

# SENATE BILL 277

R2, B5

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CF HB 372

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By: **Senators Feldman, Benson, Currie, Guzzone, Kagan, King, Lee, Madaleno, Manno, Middleton, Muse, Peters, Pinsky, Ramirez, Rosapepe, Smith, Young, and Zucker**

Introduced and read first time: January 22, 2018  
Assigned to: Budget and Taxation

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Committee Report: Favorable with amendments  
Senate action: Adopted  
Read second time: March 26, 2018

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## CHAPTER \_\_\_\_\_

1 AN ACT concerning

2 **Maryland ~~Metro~~ Metro/Transit Funding Act**

3 FOR the purpose of ~~establishing the Maryland Metro Dedicated Fund Account in the~~  
4 ~~Transportation Trust Fund;~~ repealing a requirement that the Secretary of  
5 Transportation approve certain grants to the Washington Suburban Transit District;  
6 requiring the Secretary, under certain circumstances, to withhold a certain  
7 percentage of certain funds; requiring the Governor to include an appropriation in  
8 the annual State budget of at least a certain amount for the sole purpose of providing  
9 grants to the Washington Suburban Transit District to pay the capital costs of the  
10 Washington Metropolitan Area Transit Authority; providing that the Governor is not  
11 required to make a certain appropriation unless the Washington Metropolitan Area  
12 Transit Authority provides certain information to the Department of Transportation  
13 regarding capital projects; requiring the Governor to withhold or reduce a certain  
14 portion of a certain appropriation under certain circumstances; requiring the  
15 Governor to release a certain portion of a certain appropriation under certain  
16 circumstances; requiring a certain appropriation to be made from the Transportation  
17 Trust Fund; providing that the Maryland Metro Dedicated Fund Account consists of  
18 certain motor vehicle excise tax revenue and certain other funds; requiring the  
19 Governor to include a certain appropriation in the State budget for a certain purpose  
20 from the Transportation Trust Fund; requiring the Department of Transportation to  
21 provide an annual grant of at least a certain amount ~~from the Account~~ to the  
22 Washington Suburban Transit District to pay the capital costs of the Washington  
23 Metropolitan Area Transit Authority; ~~providing that the Account may be used only~~

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EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.

Underlining indicates amendments to bill.

~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from the law by amendment.



~~for the purpose of a certain grant to the Washington Suburban Transit District,~~  
 providing that a certain grant to the Washington Suburban Transit District is in  
 addition to a certain appropriation; ~~altering the distribution of motor vehicle excise~~  
~~tax revenue;~~ requiring the Governor to include a certain appropriation in the State  
budget from the Transportation Trust Fund to the Maryland Transit  
Administration; requiring the Administration to prepare a Central Maryland  
Regional Transit Plan in consultation with the Central Maryland Regional Transit  
Plan Commission and the Baltimore Metropolitan Council; specifying the contents  
of the Plan; requiring the Plan to include certain details and be maintained and  
updated in a certain manner; establishing the Commission to assist the  
Administration with the preparation of the Plan; requiring the Administration to  
assess the ongoing, unconstrained capital needs of the Administration; specifying  
certain requirements for the assessment; requiring the Administration to submit the  
assessment to certain committees of the General Assembly on or before certain dates;  
providing for the termination of certain provisions of this Act; stating the intent of  
the General Assembly; providing for the application of this Act; requiring the  
Washington Metropolitan Area Transit Authority to undertake a certain study and  
report certain findings to certain entities on or before a certain date; making certain  
 provisions of this Act contingent on enactment of certain legislation by the  
 Commonwealth of Virginia and the District of Columbia; requiring the Department  
 of Transportation to notify the Department of Legislative Services when a certain  
 contingency has been met; providing for the application of certain mandated  
 appropriations to certain fiscal years; and generally relating to ~~capital~~ funding for  
 the Maryland Transit Administration and the Washington Metropolitan Area  
Transit Authority.

BY repealing and reenacting, without amendments,  
 Article – Transportation  
 Section 3–216(a), (b), (c)(2)(i), and (d)(1) ~~and 8–402(a) and (b)~~  
 Annotated Code of Maryland  
 (2015 Replacement Volume and 2017 Supplement)

BY repealing and reenacting, with amendments,  
 Article – Transportation  
 Section ~~3–216(e)(2)(i)~~ and 10–205  
 Annotated Code of Maryland  
 (2015 Replacement Volume and 2017 Supplement)

BY adding to  
Article – Transportation  
Section 7–205, 7–301.1, and 7–309  
Annotated Code of Maryland  
(2015 Replacement Volume and 2017 Supplement)

~~BY repealing and reenacting, without amendments,~~  
~~Article – Transportation~~  
~~Section 13–809(b)(1)~~

~~Annotated Code of Maryland  
(2012 Replacement Volume and 2017 Supplement)~~

~~BY repealing and reenacting, with amendments,~~

~~Article – Transportation~~

~~Section 13–814~~

~~Annotated Code of Maryland  
(2012 Replacement Volume and 2017 Supplement)~~

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

**Article – Transportation**

3–216.

