

Department of Legislative Services
 Maryland General Assembly
 2018 Session

FISCAL AND POLICY NOTE
 Third Reader - Revised

House Bill 1076

(Anne Arundel County Delegation)

Environment and Transportation

Judicial Proceedings

Maryland Transit Administration - Station Safety Pilot Program

This bill establishes the Maryland Transit Administration (MTA) Station Safety Pilot Program, the stated purpose of which is to provide law enforcement officers at transit stations to enhance safety. Specifically, a law enforcement officer must be on duty during the operating hours of two specified light rail transit stations. Funds for the pilot program must be as provided by the Governor in the State budget. By December 1, 2019, MTA must report to the Governor and the General Assembly on the pilot program. **The bill terminates September 30, 2019.**

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by \$1.4 million in FY 2019. Future years reflect ongoing costs despite the bill’s termination date, as discussed below. Revenues are not affected.

(in dollars)	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	1,411,900	1,119,700	1,153,800	1,195,000	1,237,700
Net Effect	(\$1,411,900)	(\$1,119,700)	(\$1,153,800)	(\$1,195,000)	(\$1,237,700)

Note:() = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate increase; (-) = indeterminate decrease

Local Effect: The bill does not affect local government operations or finances.

Small Business Effect: None.

Analysis

Bill Summary: Under the pilot program, a law enforcement officer must be on duty during the operating hours of the two following stations: (1) Linthicum station located at

595 Camp Meade Road, Linthicum Heights and (2) Cromwell station located at 7378 Baltimore Annapolis Boulevard, Glen Burnie.

Current Law/Background: MTA operates a comprehensive transit system throughout the Baltimore-Washington metropolitan area, including more than 50 local bus lines in Baltimore and other services such as the light rail, Baltimore Metro subway, commuter buses, Maryland Area Regional Commuter (also known as MARC) trains, and mobility/paratransit vehicles. MTA is also responsible for hundreds of transit stations. MTA's mission and vision statement is to "provide safe, efficient and reliable transit across Maryland with world-class customer service."

The MTA police force is comprised of approximately 183 sworn officers and 83 civilian employees.

State Expenditures: Although the pilot program is of limited duration, MTA advises that it is difficult to hire contractual police officers and, due to safety concerns, it is unable to implement the bill solely through the use of overtime of its existing MTA police officers. As a result, MTA must hire new, permanent police officers in order to provide the coverage required by the bill for the pilot program.

The Cromwell station and the North Linthicum station are both in operation (1) from 5 a.m. to 1 a.m. the following day (20 hours), Mondays through Saturdays, and (2) from 9 a.m. to 9 p.m. (12 hours) on Sundays. On a weekly basis, each station is in operation for 132 hours, meaning that the stations require 264 hours of police coverage per week under the bill. Therefore, MTA requires a minimum of 7 additional MTA police officers to maintain coverage, assuming each officer works 40 hours per week. However, MTA must hire more than 7 officers because (1) MTA's collective bargaining agreement allows officers to choose their shifts and days off, requiring more manpower for assignments that require total coverage in the manner required by the bill and (2) MTA requires 1 supervisor for every 4 police officers. As such, this analysis assumes that MTA hires 10 officers (5 per station) and 3 supervisors, totaling 13 additional staff.

Therefore, TTF expenditures for MTA increase by approximately \$1.4 million in fiscal 2019 to begin implementing the pilot program. This estimate reflects the cost of hiring 13 police officers on July 1, 2018, so that the officers can be trained and begin working at the start of the pilot program on October 1, 2018. It includes salaries, fringe benefits, one-time start-up costs, and ongoing operating expenses. The estimate also includes (1) the purchase of four additional police vehicles at \$50,000 each and (2) training. MTA advises that the timeline established by the bill may not be sufficient to hire and train the police officers; MTA generally prefers nine months with which to hire and train new police officers. To the extent that MTA cannot hire and train all of the officers by the start

of the pilot program, MTA must pay overtime to existing police officers to provide the required coverage; however, any potential overtime costs are not included in this analysis.

Positions	13
Salaries and Fringe Benefits	\$830,751
Training	32,499
Vehicles	200,000
Other Operating Expenses	<u>9,880</u>
Total FY 2019 State Expenditures	\$1,411,862

Future year expenditures reflect annual increases in salaries and employee turnover and ongoing operating expenses. Although the bill terminates September 30, 2019, because MTA must hire permanent police officers to meet the bill's requirements, it is assumed that costs continue beyond that date. When the pilot program terminates, it is assumed that the new staff hired as a result of the bill are assigned to other duties and/or fill other positions as they become vacant due to attrition.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Maryland Department of Transportation; Amalgamated Transit Union; Department of Legislative Services

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Analysis by: Richard L. Duncan

Direct Inquiries to:
(410) 946-5510
(301) 970-5510