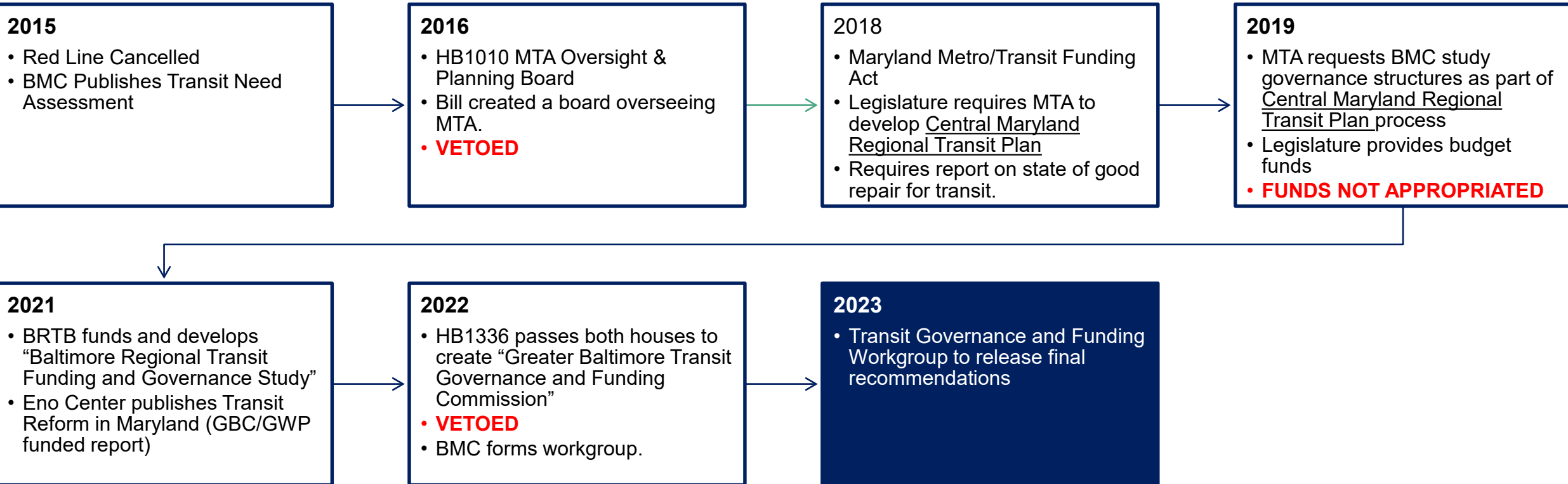




Transit Choices

Governance and Funding Briefing

Recent Efforts at Transit Reform In Baltimore Region

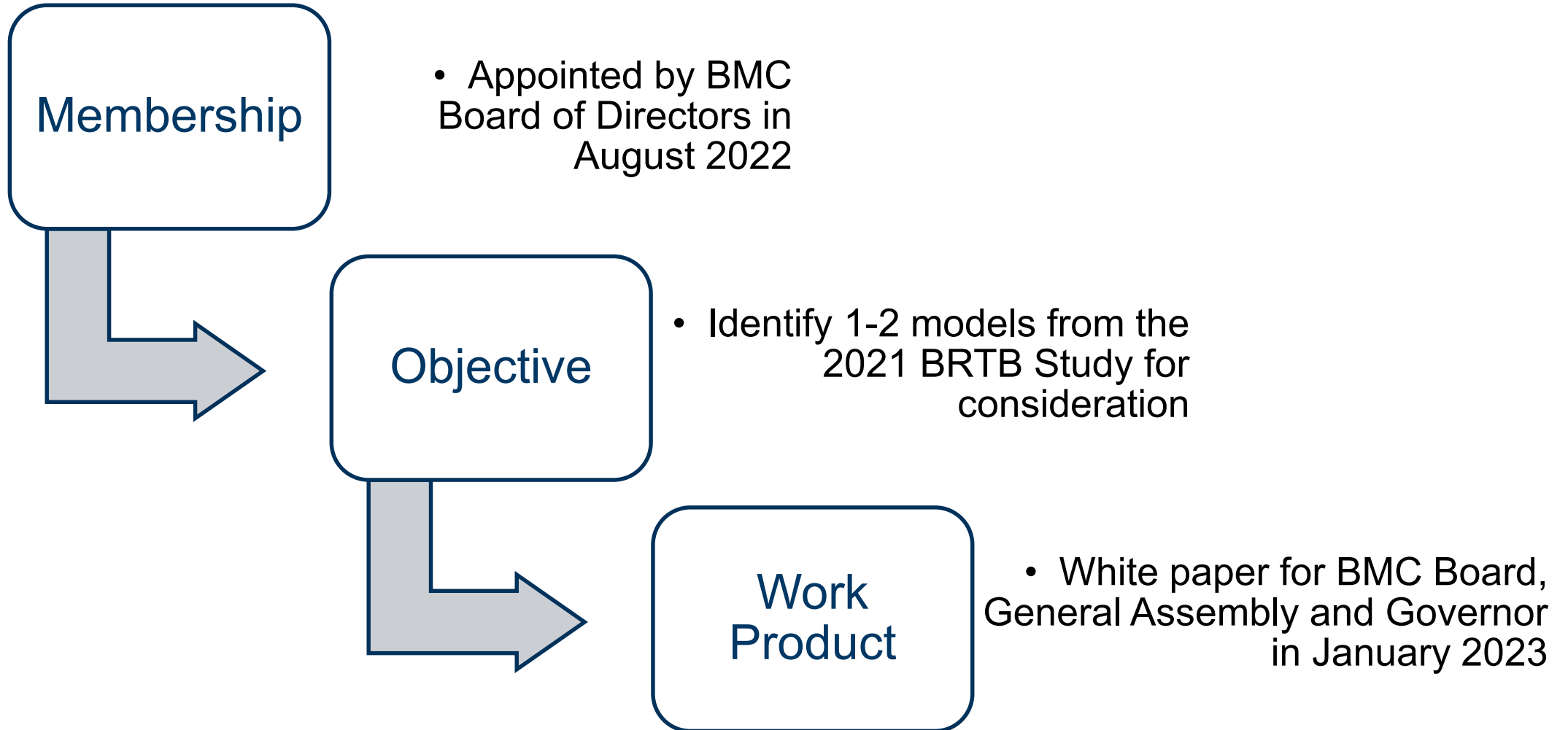


2021 TRANSIT FUNDING AND GOVERNANCE STUDY

- 2021 UPWP project of the Baltimore Regional Transportation Board. Published in August of 2021
- The study researched and analyzed alternatives for how our region could structure, organize and fund transit service.
- The study did not identify a preferred alternative or rank the options.



TRANSIT GOVERNANCE AND FUNDING WORKGROUP



WORKGROUP MEMBERS (Appointed by BMC Board)

Tony Bridges (Chair)

Maryland State Delegate ,Baltimore City, District 41

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Acting Director, Baltimore County Department of Public
Works & Transportation

Mary Washington

Maryland State Senator, Baltimore City, District 43

Quick Facts

MTA is one of the 20 largest transit agencies in the USA

- #18 in total “unlinked passenger trips” in 2018

MTA is the only large agency without a board

- Most have some board or commission (all of 35 largest – except MTA)
- 2 exist in city government (Seattle, Miami)
- None are State agencies without any local input

Baltimore’s last new rail project was in 1993

- The cost overruns of the Purple Line are more than the estimated cost of the Red Line.
- The \$250 million settlement with Purple Line Contractors was roughly \$100 million more than the cost of BaltimoreLink.