(a) There is a Transportation Trust Fund for the Department.

(b) Except as otherwise expressly provided by statute, there shall be credited to the Transportation Trust Fund for the account of the Department all taxes, fees, charges, and revenues collected or received by or paid, appropriated, or credited to the account of the Department or any of its units in the exercise of their rights, powers, duties, or obligations, including the cash proceeds of the sale of consolidated transportation bonds, notes, or other evidences of obligation issued by the Department, any General Fund appropriations, and the proceeds of any State loan or federal grant made for transportation purposes.

(c) (2) (i) The Gasoline and Motor Vehicle Revenue Account, the Driver Education Account, ~~and~~ the Motorcycle Safety Program Account, ~~AND THE MARYLAND METRO DEDICATED FUND ACCOUNT~~ shall be maintained in the Transportation Trust Fund.

(d) (1) After meeting its debt service requirements, the Department may use the funds in the Transportation Trust Fund for any lawful purpose related to the exercise of its rights, powers, duties, and obligations.

~~§ 402.~~

~~(a) There is a Gasoline and Motor Vehicle Revenue Account in the Transportation Trust Fund.~~

~~(b) All revenues collected from the following, after deductions provided by law, shall be credited to the Gasoline and Motor Vehicle Revenue Account:~~

~~(1) All of the motor vehicle fuel tax;~~

1           ~~(2) Except as otherwise provided by law, two thirds of the vehicle titling~~  
2 ~~tax;~~

3           ~~(3) Except for revenues collected under Parts III and IV of Title 13, Subtitle~~  
4 ~~9 of this article, vehicle registration fees;~~

5           ~~(4) The revenue disbursed to this Account under § 2-614 of the Tax~~  
6 ~~General Article; and~~

7           ~~(5) 80 percent of the funds distributed on short term vehicle rentals under~~  
8 ~~§ 2-1302.1 of the Tax General Article to the Transportation Trust Fund from the sales~~  
9 ~~and use tax.~~

10 10-205.

11           (a) In accordance with and subject to the principle that, if there is substantial  
12 State financial support for the planned rapid rail mass transit system in one metropolitan  
13 area of this State, there should be substantial State financial support for the planned rapid  
14 rail mass transit system in the other metropolitan area of this State, and subject to the  
15 appropriation requirements and budgetary provisions of § 3-216(d) of this article, the  
16 Department shall provide for grants to the Washington Suburban Transit District in an  
17 amount equal to the current expenditures required of the Washington Suburban Transit  
18 District in accordance with capital contributions agreements between the Washington  
19 Metropolitan Area Transit Authority, the Washington Suburban Transit District, and other  
20 participating jurisdictions. The Washington Suburban Transit District shall consult with  
21 the Secretary of Transportation prior to the execution of any capital contributions  
22 agreement. [Expenditures required of the Washington Suburban Transit District for  
23 projects and programs not included in the "Adopted Regional System - 1968" revised as of  
24 January 1, 1992, are only eligible for State funding in accordance with subsection (f) of this  
25 section.]

26           (b) (1) Subject to the appropriation requirements and budgetary provisions of  
27 § 3-216(d) of this article and upon receipt of an approval of a grant application in such form  
28 and detail as the Secretary shall reasonably require, the Department shall provide for  
29 annual grants to the Washington Suburban Transit District for a share of the operating  
30 deficits of the regional transit system for which the District is responsible. "Operating  
31 deficit" means operating costs less:

32                           (i) The greater of operating revenues or 50 percent of the operating  
33 costs; and

34                           (ii) All federal operating assistance.

35           (2) The Department's share shall equal 100 percent of the operating deficit.

36           **(3) (I) FOR ANY FISCAL YEAR IN WHICH THE TOTAL MARYLAND**  
37 **OPERATING ASSISTANCE PROVIDED IN THE APPROVED WASHINGTON**

1 METROPOLITAN AREA TRANSIT AUTHORITY BUDGET INCREASES BY MORE THAN  
2 3% OVER THE TOTAL OPERATING ASSISTANCE PROVIDED IN THE PRIOR FISCAL  
3 YEAR'S APPROVED WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
4 BUDGET, THE SECRETARY SHALL WITHHOLD AN AMOUNT EQUAL TO 35% OF THE  
5 FUNDS AVAILABLE UNDER PARAGRAPHS (1) AND (2) OF THIS SUBSECTION.

6 (II) FOR PURPOSES OF CALCULATING A BUDGET INCREASE  
7 UNDER SUBPARAGRAPH (I) OF THIS PARAGRAPH, THE FOLLOWING ITEMS MAY NOT  
8 BE INCLUDED:

9 1. THE COST OF ANY SERVICE, EQUIPMENT, OR FACILITY  
10 THAT IS REQUIRED BY LAW;

11 2. A CAPITAL PROJECT APPROVED BY THE BOARD OF  
12 DIRECTORS OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY;  
13 AND

14 3. ANY PAYMENTS OR OBLIGATIONS ARISING FROM OR  
15 RELATED TO LEGAL DISPUTES OR PROCEEDINGS BETWEEN OR AMONG THE  
16 WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY AND ANY OTHER  
17 PERSON.

