

HOUSE BILL 632

R2

2lr0424

By: **Delegates Rosenberg, Smith, Attar, and Bridges**

Introduced and read first time: January 31, 2022

Assigned to: Appropriations and Environment and Transportation

Committee Report: Favorable with amendments

House action: Adopted

Read second time: March 11, 2022

CHAPTER _____

1 AN ACT concerning

2 **Baltimore East–West Corridor – Transit Study – Requirements**

3 FOR the purpose of requiring the State Department of Transportation to complete certain
4 processes and secure a certain decision for the Red Line and a certain MARC rail
5 extension; requiring the Department to prepare a certain plan; requiring, for certain
6 fiscal years, that the Governor include in the annual budget bill certain
7 appropriations for certain purposes, subject to the receipt of certain federal funds;
8 prohibiting the Maryland Transit Administration, under certain circumstances,
9 from acquiring real property; and generally relating to the Baltimore metropolitan
10 area east–west corridor.

11 BY adding to
12 Article – Transportation
13 Section 7–714
14 Annotated Code of Maryland
15 (2020 Replacement Volume and 2021 Supplement)

16 BY repealing
17 Chapter 2 of the Acts of the General Assembly of the 2006 Special Session
18 Section 2

19 BY repealing
20 Chapter 3 of the Acts of the General Assembly of the 2006 Special Session
21 Section 2

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.



1 BY repealing

2 Chapter 2 of the Acts of the General Assembly of the 2006 Special Session, as
3 amended by Chapter 570 of the Acts of the General Assembly of 2009
4 Section 1

5 BY repealing

6 Chapter 3 of the Acts of the General Assembly of the 2006 Special Session, as
7 amended by Chapter 570 of the Acts of the General Assembly of 2009
8 Section 1

9 BY repealing

10 Chapter 570 of the Acts of the General Assembly of 2009

11 Preamble

12 WHEREAS, The Maryland Transit Administration has undertaken the Baltimore
13 Corridor Transit Study – Red Line for a proposed 10–mile rapid transit line for the
14 Baltimore metropolitan area; and

15 WHEREAS, The Red Line transit corridor encompasses a large number of residents,
16 small and large businesses, schools, churches, and other community institutions, all of
17 which are deeply concerned about the future of their communities; and

18 WHEREAS, Effective, high–quality public transportation is important to these
19 communities; and

20 WHEREAS, Public transit must be frequently available, reliable, and safe, and must
21 provide an efficient and economical means to connect community members to major
22 destinations throughout the Baltimore metropolitan area; and

23 WHEREAS, First and foremost, the Red Line should improve the public
24 transportation system in the Baltimore metropolitan area and in the communities
25 surrounding the Red Line transit corridor, and should be planned in a manner to serve
26 those communities and foster economic development; and

27 WHEREAS, It is the intent of the General Assembly that, during the course of
28 planning and constructing the Red Line project, the Administration adhere to the best
29 practices of transit planning and implementation; and

30 WHEREAS, It is the intent of the General Assembly that community members
31 participate in the planning process for the Red Line project and seek to fairly represent the
32 interests of all community members; now, therefore,

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

35 **Article – Transportation**

1 7-714.

2 (A) IN THIS SECTION, "RED LINE" MEANS A RAIL TRANSIT FACILITY USING
3 ONE OR MORE VEHICLES OPERATING IN TANDEM ON A FIXED RAIL IN A
4 COMBINATION OF AT-GRADE, ELEVATED, AND UNDERGROUND CONFIGURATIONS
5 THROUGH BALTIMORE CITY AND BALTIMORE COUNTY ALONG A GENERALLY EAST
6 TO WEST ALIGNMENT BETWEEN THE TERMINUS OF SECURITY BOULEVARD ON THE
7 WEST AND THE JOHNS HOPKINS BAYVIEW MEDICAL CENTER ON THE EAST,
8 CONNECTING AS APPROPRIATE TO OTHER FIXED-ROUTE TRANSIT SERVICES.

9 (B) (1) SUBJECT TO SUBSECTION (C) OF THIS SECTION AND CONTINGENT
10 ON THE RECEIPT OF FEDERAL FUNDS, THE DEPARTMENT PROMPTLY SHALL:

11 (I) UNDERTAKE ALL STEPS NECESSARY TO COMPLETE
12 PLANNING, PRELIMINARY ENGINEERING, AND THE NATIONAL ENVIRONMENTAL
13 POLICY ACT PROCESS AND SECURE A RECORD OF DECISION FOR:

14 1. THE RED LINE; AND

15 2. A MARC RAIL EXTENSION TO THE JOHNS HOPKINS
16 BAYVIEW MEDICAL CENTER; AND

17 (II) PREPARE A PLAN FOR THE FUNDING AND FINANCING OF
18 THE CONSTRUCTION AND OPERATION OF:

19 1. THE RED LINE; AND

20 2. A MARC RAIL EXTENSION TO THE JOHNS HOPKINS
21 BAYVIEW MEDICAL CENTER.

22 (2) IN PLANNING THE RED LINE AND MARC RAIL EXTENSION, THE
23 DEPARTMENT SHALL:

24 (I) SEEK TO AVOID ANY RESIDENTIAL DISPLACEMENT;

25 (II) STUDY THE ECONOMIC AND EMPLOYMENT IMPACTS OF
26 CONSTRUCTING AND OPERATING THE RED LINE AND MARC RAIL EXTENSION;

27 (III) CONSIDER MEASURES TO PROTECT AND ENHANCE THE
28 PHYSICAL AND ECONOMIC WELL-BEING OF THE RESIDENTS OF THE STUDY AREA;
29 AND

30 (IV) MAKE ITS FINDINGS PUBLICLY AVAILABLE.