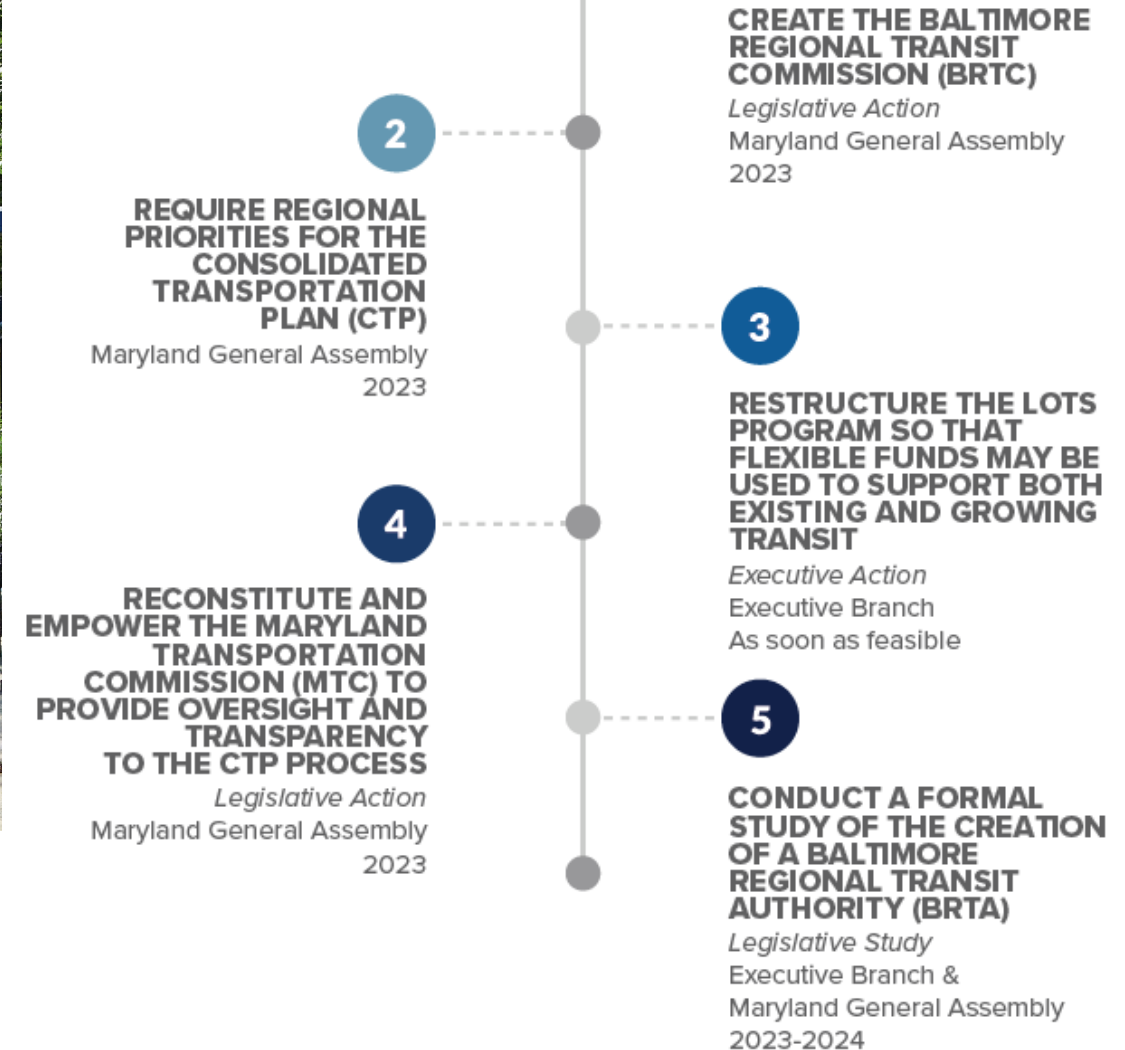


Baltimore Regional Transit Governance and Funding Workgroup DRAFT RECOMMENDATIONS

December 2022



RECOMMENDATIONS



A stylized, light blue illustration of a mountain range on the left and a large, leafy tree on the right, set against a solid dark blue background.

Recommendations For 2023 General Assembly



1. Form Baltimore Regional Transit Commission

2. Study Reconstitution of the Maryland Transportation Commission

3. Study the Creation of a Baltimore Regional Transit Authority

#1. The Workgroup recommends that the General Assembly pass legislation in 2023 to create the Baltimore Regional Transit Commission (BRTC) with a clear mandate to work in concert with MTA to implement regional transit priorities and coordinate service and planning the LOTS.

