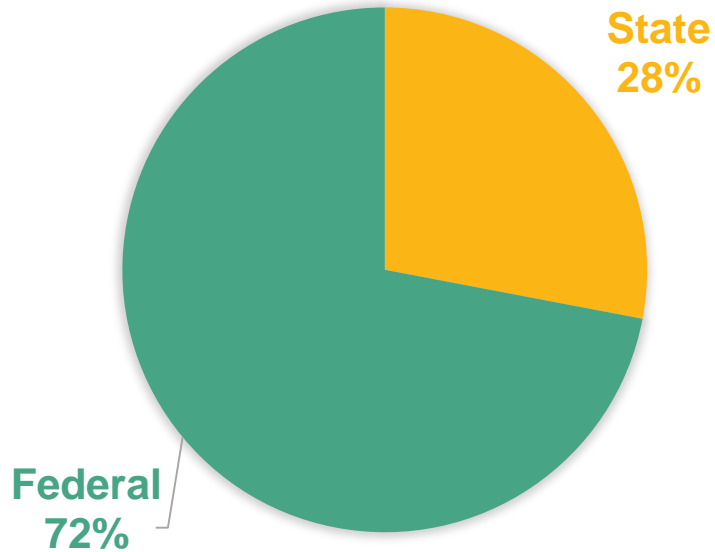
Operating Funding By Source



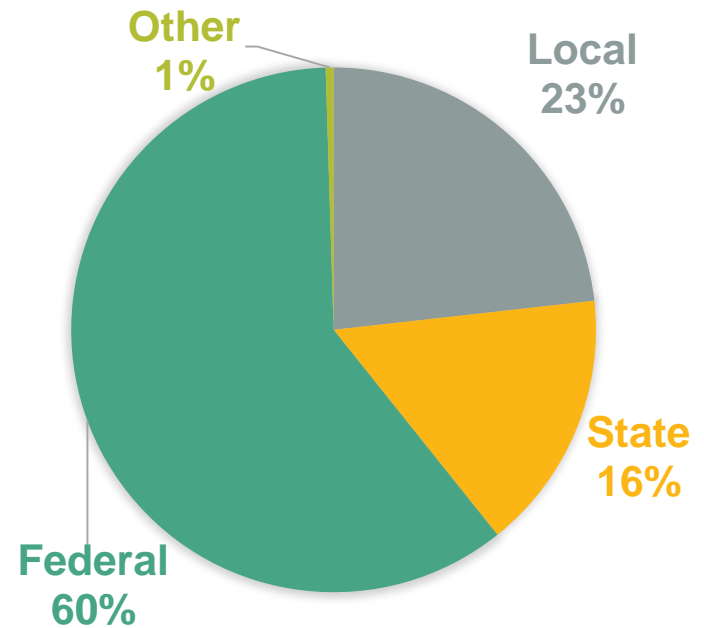
Source: National Transit Database 2019

Capital Funding By Source

MDOT MTA



LOTS



Source: National Transit Database 2019

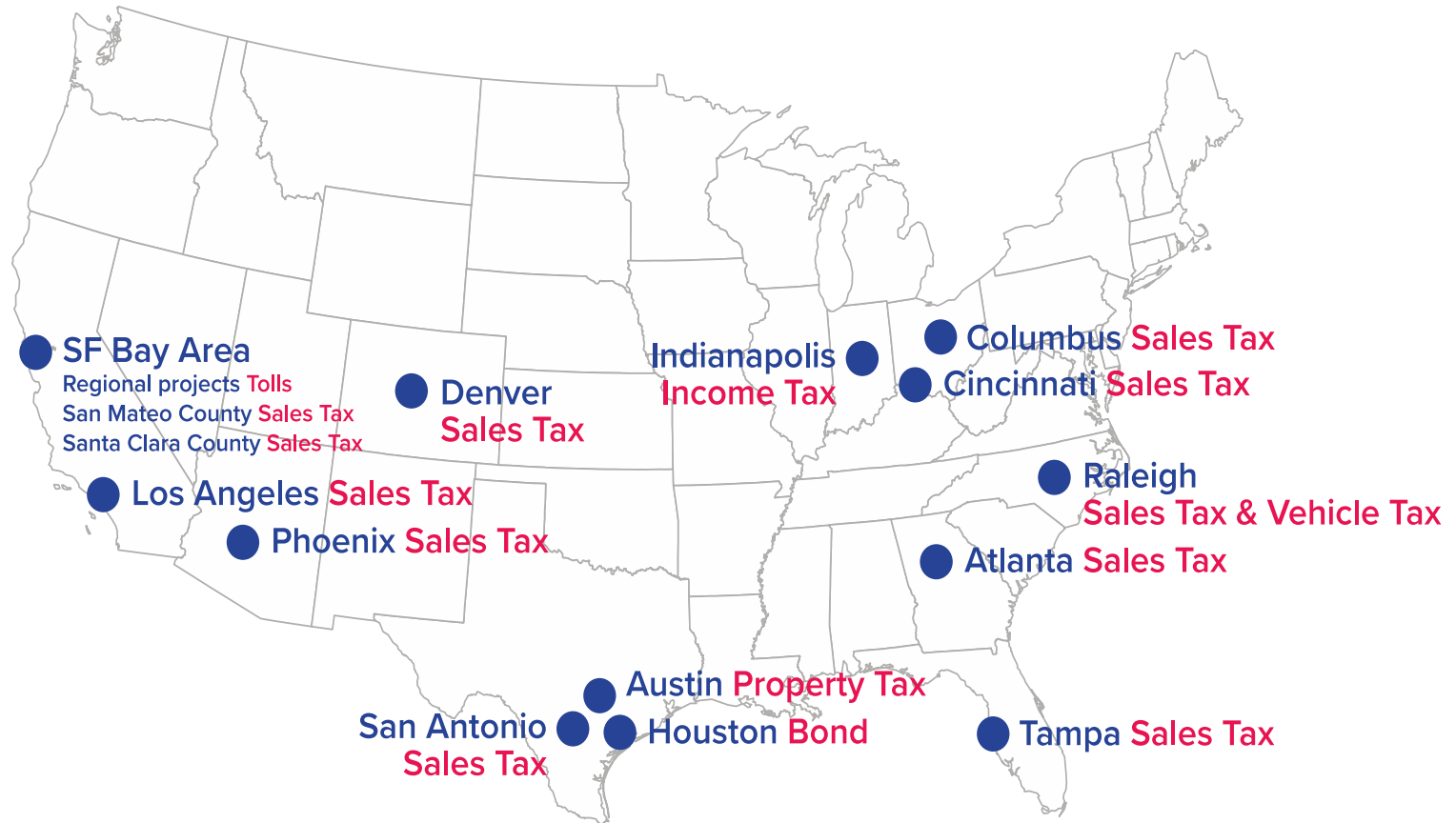
Peer Review Summary

Agency	Governance Framework	Funding Framework
CATS	<ul style="list-style-type: none"> Regional decision-making structure, tied to funding. Successful to date, largely driven by Charlotte Will need to adapt to meet the growing population that is expanding outside of Mecklenburg County 	<ul style="list-style-type: none"> Mecklenburg County sales tax is primary local funding source – additional sales tax is proposed to fund further expansion
Metro Transit St. Louis	<ul style="list-style-type: none"> Governing body (BSD) has responsibilities beyond overseeing regional transit Decision making largely with local jurisdictions 	<ul style="list-style-type: none"> State provides very little funding – leaving local jurisdictions to fund regional transit in Bi-State region
UTA	<ul style="list-style-type: none"> Governance at regional level with full-time salaried Board of Trustees Local and state governments are committed to transit, enabling expansion of regional transit 	<ul style="list-style-type: none"> State commitment to transit makes dependence on appropriations feasible Local jurisdictions fund transit via property tax and some smaller funding sources Salt Lake City provides additional funds to increase service beyond UTA funds
SEPTA	<ul style="list-style-type: none"> Combination of state and local board representation Consistent leadership provides for steady leadership and vision 	<ul style="list-style-type: none"> State provides roughly half of SEPTA's budget, including dedicated funding for operations State capital funding will sunset in next year and resolution is unknown