18 (c) Subject to the appropriation requirements and budgetary provision of §  
19 3–216(d) of this article, the Department shall provide for grants to the Washington  
20 Suburban Transit District in an amount equal to 75 percent of the net debt service assigned  
21 to the Washington Suburban Transit District on bonds issued by the Washington  
22 Metropolitan Area Transit Authority. In no event shall the amount of net debt service,  
23 including the refinancing of any debt, required of the Washington Suburban Transit  
24 District exceed the amount presently assigned on a year by year basis to the Washington  
25 Suburban Transit District, and payable through the year 2014. Nothing in this article shall  
26 preclude the use of bond proceeds for capital improvements and replacements of the  
27 “Adopted Regional System – 1968” revised as of January 1, 1992.

28 (d) (1) In accordance with and subject to the principle that, if there is  
29 substantial State financial support for rapid rail and bus transit capital replacement costs  
30 in one metropolitan area of this State, there should be substantial State financial support  
31 for the costs of similar needs in the other metropolitan area of this State, and in recognition  
32 of the fact that timely replacement of capital facilities and equipment is essential to safe  
33 and reliable transit service, the Department shall provide grants to fully fund the  
34 Washington Suburban Transit District's share of the Washington Metropolitan Area  
35 Transit Authority's capital equipment replacement programs.

36 (2) The grants under this subsection:

37 (i) Shall be made subject to the appropriation and budgetary  
38 provisions of § 3–216(d) of this article;

1 (ii) Shall be included in the State budget beginning in fiscal year  
2 2000;

3 (iii) Notwithstanding any other provision of law, may be funded with  
4 revenues derived from:

5 1. Any State-enacted transportation fees or taxes; or

6 2. Federal transportation grants available to the State to  
7 fund transit capital equipment replacement; and

8 (iv) Shall be contingent on the receipt of a request by the District to  
9 the Department, based on annual capital improvements programs adopted by the  
10 Washington Metropolitan Area Transit Authority.

11 (e) Subject to the appropriation requirements and budgetary provisions of §  
12 3-216(d) of this article, the Department shall provide grants from amounts derived from  
13 the Transportation Trust Fund to the Washington Suburban Transit District for the  
14 purpose of funding Maryland's required share of local funds for the Washington  
15 Metropolitan Area Transit Authority to match any federal funds appropriated in any given  
16 year authorized under Title VI, § 601, P.L. 110-432.

17 (f) [A grant by the Department to the Washington Suburban Transit District in  
18 excess of the provisions of subsection (a) of this section may be made only after approval by  
19 the Secretary.]

20 **(1) EXCEPT AS PROVIDED IN PARAGRAPH (2) OF THIS SUBSECTION,**  
21 **THE GOVERNOR SHALL INCLUDE AN APPROPRIATION IN THE ANNUAL BUDGET OF**  
22 **AT LEAST THE AMOUNT SPECIFIED IN PARAGRAPH (4) OF THIS SUBSECTION FOR THE**  
23 **SOLE PURPOSE OF PROVIDING GRANTS TO THE WASHINGTON SUBURBAN TRANSIT**  
24 **DISTRICT TO PAY THE CAPITAL COSTS OF THE WASHINGTON METROPOLITAN AREA**  
25 **TRANSIT AUTHORITY.**

26 ~~**(2) THE GOVERNOR IS NOT REQUIRED TO MAKE THE APPROPRIATION**~~  
27 ~~**UNDER PARAGRAPH (1) OF THIS SUBSECTION IN A FISCAL YEAR UNLESS THE**~~  
28 ~~**DEPARTMENT CERTIFIES TO THE GOVERNOR IN WRITING BEFORE THE BEGINNING**~~  
29 ~~**OF THE IMMEDIATELY PRECEDING FISCAL YEAR THAT THE WASHINGTON**~~  
30 ~~**METROPOLITAN AREA TRANSIT AUTHORITY HAS SUBMITTED TO THE DEPARTMENT**~~  
31 ~~**A SUFFICIENTLY DETAILED DESCRIPTION OF ALL THE WASHINGTON**~~  
32 ~~**METROPOLITAN AREA TRANSIT AUTHORITY CAPITAL PROJECTS TO BE FUNDED IN**~~  
33 ~~**THE IMMEDIATELY PRECEDING FISCAL YEAR AND EACH OF THE SUBSEQUENT 5**~~  
34 ~~**FISCAL YEARS.**~~

1           **(2) (i) THE GOVERNOR IS NOT REQUIRED TO MAKE THE**  
2 **APPROPRIATION UNDER PARAGRAPH (1) OF THIS SUBSECTION IN A FISCAL YEAR**  
3 **UNLESS THE DEPARTMENT CERTIFIES TO THE GOVERNOR IN WRITING BEFORE THE**  
4 **BEGINNING OF THE IMMEDIATELY PRECEDING FISCAL YEAR THAT THE**  
5 **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY HAS SUBMITTED TO THE**  
6 **DEPARTMENT:**