Baltimore Regional Transit Commission

Duties

Approve MTA Administrator's budget request for the **Core Service Area**

Approve updates to the Central Maryland Regional Transit Plan

Members

Local Gov: Baltimore City + Baltimore, Anne Arundel, Howard Counties

State Gov: Governor's appointees, legislators

Labor Union (Non-Voting, common national practice)

Structure

Governor's appointees have a +1 majority

Total voting membership of 15 or 17

Baltimore Regional Transit Commission

Local Benefit

Local voice in transit planning to link with land use

Better outcomes for local community & economic development

Future Projects

Commissioners would champion efforts at state/local level

Staggered terms = protection from change in administration

Oversight

MTA staffing & state of good repair highlighted

Transparency in Baltimore based services

Baltimore Regional Transit Commission (BRTC)

Background

- The Baltimore region lacks a formal voice in how most transit services (via MTA) are operated and developed in their own region.
- The Baltimore region's transit system historically struggles with transparency, stability, reliability, local input and coordination with economic development.
- Baltimore transit services are under-funded and under-developed relative to peer systems. They also have performance issues and are not well aligned with regional needs.

Recommendation

- **Create Baltimore Regional Transit Commission.**
- **Authority to approve MTA's annual budget requests for operating and capital improvements** for core services; and approve an annual Baltimore Regional Transit Plan.
- **Commission serves as fiscal agent** authorized to raise and bond revenue for transit in the region.
- **Housed at an independent agency** with transportation planning capacity and funded by the State.
- **For action in 2023 Legislative Session.**

Key Steps

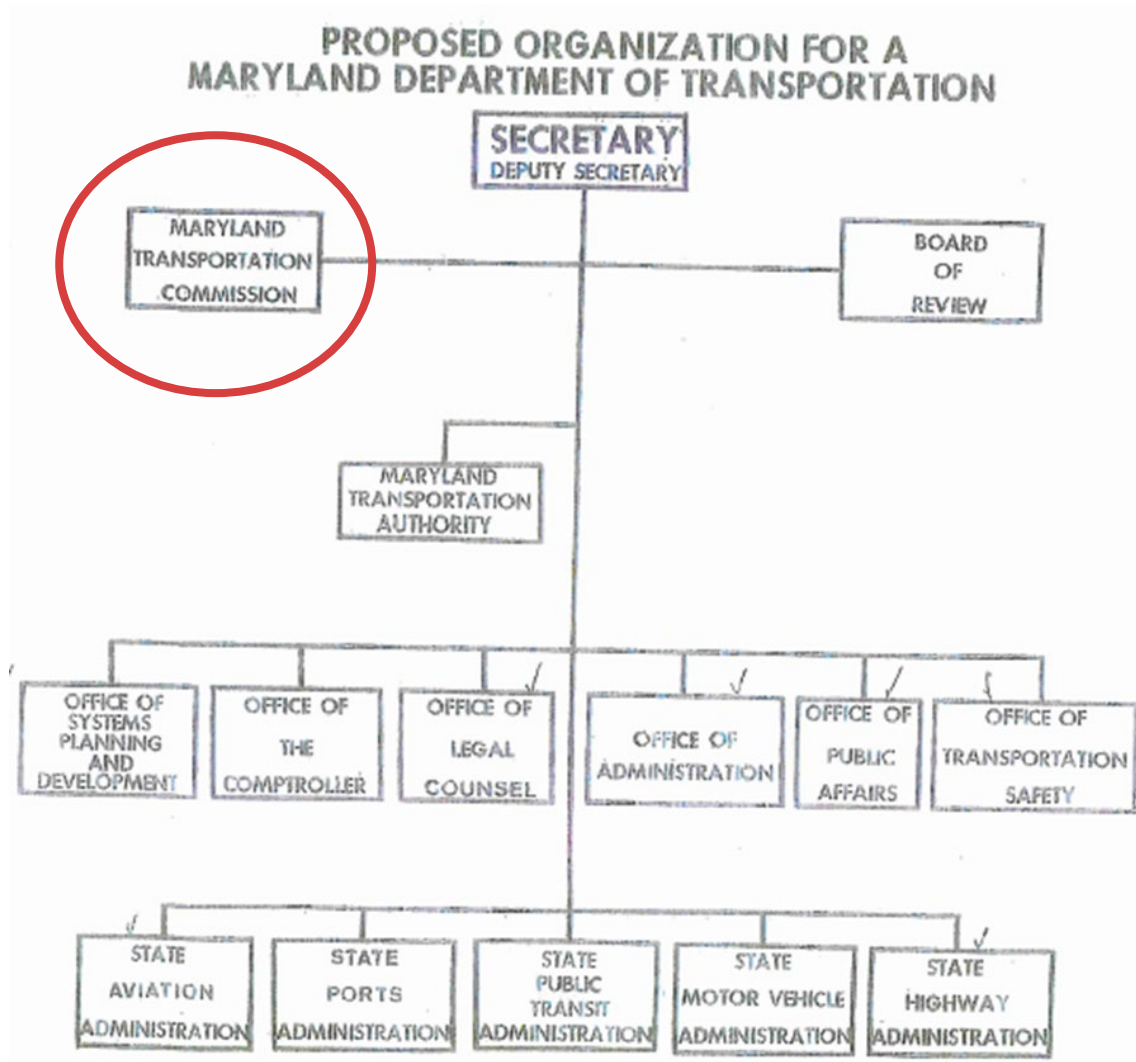
- MDOT will continue to fund and hold harmless MTA funding levels.
- BRTC would work in concert with MTA.
- BRTC's authority would be over MTA "Core" Transit Services, focused on bus, light rail, and Metro.
- BRTC's authority would also extend to regional elements of MTA's commuter bus routes and MARC rail service.
- BRTC would play coordinating and planning role with local LOTS.