Peer Review Summary - Maryland

Agency	Governance Framework	Funding Framework
MDOT MTA Baltimore Core Services	<ul style="list-style-type: none"> Decision-making authority rests with MDOT MTA 	<ul style="list-style-type: none"> MDOT MTA is funded through combination of federal and state resources.
MDOT MTA LOTS	<ul style="list-style-type: none"> Decision-making authority at local level 	<ul style="list-style-type: none"> LOTS funded through combination of federal, state and local resources.
WMATA	<ul style="list-style-type: none"> Decision-making is shared among four partners (Washington DC, Federal Government, Maryland and Virginia). Partners share decision-making equally. 	<ul style="list-style-type: none"> Funding is shared by Washington DC, State of Maryland and Commonwealth of Virginia. Capital funds shared equally among partners with annual commitment. Operating funds (net operating deficit) assigned based on formula (population, ridership and number of rail stations or bus routes). MDOT MTA pays Maryland's share. Virginia's share is funded through a combination of state and local resources.

Major Transit Funding Measures in US



Transit Funding Measures



Potential Funding Measures

Major Sources

- **Sales Tax**
- **Property Tax**
- **Income Tax (Residential)**
- **Income/Payroll Taxes (Corporate)**
- **Fuel Taxes**
- **Tolls**
- **Vehicle Miles of Travel (VMT) Charges**

Secondary Sources

- **Local Assessment**
- **Special Assessment Districts**
- **Rideshare Fee**
- **Vehicle Registration Fee**
- **Real Estate Transfer Tax**
- **Rental Car Tax**
- **Lodging Tax**
- **Alcohol Tax (Excise or Sales)**
- **Cigarette Tax**
- **Transportation Utility Fee**
- **Parking Tax**

Other Sources

- **Fare Increase**
- **Cannabis Tax**
- **Membership Dues**
- **City/County In-kind**
- **Tire Tax**
- **Weight-Base Vehicle Tax**
- **Vehicle Battery Tax**
- **Weight Mile Truck Tax**
- **Development Impact Fees**
- **Storm Water Fees**
- **New License or Title Fees**