7                   **1. PERFORMANCE AND CONDITION ASSESSMENTS AND**  
8 **REPORTS REGARDING:**

9                           **A. THE SAFETY AND RELIABILITY OF RAPID HEAVY RAIL**  
10 **AND BUS SYSTEMS;**

11                                   **B. THE FINANCIAL PERFORMANCE OF THE**  
12 **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY AS IT RELATES TO RAIL**  
13 **AND BUS OPERATIONS, INCLUDING FARE BOX RECOVERY, SERVICE PER RIDER, AND**  
14 **COST PER SERVICE HOUR;**

15   **C. THE MONTHLY RIDERSHIP OF RAIL AND BUS SYSTEMS**  
16 **BROKEN DOWN BY METRORAIL STATION, METRORAIL LINE, BUS STOP, AND BUS**  
17 **LINE;**

18   **D. STRATEGIES TO REDUCE COSTS AND IMPROVE THE**  
19 **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY'S OPERATIONAL**  
20 **EFFICIENCY; AND**

21   **E. THE COMPARISON OF ANNUAL CAPITAL**  
22 **INVESTMENTS AND APPROVED BUDGETS; AND**

23   **2. THE WASHINGTON METROPOLITAN AREA TRANSIT**  
24 **AUTHORITY'S:**

25   **A. ANNUAL BUDGET;**

26   **B. ANNUAL INDEPENDENT FINANCIAL AUDIT;**

27   **C. ANNUAL NATIONAL TRANSIT DATABASE PROFILE;**

28 **AND**

29   **D. INDIVIDUAL AUDIT REPORTS.**

30                                   **(ii) IF THE COMMONWEALTH OF VIRGINIA OR THE DISTRICT OF**  
31 **COLUMBIA REDUCE THE AMOUNT OF DEDICATED CAPITAL FUNDING FOR THE**  
32 **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY, THE GOVERNOR MAY**

1 REDUCE THE APPROPRIATION UNDER PARAGRAPH (1) OF THIS SUBSECTION BY A  
2 PROPORTIONAL AMOUNT.

3 (III) 1. THE GOVERNOR SHALL WITHHOLD 35% OF THE  
4 APPROPRIATION UNDER PARAGRAPH (1) OF THIS SUBSECTION IF:

5 A. THE WASHINGTON METROPOLITAN AREA TRANSIT  
6 AUTHORITY HAS RECEIVED A MODIFIED AUDIT OPINION AS A RESULT OF AN ANNUAL  
7 INDEPENDENT AUDIT CONDUCTED IN ACCORDANCE WITH ARTICLE XVI, SECTION  
8 70 OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY COMPACT  
9 UNDER § 10-204 OF THIS SUBTITLE; AND

10 B. THE DEPARTMENT HAS NOT CERTIFIED TO THE  
11 GOVERNOR IN WRITING BEFORE THE BEGINNING OF THE IMMEDIATELY PRECEDING  
12 FISCAL YEAR THAT THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
13 HAS SUBMITTED IN WRITING TO THE BOARD OF DIRECTORS OF THE WASHINGTON  
14 METROPOLITAN AREA TRANSIT AUTHORITY AND THE MARYLAND GENERAL  
15 ASSEMBLY A SATISFACTORY CORRECTIVE PLAN THAT ADDRESSES THE REASONS  
16 FOR THE MODIFIED AUDIT OPINION.

17 2. THE GOVERNOR SHALL RELEASE THE PORTION OF  
18 THE APPROPRIATION WITHHELD UNDER SUBSUBPARAGRAPH 1 OF THIS  
19 SUBPARAGRAPH IF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
20 SUBMITS IN WRITING TO THE BOARD OF DIRECTORS OF THE WASHINGTON  
21 METROPOLITAN AREA TRANSIT AUTHORITY AND, IN ACCORDANCE WITH § 2-1246  
22 OF THE STATE GOVERNMENT ARTICLE, THE MARYLAND GENERAL ASSEMBLY A  
23 SATISFACTORY CORRECTIVE ACTION PLAN THAT ADDRESSES THE REASONS FOR  
24 THE MODIFIED AUDIT OPINION.

25 (3) THE GOVERNOR SHALL MAKE THE APPROPRIATION UNDER  
26 PARAGRAPH (1) OF THIS SUBSECTION FROM THE TRANSPORTATION TRUST FUND.