Detail

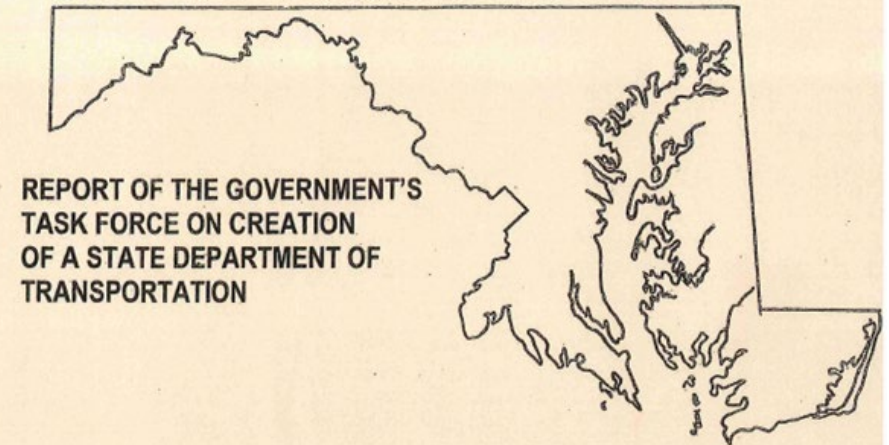
- Commissioners appointed by Governor local governments and legislature.
- Governor would have +1 majority or ability to cast tie-breaking vote.
- Commission membership and voting weighted by amount of service in each jurisdiction.
- Includes Baltimore City, Baltimore County, Anne Arundel County and Howard County. Other counties could opt in as desired.
- Transit labor union could have non-voting role on commission

#4. The Workgroup recommends that the Maryland General Assembly and the Moore-Miller administration form a joint commission to explore the empowerment and reconstitution of the Maryland Transportation Commission (MTC).