Potential Tax Rates – Major sources

Sales Tax
+ 0.05%

Property Tax
+ \$0.01 per \$100
of value

Income Tax
+ \$0.25 per \$100
income

Fuel Tax
+ \$0.05

Tolls
+\$0.25 per
vehicle

Vehicle Miles
Travel Charges
\$0.039 per mile

Potential Tax Rates – Secondary sources

Alcohol Tax
+ 1.0%

Fare Increase
+ \$0.10
systemwide

Legalized
Cannabis
10% - 20%

Hotel Tax
+ 1%

Cigarette Tax
+\$0.25 in excise
tax

Real Estate
Transfer Tax
+\$2.50 per \$500

Rental Car
+1% on excise tax

Rideshare Fee
+\$0.25 per trip

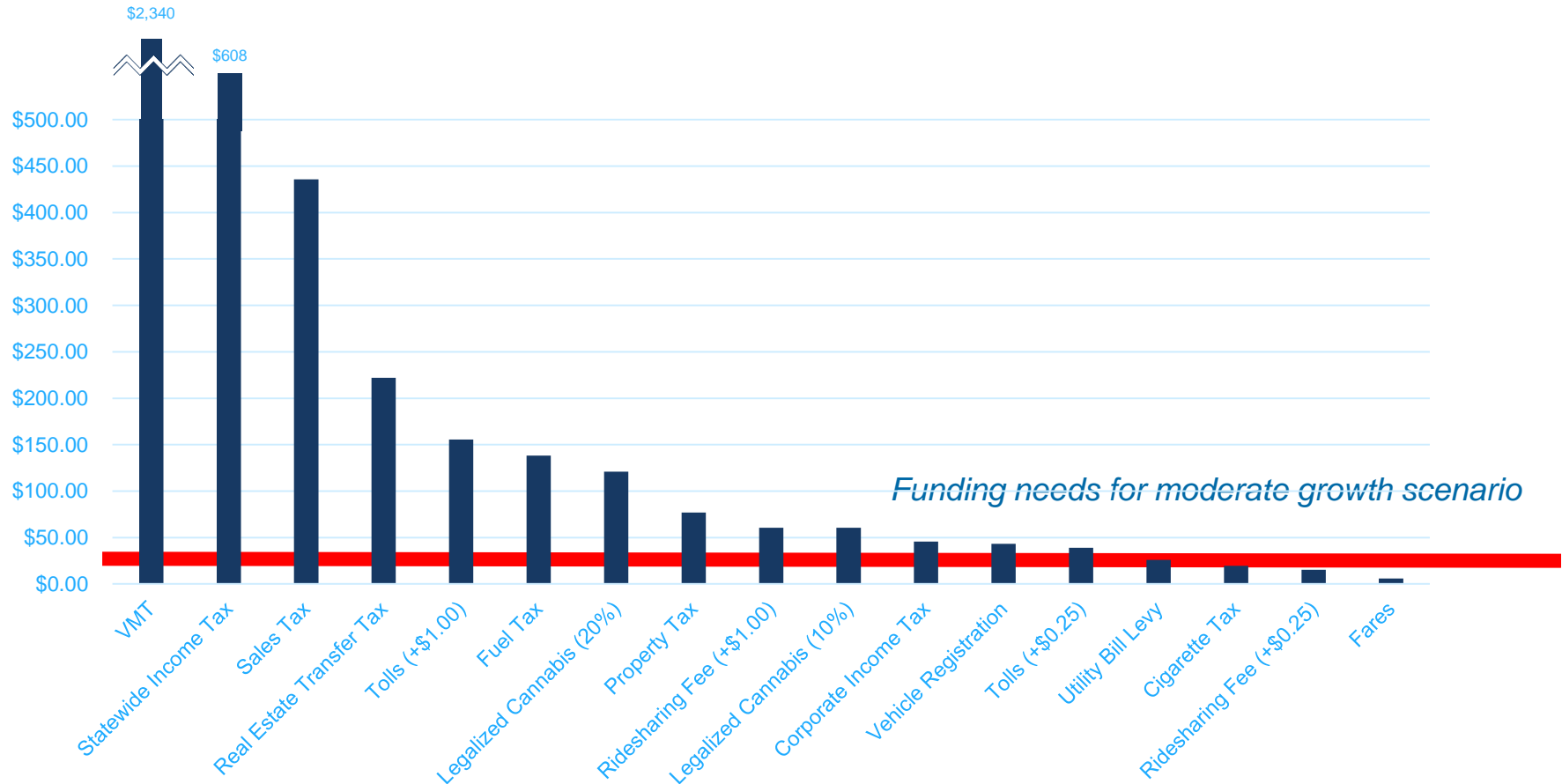
Transportation
Utility Fee
\$1.00 per month