27 (4) (i) ~~THE~~ FOR THE FIRST FISCAL YEAR IN WHICH THE MANDATED  
28 APPROPRIATION UNDER THIS SUBSECTION APPLIES, THE APPROPRIATION UNDER  
29 PARAGRAPH (1) OF THIS SUBSECTION SHALL EQUAL AT LEAST ~~THE TOTAL AMOUNT~~  
30 ~~PROVIDED IN THE IMMEDIATELY PRECEDING FISCAL YEAR FOR GRANTS TO THE~~  
31 ~~WASHINGTON SUBURBAN TRANSIT DISTRICT TO PAY THE CAPITAL COSTS OF THE~~  
32 ~~WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY, INCREASED BY 3% THE~~  
33 AMOUNT APPROPRIATED IN THE FISCAL YEAR 2019 STATE BUDGET AS ENACTED  
34 FOR THE WASHINGTON SUBURBAN TRANSIT DISTRICT TO PAY THE CAPITAL COSTS  
35 OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY.

36 (ii) FOR EACH FISCAL YEAR AFTER THE FIRST FISCAL YEAR IN  
37 WHICH THE MANDATED APPROPRIATION UNDER THIS SUBSECTION APPLIES, THE



1 APPROPRIATION UNDER PARAGRAPH (1) OF THIS SUBSECTION SHALL BE EQUAL TO  
 2 THE AMOUNT OF THE APPROPRIATION FOR THE PRECEDING FISCAL YEAR  
 3 INCREASED BY 3%.

4 ~~(G) (1) THERE IS A MARYLAND METRO DEDICATED FUND ACCOUNT IN~~  
 5 ~~THE TRANSPORTATION TRUST FUND.~~

6 ~~(2) THE ACCOUNT CONSISTS OF:~~

7 ~~(I) THE MOTOR VEHICLE EXCISE TAX REVENUE DISTRIBUTED~~  
 8 ~~TO THE ACCOUNT UNDER § 13-814 OF THIS ARTICLE; AND~~

9 ~~(II) ANY OTHER MONEY APPROPRIATED IN THE STATE BUDGET~~  
 10 ~~TO THE ACCOUNT.~~

11 ~~(3)~~

12 (G) (1) THE GOVERNOR SHALL INCLUDE IN THE STATE BUDGET AN  
 13 APPROPRIATION FOR THE PURPOSES SPECIFIED UNDER PARAGRAPH (2) OF THIS  
 14 SUBSECTION OF \$167,000,000 FROM THE REVENUES AVAILABLE FOR THE STATE  
 15 CAPITAL PROGRAM IN THE TRANSPORTATION TRUST FUND.

16 (2) THE DEPARTMENT SHALL PROVIDE AN ANNUAL GRANT OF AT  
 17 LEAST ~~\$125,000,000~~ \$167,000,000 FROM THE ACCOUNT TO THE WASHINGTON  
 18 SUBURBAN TRANSIT DISTRICT TO BE USED ONLY TO PAY THE CAPITAL COSTS OF  
 19 THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY.

20 ~~(4) (3)~~ THE GRANT REQUIRED UNDER PARAGRAPH ~~(3)~~ (2) OF THIS  
 21 SUBSECTION IS IN ADDITION TO THE APPROPRIATION REQUIRED UNDER  
 22 SUBSECTION (F)(1) OF THIS SECTION.

23 ~~13-809.~~

24 ~~(b) (1) Except as otherwise provided in this part, in addition to any other~~  
 25 ~~charge required by the Maryland Vehicle Law, an excise tax is imposed:~~

26 ~~(i) For each original and each subsequent certificate of title issued~~  
 27 ~~in this State for a motor vehicle, a trailer, a semitrailer, a moped, a motor scooter, or an~~  
 28 ~~off-highway recreational vehicle for which sales and use tax is not collected at the time of~~  
 29 ~~purchase; and~~

30 ~~(ii) Except as provided in paragraph (2) of this subsection, for each~~  
 31 ~~motor vehicle, trailer, or semitrailer that is in interstate operation and registered under §~~  
 32 ~~13-109(e) or (d) of this title without a certificate of title.~~

1 ~~13-814.~~

2 ~~(A) [Money] MOTOR VEHICLE EXCISE TAX REVENUE collected under this part~~  
 3 ~~shall be deposited in the State Treasury and accounted for on the records of the State~~  
 4 ~~Comptroller [and transferred to the Transportation Trust Fund].~~

5 ~~(B) THE COMPTROLLER SHALL DISTRIBUTE:~~

6 ~~(1) TWO THIRDS OF THE MOTOR VEHICLE EXCISE TAX REVENUE TO~~  
 7 ~~THE GASOLINE AND MOTOR VEHICLE REVENUE ACCOUNT IN THE~~  
 8 ~~TRANSPORTATION TRUST FUND;~~

9 ~~(2) OF THE MOTOR VEHICLE EXCISE TAX REVENUE REMAINING~~  
 10 ~~AFTER THE DISTRIBUTION UNDER ITEM (1) OF THIS SUBSECTION, AT LEAST~~  
 11 ~~\$125,000,000 EACH FISCAL YEAR TO THE MARYLAND METRO DEDICATED FUND~~  
 12 ~~ACCOUNT IN THE TRANSPORTATION TRUST FUND; AND~~

13 ~~(3) ALL OF THE MOTOR VEHICLE EXCISE TAX REVENUE REMAINING~~  
 14 ~~AFTER THE DISTRIBUTIONS UNDER ITEMS (1) AND (2) OF THIS SUBSECTION TO THE~~  
 15 ~~TRANSPORTATION TRUST FUND TO BE USED AS PROVIDED IN § 3-216 OF THIS~~  
 16 ~~ARTICLE.~~

17 SECTION 2. AND BE IT FURTHER ENACTED, That the Laws of Maryland read  
 18 as follows:

19 Article - Transportation

20 7-205.