1971 Redesign of MDOT

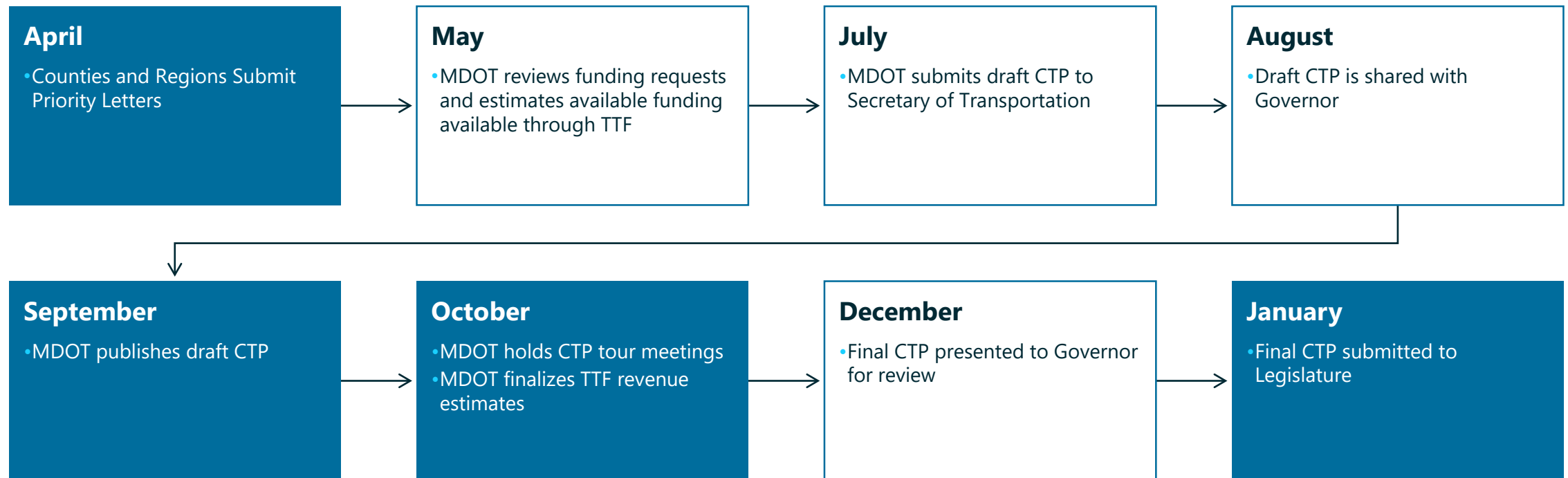


MARYLAND'S TRANSPORTATION OPPORTUNITY

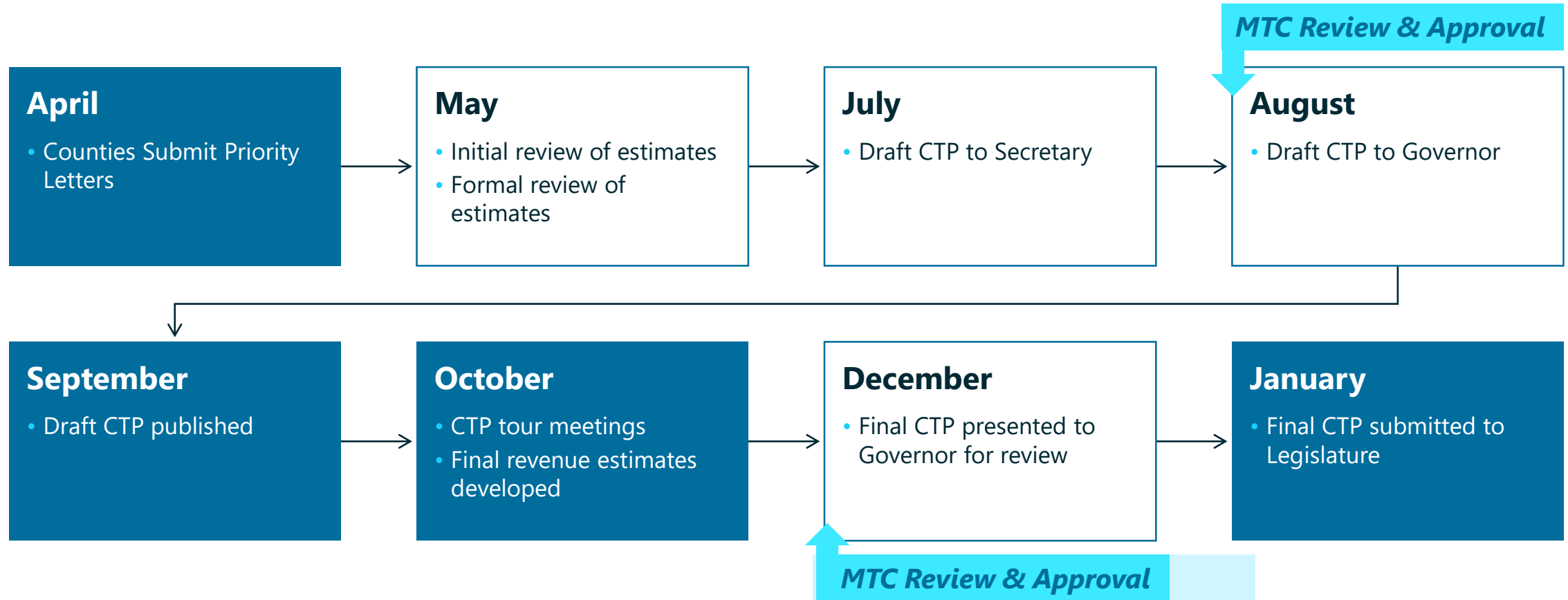


SDC
SYSTEM DESIGN CONCEPT, INC.

Updated CTP Timeline



Recommended CTP Timeline with MTC Input



Reconstitute & Empower Maryland Transportation Commission

Background

- Decisions about how Maryland's Transportation Trust Fund is allocated made solely by Secretary of Transportation & Governor
- The impacts of this allocation are felt at the local level throughout the State.
- The current system's lack of transparency fails to provide the public with adequate opportunity for input and satisfactory explanation of funding decisions.

Recommendation

- **Reconstitute Maryland Transportation Commission with clear charter and authority.**
- **Authority to approve annual capital and operating budgets of MDOT Business Units** (except Maryland Transportation Authority)
- **Approve MDOT's Long Range Transportation Plan and individual modal plans**
- Commission detailed study in Legislative Session 2023 for consideration in Legislative Session 2024.

Key Steps

- Legislative study authorized in the 2023 Legislative Session.
- Statewide membership of the study group with diverse and representative constituencies.
- Due consideration should be given to MDOT's priorities and considerations in this effort.

Detail

Number of commissioners to be determined, assuming:

- Governor will have a +1 majority or ability to cast tie-breaker vote
- MTC seats and/or votes should be weighted by population density.

#5. The Workgroup recommends the General Assembly form a commission to study a Baltimore Regional Transit Authority, with a final report to be submitted in advance of the 2025 legislative session (i.e., recommendations available by January 2025).

Baltimore Regional Transit Authority

GOVERNANCE MODEL AND TECHNICAL ISSUES

Governance
Question

- Which model is best?
- Importance of state trust fund?
- Local contribution?

Technical Issues

- Labor agreements
