

HOUSE BILL 10

Unofficial Copy
R2

2001 Regular Session
(11r1370)

ENROLLED BILL

-- Commerce and Government Matters/Finance --

Introduced by **Delegates Taylor, Hurson, Dewberry, Busch, Doory, Harrison, Hixson, Howard, Kopp, Menes, Rosenberg, Vallario, ~~and Wood~~ Wood, W. Baker, Bozman, Bronrott, Brown, Burns, Cadden, Carlson, Cole, Conway, D'Amato, DeCarlo, Frush, Giannetti, Goldwater, Hecht, James, A. Jones, V. Jones, Kirk, Love, McIntosh, Moe, Morhaim, Nathan-Pulliam, Patterson, Pendergrass, Pitkin, Riley, Rosso, Shriver, and Stern**

Read and Examined by Proofreaders:

Proofreader.

Proofreader.

Sealed with the Great Seal and presented to the Governor, for his approval this _____ day of _____ at _____ o'clock, _____ M.

Speaker.

CHAPTER 632

1 AN ACT concerning

2 **Virginia-Maryland-District of Columbia Joint Legislative Commission on**
3 **Interstate Transportation - Regional Transportation Authority Study**

4 FOR the purpose of requesting the Virginia-Maryland-District of Columbia Joint
5 Legislative Commission on Interstate Transportation to study, in consultation
6 with certain governing bodies and the Maryland Department of Transportation,
7 the issue of establishing a Regional Transportation Authority; ~~expressing the~~
8 ~~intent of the General Assembly that the Commission not consider issues relating~~
9 ~~to aviation;~~ requesting the Speaker of the House, the President of the Senate
10 and their Virginia and District of Columbia counterparts to consider a certain
11 expansion of the Commission; requesting the Commission to submit a certain

1 ~~report reports~~ on or before ~~a certain date~~ certain dates; and generally relating to
2 the Virginia-Maryland-District of Columbia Joint Legislative Commission on
3 Interstate Transportation.

4 Preamble

5 WHEREAS, Residents in the Metropolitan Washington Region, particularly
6 those in Northern Virginia and suburban Maryland, face the second longest daily
7 commutes in the United States, with only Los Angeles area residents spending more
8 time each day commuting to work; and

9 WHEREAS, Residents in the Metropolitan Washington Region have the highest
10 per capita income lost because of transportation gridlock and pay nearly \$1,260 per
11 year in higher consumer prices because of the effects of traffic congestion; and

12 WHEREAS, By the year 2020, trips to or from work will increase by 2.5 million
13 per day, for a total of 6.1 million trips per day with suburb-to-suburb work trips
14 accounting for 3 of every 4 work trips; and

15 WHEREAS, Trips to and from work comprise only 25% of all daily trips in the
16 Metropolitan Region; and

17 WHEREAS, By the year 2025, the total increase in daily work and nonwork
18 trips in the Washington Metropolitan Region will increase by 38%, from
19 approximately 12.8 million trips per day to approximately 17.6 million trips per day,
20 yet according to currently adopted regional long range plans, highway lane miles will
21 increase by only 13% over the same period, from approximately 12,500 to
22 approximately 14,100 lane miles, leaving a much greater gap between projected
23 demand and available capacity than exists today, according to the Metropolitan
24 Washington Area Council of Governments; and

25 WHEREAS, By the year 2020, traffic volumes across existing bridges in the
26 Metropolitan Washington Region will ~~carry~~ increase to more than 400,000 trips above
27 design capacity each day, yet Virginia, Maryland, and the District of Columbia have
28 had difficulty coordinating long term regional transportation and related growth
29 policies; and

30 WHEREAS, Although there is frequent and beneficial coordination among
31 executive branch officials and local government officials in Maryland, Virginia, and
32 the District of Columbia, a more formal structure for coordinating transportation
33 solutions may be beneficial in improving transportation and mobility for residents of
34 the Metropolitan Washington Region, particularly residents of Northern Virginia and
35 suburban Maryland; and

36 WHEREAS, Because of the increasing amount of commuter traffic between the
37 Metropolitan Washington Region and Baltimore, discussions of a Regional
38 Transportation Authority would be aided on the Maryland side by the addition of a
39 House and Senate representative from the Baltimore area; now, therefore,

1 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF
2 MARYLAND, That

3 (a) The Virginia-Maryland-District of Columbia Joint Legislative
4 Commission on Interstate Transportation is requested to study, in consultation with
5 the governing bodies of counties in the Metropolitan Washington Region and the
6 Maryland Department of Transportation, the issue of establishing a Regional
7 Transportation Authority for the Metropolitan Washington Region, including in the
8 study a review of such issues as:

9 (1) the funding of transportation projects;

10 (2) transportation capacity and projected travel demands for all modes of
11 travel by 2025, including travel demand reduction strategies;

12 (3) transit alternatives;

13 (4) Potomac River crossings;

14 (5) coordination of and compliance with land use policies;

15 (6) air pollution control policies; ~~and~~

16 (7) the organizational structures, powers, and responsibilities of a
17 regional transportation authority, including a review of regional transportation
18 planning and decision making bodies already created under the laws of Maryland,
19 Virginia, and the District of Columbia, and the experience of other states and regions
20 that have created regional transportation authorities; and

21 (8) other issues the Commission believes are relevant to a Regional
22 Transportation Authority.

23 (b) ~~It is the intent of the General Assembly that, in reviewing the issues~~
24 ~~specified in subsection (a) of this section, the Commission not consider issues relating~~
25 ~~to aviation.~~

26 ~~(e)~~ The Maryland Speaker of the House and the President of the Senate shall
27 discuss with their appropriate counterparts in Virginia and the District of Columbia
28 the advisability of expanding the membership of the Commission to a slightly broader
29 geographic area in both Maryland and Virginia.

30 ~~(e)~~ ~~(d)~~ ~~(c)~~ (1) It is the intent of the General Assembly that the
31 Commission submit an interim report of its findings and recommendations to the
32 General Assembly in accordance with § 2-1246 of the State Government Article in
33 time to submit its findings and recommendations, and to the Governors of Maryland
34 and Virginia, the Mayor and Council of the District of Columbia, and the General
35 Assemblies of Maryland and Assembly of Virginia, and the local government officials
36 of the affected counties and municipal corporations, prior to their respective 2002
37 legislative sessions on or before December 1, 2001.

1 (2) It is the intent of the General Assembly that the Commission submit
2 a final report of its findings and recommendations to the General Assembly in
3 accordance with § 2-1246 of the State Government Article, and to the Governors of
4 Maryland and Virginia, the Mayor and Council of the District of Columbia, the
5 General Assembly of Virginia, and the local government officials of the affected
6 counties and municipal corporations, on or before December 1, 2002.

7 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect
8 ~~October~~ June 1, 2001.