21 (A) FOR FISCAL YEAR 2020, THE GOVERNOR SHALL INCLUDE IN THE STATE  
 22 BUDGET AN APPROPRIATION FROM THE TRANSPORTATION TRUST FUND FOR THE  
 23 OPERATION OF THE ADMINISTRATION THAT IS EQUAL TO THE APPROPRIATION FOR  
 24 THE OPERATION OF THE ADMINISTRATION IN THE FISCAL YEAR 2019 STATE  
 25 BUDGET AS INTRODUCED, INCREASED BY AT LEAST 4.4%.

26 (B) FOR EACH OF FISCAL YEARS 2021 AND 2022, THE GOVERNOR SHALL  
 27 INCLUDE IN THE STATE BUDGET AN APPROPRIATION FROM THE TRANSPORTATION  
 28 TRUST FUND FOR THE OPERATION OF THE ADMINISTRATION THAT IS EQUAL TO THE  
 29 APPROPRIATION FOR THE OPERATION OF THE ADMINISTRATION IN THE STATE  
 30 BUDGET FOR THE IMMEDIATELY PRECEDING FISCAL YEAR, INCREASED BY AT LEAST  
 31 4.4%.

32 (C) (1) FOR EACH OF FISCAL YEARS 2020 THROUGH 2022, THE  
 33 GOVERNOR SHALL INCLUDE IN THE STATE BUDGET AN APPROPRIATION FOR THE

1 CAPITAL NEEDS OF THE ADMINISTRATION OF AT LEAST \$29,100,000 FROM THE  
2 REVENUES AVAILABLE FOR THE STATE CAPITAL PROGRAM IN THE  
3 TRANSPORTATION TRUST FUND.

4 (2) THE APPROPRIATION REQUIRED UNDER PARAGRAPH (1) OF THIS  
5 SUBSECTION MAY NOT SUPPLANT ANY OTHER CAPITAL FUNDING OTHERWISE  
6 AVAILABLE FOR THE ADMINISTRATION.

7 SECTION 3. AND BE IT FURTHER ENACTED, That the Laws of Maryland read  
8 as follows:

9 Article – Transportation

10 7-301.1.

11 (A) IN THIS SECTION, “CORE SERVICE AREA” MEANS:

12 (1) AN AREA IN ANNE ARUNDEL COUNTY, BALTIMORE CITY,  
13 BALTIMORE COUNTY, HARFORD COUNTY, AND HOWARD COUNTY THAT IS SERVED  
14 BY LIGHT RAIL, METRO, OR FIXED BUS ROUTE SERVICE; AND

15 (2) AS DETERMINED BY THE DEPARTMENT, ANY OTHER AREA IN  
16 WHICH THE POPULATION COMMUTES TO AN AREA DESCRIBED IN ITEM (1) OF THIS  
17 SUBSECTION IN ORDER TO USE LIGHT RAIL, METRO, OR FIXED BUS ROUTE SERVICE.

18 (B) IN ADDITION TO THE REQUIREMENTS OF §§ 7-301 AND 7-302 OF THIS  
19 SUBTITLE, ON OR BEFORE OCTOBER 1, 2020, THE ADMINISTRATION SHALL, IN  
20 CONSULTATION WITH THE CENTRAL MARYLAND REGIONAL TRANSIT PLAN  
21 COMMISSION AND THE BALTIMORE METROPOLITAN COUNCIL, PREPARE A  
22 CENTRAL MARYLAND REGIONAL TRANSIT PLAN TO MEET THE TRANSIT NEEDS OF  
23 THE CORE SERVICE AREA.

24 (C) THE CENTRAL MARYLAND REGIONAL TRANSIT PLAN SHALL:

25 (1) DEFINE GOALS FOR OUTCOMES TO BE ACHIEVED THROUGH THE  
26 PROVISION OF PUBLIC TRANSPORTATION;

27 (2) IN ORDER TO BEST ACHIEVE THE GOALS DEFINED IN ITEM (1) OF  
28 THIS SUBSECTION, IDENTIFY OPTIONS FOR:

29 (I) IMPROVEMENTS TO EXISTING TRANSPORTATION ASSETS;

30 (II) IMPROVEMENTS TO LEVERAGE NON-ADMINISTRATION  
31 TRANSPORTATION OPTIONS AVAILABLE TO PUBLIC TRANSPORTATION; AND

1 (III) CORRIDORS FOR NEW PUBLIC TRANSPORTATION ASSETS;

2 (3) PRIORITIZE CORRIDORS FOR PLANNING OF NEW PUBLIC  
3 TRANSPORTATION ASSETS;

4 (4) EVALUATE THE PLAN'S CONSISTENCY WITH LOCAL LAND USE AND  
5 TRANSPORTATION PLANS AND THE MARYLAND TRANSPORTATION PLAN AND  
6 IDENTIFY OPPORTUNITIES FOR ACHIEVING GREATER CONSISTENCY;

7 (5) BE REVIEWED, REVISED, AND UPDATED AT LEAST EVERY 5 YEARS;  
8 AND

9 (6) ADDRESS A 30-YEAR TIME FRAME.