- Designation of direct recipient of federal funds
- Transfer of assets (subway, maintenance facilities...)
- Membership structure
- Amount of state and local contribution
- Timeline for change

Study Formation of a Baltimore Regional Transit Authority

Background

- An independent, state funded regional transit authority provides the most autonomy to Baltimore core transit services.
- The Baltimore region is not currently well positioned to establish an independent authority without consideration of several key issues.
- This recommendation is the logical successor to the BRTB's 2021 study of Transit Governance and Funding and the efforts of this Workgroup.
- There are too many issues to resolve without a formal study of an Authority by the State.

Recommendation

- **Study the opportunities and challenges associated with a Baltimore Regional Transit Authority.**
- **Develop an Implementation Plan and schedule that considers issues identified, considers impact to operations and comments from transit stakeholders and constituents.**
- Commission an independent two-year feasibility study in Legislative Session 2023.

Key Steps

- Maryland General Assembly or Executive action to create a Blue Ribbon Commission to develop a formal study of actions necessary to create a regional transit authority in Baltimore.
- Report and recommendations complete in 2024 so appropriate action may be taken in Legislative Session 2025 to authorize an authority.

Detail

Key issues to be studied:

- Structure should maintain State funding.
- Becoming a **designated recipient** of Federal Transit Administration (FTA) funding.
- **Representation** – which state and local entities would participate in RTA.
- **Funding** – willingness and capacity of region to raise funds for transit.
- **Asset management** – ownership of local assets and current state of good repair
- **Labor** – labor contracts and maintaining good public sector jobs and ensuring pension obligations are met.

For More Information

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