1 **(3) THE DEPARTMENT SHALL GIVE DUE CONSIDERATION TO**
2 **PREVIOUSLY COMPLETED ENGINEERING AND ENVIRONMENTAL STUDIES.**

3 **(C) (1) SUBJECT TO PARAGRAPH (2) OF THIS SUBSECTION, IN EACH OF**
4 **FISCAL YEARS 2024 THROUGH 2027, THE GOVERNOR SHALL INCLUDE IN THE**
5 **ANNUAL BUDGET BILL AN APPROPRIATION FROM THE TRANSPORTATION TRUST**
6 **FUND OF AT LEAST \$5,000,000, CONTINGENT ON THE RECEIPT OF FEDERAL FUNDS**
7 **TO BE USED TO PROVIDE MATCHING FUNDS NEEDED TO CONDUCT AN**
8 **ENVIRONMENTAL IMPACT STUDY UNDER THE NATIONAL ENVIRONMENTAL POLICY**
9 **ACT FOR:**

10 **(I) THE RED LINE; AND**

11 **(II) A MARC RAIL EXTENSION TO THE JOHNS HOPKINS**
12 **BAYVIEW MEDICAL CENTER.**

13 **(2) AN APPROPRIATION REQUIRED UNDER PARAGRAPH (1) OF THIS**
14 **SUBSECTION MAY BE REDUCED BY THE AMOUNT OF THE TOTAL AUTHORIZED IN THE**
15 **PRIOR FISCAL YEAR TO CONDUCT THE ENVIRONMENTAL IMPACT STUDY.**

16 **(D) (1) SUBJECT TO PARAGRAPH (2) OF THIS SUBSECTION AND**
17 **CONTINGENT ON THE RECEIPT OF FEDERAL FUNDS TO BE USED TO PROVIDE**
18 **MATCHING FUNDS, FOR FISCAL YEAR 2024 AND EACH FISCAL YEAR THEREAFTER,**
19 **THE GOVERNOR SHALL INCLUDE IN THE ANNUAL BUDGET BILL AN APPROPRIATION**
20 **FROM THE TRANSPORTATION TRUST FUND OF \$200,000 TO THE BALTIMORE CITY**
21 **MAYOR'S OFFICE OF EMPLOYMENT DEVELOPMENT FOR WORKFORCE**
22 **DEVELOPMENT AND SMALL, MINORITY, AND WOMEN-OWNED BUSINESS**
23 **DEVELOPMENT.**

24 **(2) IT IS THE INTENT OF THE GENERAL ASSEMBLY THAT THE FUNDS**
25 **APPROPRIATED TO THE BALTIMORE CITY MAYOR'S OFFICE OF EMPLOYMENT**
26 **DEVELOPMENT SHALL SUPPLEMENT, AND NOT SUPPLANT, FUNDS OTHERWISE**
27 **AVAILABLE FOR THE BALTIMORE CITY MAYOR'S OFFICE OF EMPLOYMENT**
28 **DEVELOPMENT.**

29 **(E) IN CONDUCTING THE RED LINE TRANSIT PROJECT, THE**
30 **ADMINISTRATION MAY NOT ACQUIRE ANY REAL PROPERTY FOR PLANNING,**
31 **CONSTRUCTION, OPERATION, OR MAINTENANCE OF THE RED LINE IF THE**
32 **ACQUISITION WOULD RESULT IN INVOLUNTARY RESIDENTIAL DISPLACEMENT.**

33 SECTION 2. AND BE IT FURTHER ENACTED, That it is the intent of the General
34 Assembly that the Maryland Transit Administration, in cooperation with the local
35 governments in the Baltimore metropolitan area and appropriate State agencies, develop

1 and implement workforce development strategies that maximize participation by residents
2 in the east–west corridor in jobs created by and for east–west corridor transit projects.

3 SECTION 3. AND BE IT FURTHER ENACTED, That it is the intent of the General
4 Assembly that the Maryland Congressional Delegation be requested to advocate changes
5 in federal law and policy that will:

6 (1) increase the level of federal funding for and formula participation in
7 New Starts transit projects to a level consistent with other surface transportation
8 investments; and

9 (2) reduce biases in the federal New Starts funding formula against the
10 northeastern and industrial regions of the United States that have smaller public
11 rights–of–way and higher utility relocation and environmental hazard mitigation costs.

12 SECTION 4. AND BE IT FURTHER ENACTED, That Section(s) 2 of Chapter 2 of
13 the Acts of the General Assembly of the 2006 Special Session be repealed.

14 SECTION 5. AND BE IT FURTHER ENACTED, That Section(s) 2 of Chapter 3 of
15 the Acts of the General Assembly of the 2006 Special Session be repealed.

16 SECTION 6. AND BE IT FURTHER ENACTED, That Section(s) 1 of Chapter 2 of
17 the Acts of the General Assembly of the 2006 Special Session, as amended by Chapter 570
18 of the Acts of the General Assembly of 2009, be repealed.

19 SECTION 7. AND BE IT FURTHER ENACTED, That Section(s) 1 of Chapter 3 of
20 the Acts of the General Assembly of the 2006 Special Session, as amended by Chapter 570
21 of the Acts of the General Assembly of 2009, be repealed.

22 SECTION 8. AND BE IT FURTHER ENACTED, That Chapter 570 of the Acts of the
23 General Assembly of 2009 be repealed.

24 SECTION 9. AND BE IT FURTHER ENACTED, That this Act shall take effect July
25 1, 2022.