10 (D) (1) THERE IS A CENTRAL MARYLAND REGIONAL TRANSIT PLAN  
11 COMMISSION.

12 (2) THE COMMISSION CONSISTS OF THE FOLLOWING MEMBERS:

13 (I) THE COUNTY EXECUTIVE OF ANNE ARUNDEL COUNTY, OR  
14 THE COUNTY EXECUTIVE'S DESIGNEE;

15 (II) THE MAYOR OF BALTIMORE CITY, OR THE MAYOR'S  
16 DESIGNEE;

17 (III) THE COUNTY EXECUTIVE OF BALTIMORE COUNTY, OR THE  
18 COUNTY EXECUTIVE'S DESIGNEE;

19 (IV) THE COUNTY EXECUTIVE OF HARFORD COUNTY, OR THE  
20 COUNTY EXECUTIVE'S DESIGNEE;

21 (V) THE COUNTY EXECUTIVE OF HOWARD COUNTY, OR THE  
22 COUNTY EXECUTIVE'S DESIGNEE;

23 (VI) ONE REPRESENTATIVE FROM A CENTRAL MARYLAND  
24 BUSINESS OR TRANSPORTATION ORGANIZATION, APPOINTED BY THE PRESIDENT OF  
25 THE SENATE;

26 (VII) ONE REPRESENTATIVE FROM A CENTRAL MARYLAND  
27 BUSINESS OR TRANSPORTATION ORGANIZATION, APPOINTED BY THE SPEAKER OF  
28 THE HOUSE; AND

29 (VIII) THE FOLLOWING INDIVIDUALS APPOINTED BY THE  
30 GOVERNOR:

1                   **1. ONE REPRESENTATIVE FROM A CENTRAL MARYLAND**  
2 **BUSINESS ORGANIZATION;**

3                   **2. ONE REPRESENTATIVE FROM THE CITIZEN**  
4 **ADVISORY COUNCIL;**

5                   **3. ONE REPRESENTATIVE FROM A DISABLED RIDERS**  
6 **GROUP; AND**

7                   **4. ONE REPRESENTATIVE FROM THE MARC RIDERS**  
8 **ADVISORY COUNCIL.**

9                   **(3) THE COMMISSION SHALL PARTICIPATE IN THE DEVELOPMENT**  
10 **OF:**

11                   **(i) A STRATEGY FOR MEANINGFUL PUBLIC INVOLVEMENT IN**  
12 **THE CENTRAL MARYLAND REGIONAL TRANSIT PLAN; AND**

13                   **(ii) THE GOALS FOR OUTCOMES OF THE CENTRAL MARYLAND**  
14 **REGIONAL TRANSIT PLAN.**

15 **7-309.**

16                   **(A) THE ADMINISTRATION SHALL, AT LEAST EVERY 3 YEARS, ASSESS THE**  
17 **ONGOING, UNCONSTRAINED CAPITAL NEEDS OF THE ADMINISTRATION.**

18                   **(B) IN UNDERTAKING THE ASSESSMENT REQUIRED UNDER SUBSECTION (A)**  
19 **OF THIS SECTION, THE ADMINISTRATION SHALL:**

20                   **(1) COMPILE AND PRIORITIZE CAPITAL NEEDS WITHOUT REGARD TO**  
21 **COST;**

22                   **(2) IDENTIFY THE BACKLOG OF REPAIRS AND REPLACEMENTS**  
23 **NEEDED TO ACHIEVE A STATE OF GOOD REPAIR FOR ALL ADMINISTRATION ASSETS,**  
24 **INCLUDING A SEPARATE ANALYSIS OF THESE NEEDS OVER THE FOLLOWING 10**  
25 **YEARS; AND**

26                   **(3) IDENTIFY THE NEEDS TO BE MET IN ORDER TO ENHANCE SERVICE**  
27 **AND ACHIEVE SYSTEM PERFORMANCE GOALS.**

28                   **(C) ON OR BEFORE JULY 1, 2019, AND ON OR BEFORE JULY 1 EVERY 3**  
29 **YEARS THEREAFTER, THE ADMINISTRATION SHALL, IN ACCORDANCE WITH § 2-1246**  
30 **OF THE STATE GOVERNMENT ARTICLE, SUBMIT THE ASSESSMENT REQUIRED**

1 UNDER SUBSECTION (A) OF THIS SECTION TO THE SENATE BUDGET AND TAXATION  
2 COMMITTEE, THE HOUSE APPROPRIATIONS COMMITTEE, AND THE HOUSE  
3 ENVIRONMENT AND TRANSPORTATION COMMITTEE.