Vehicle
Registration
+\$20 biennial fee

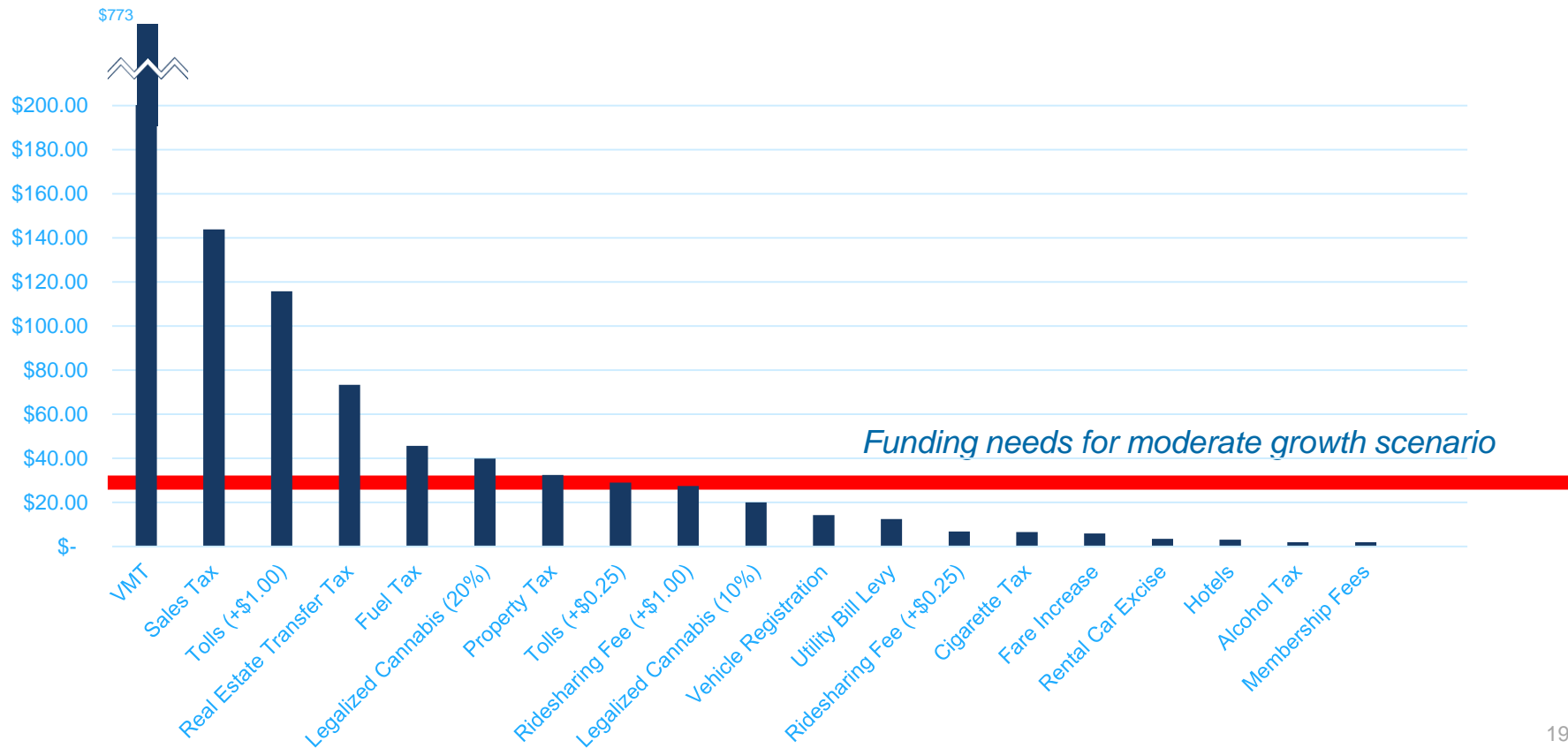
In-Kind Match

Permits and
Licenses
+5%

Statewide Funding Potential (Annual)



Regional Funding Potential (Annual)



Moving Forward – Key Considerations

A large orange circle is positioned on the right side of the slide, containing the text "Transit Funding and Governance".

Transit
Funding and
Governance

Transit Governance

Authority

- What powers do you have?
- Who gave you these powers?
- Who are you responsible to?

Responsibility

- What responsibilities do you have?
- What are you obligated to do?

Decision-Making

- How do you share authority?
- How do you share responsibility
- Does structure promote funding stability?

Transit Funding

Source

- Who is providing funding?
- Is the funding source viable and stable over the long term?
- Is it equitable?

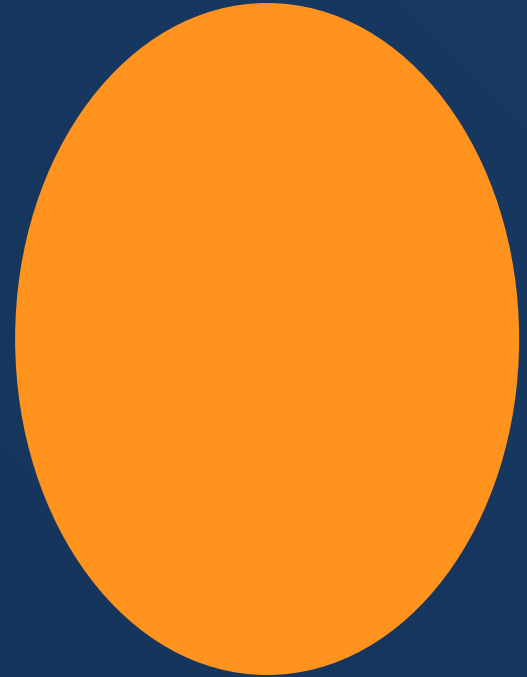
Responsibility

- What are the rules for spending your funds?
- What are you obligated to do?

Decision-Making

- How are funds shared and distributed?
- Does governance structure promote better decision-making and funding stability?

Next Steps



Next Public Forum



Tuesday, June 29, 2021

6:00 PM

<https://publicinput.com/L382>



Topic:
**Present Potential
Governance & Funding
Options**



For More Information

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