4 SECTION ~~2~~ 4. AND BE IT FURTHER ENACTED, That:

5 ~~(a) Section 1 of this Act is contingent on the Commonwealth of Virginia and the~~  
6 ~~District of Columbia each enacting legislation providing for new dedicated capital funding~~  
7 ~~for the Washington Metropolitan Area Transit Authority of at least \$125,000,000.~~

8 (a) Section 1 of this Act is contingent on:

9 (1) the Commonwealth of Virginia enacting legislation providing for  
10 dedicated capital funding for the Washington Metropolitan Area Transit Authority of at  
11 least \$154,000,000; and

12 (2) the District of Columbia enacting legislation providing for dedicated  
13 capital funding for the Washington Metropolitan Area Transit Authority of at least  
14 \$178,000,000.

15 (b) The Department of Transportation shall notify the Department of Legislative  
16 Services in writing within 5 days after both the Commonwealth of Virginia and the District  
17 of Columbia have enacted legislation that meets the requirements of subsection (a) of this  
18 section.

19 (c) Section 1 of this Act shall take effect on the date that the Department of  
20 Legislative Services receives notice under subsection (b) of this section.

21 SECTION 5. AND BE IT FURTHER ENACTED, That it is the intent of the General  
22 Assembly that, after accounting for the capital funding dedicated to Metro by the State of  
23 Maryland, the Commonwealth of Virginia, and the District of Columbia, the federal  
24 government contribute a proportional amount to the Washington Metropolitan Area  
25 Transit Authority.

26 SECTION 6. AND BE IT FURTHER ENACTED, That this Act may not be construed  
27 to limit the authority of the Governor to appropriate general funds for transfer to the  
28 Transportation Trust Fund.

29 SECTION 7. AND BE IT FURTHER ENACTED, That:

30 (a) (1) The Washington Metropolitan Area Transit Authority shall study the  
31 costs and benefits of using capital funds to fund infrastructure improvements to enhance  
32 pedestrian and bicycle access to Metrorail stations and accelerate joint development at  
33 Metrorail stations in Maryland.

34 (2) The study required under paragraph (1) of this subsection shall include  
35 projections of increased ridership revenue derived from improved access and accelerated

1 joint development, as well as the degree to which such infrastructure improvements would  
2 increase the value of real property owned by the Authority.

3 (b) (1) The Authority shall study the projected ridership of a new Metrorail  
4 station at National Harbor.

5 (2) The study required under paragraph (1) of this subsection shall identify  
6 the feasibility of an extension of a Metrorail line to National Harbor via the Woodrow  
7 Wilson Bridge and include the estimated operating and capital costs associated with the  
8 extension.

9 (c) (1) The Authority shall study the budget, powers, and limitations of its  
10 inspector general and compare the budget, powers, and limitations to those of other  
11 inspectors general in the federal government, other transit systems, and state and local  
12 governments.

13 (2) The report resulting from the study required under paragraph (1) of  
14 this subsection shall include:

15 (i) recommendations for strengthening the Authority's office of the  
16 inspector general; and

17 (ii) a discussion of whether any recommended reforms must be made  
18 through the Authority's board of directors or by amendment to the Authority Compact.

19 (d) The Authority shall study the opportunities at each Metrorail station in  
20 Maryland:

21 (1) to reduce the parking lot and bus bay footprints:

22 (i) to expand pedestrian and bicycle access; and

23 (ii) for the development of commercial, residential, and office uses;

24 (2) to develop the air rights; and

25 (3) to attract various public uses, such as public schools.

26 (e) The Authority shall, in consultation with the Maryland Transit  
27 Administration and other locally operated transit systems and bus services, study  
28 opportunities to attract ridership in partnership with public school systems and  
29 institutions of higher education.

30 (f) On or before June 30, 2019, the Authority shall report the findings of each of  
31 the studies required under this section to the Authority board and each of the Compact  
32 signatories.

1 SECTION ~~3~~ 8. AND BE IT FURTHER ENACTED, That, subject to § 10–205(f)(2) of  
2 the Transportation Article as enacted by Section 1 of this Act, the mandated appropriations  
3 in § 10–205(f) and (g) of the Transportation Article as enacted by Section 1 of this Act shall  
4 be applicable to the fiscal year that begins on the second succeeding July 1 after Section 1  
5 of this Act takes effect, and to each subsequent fiscal year.

6 SECTION ~~4~~ 9. AND BE IT FURTHER ENACTED, That, subject to Section ~~2~~ 4 of  
7 this Act, this Act shall take effect June 1, 2018. Section 2 of this Act shall remain effective  
8 for a period of 4 years and 1 month and, at the end of June 30, 2022, Section 2 of this Act,  
9 with no further action required by the General Assembly, shall be abrogated and of no  
10 further force and effect.

Approved:

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Governor.

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President of the Senate.

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Speaker of the House of Delegates.