

Department of Legislative Services
 Maryland General Assembly
 2005 Session

FISCAL AND POLICY NOTE

House Bill 1395 (Delegate Sossi, *et al.*)
 Ways and Means

Maryland Transportation Authority - Membership

This bill increases the membership of the Maryland Transportation Authority (MdTA) to nine, alters the terms of service for members, and bans employees of the Executive Branch from serving as appointed members.

Fiscal Summary

State Effect: Nonbudgeted expenditures would increase by \$10,800 in FY 2006 and \$14,400 annually thereafter to reimburse the new authority members for meeting attendance. Revenues would not be affected.

(in dollars)	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
NonBud Revenues	\$0	\$0	\$0	\$0	\$0
NonBud Exp.	10,800	14,400	14,400	14,400	14,400
Net Effect	(\$10,800)	(\$14,400)	(\$14,400)	(\$14,400)	(\$14,400)

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

Local Effect: None.

Small Business Effect: None.

Analysis

Bill Summary: MdTA would consist of eight appointed members in addition to the chairman of the authority. Terms of service for members are reduced to two years, and the terms of half the appointed members expire each year. Appointed members may not

serve more than two consecutive terms. This bill does not apply to terms of service for members appointed before October 1, 2005.

Current Law: There are seven members of MdTA: the chairman (who is the Secretary of Transportation) and six members appointed by the Governor. Members serve a three-year term. One-third of all terms expire each year. MdTA has supervision over all transportation facility projects and has the power to acquire and dispose of property, enter into contracts, apply for and receive grants, condemn land, and take all other actions it considers necessary to exercise its powers and perform its duties.

Background: Established in 1971 as an independent, nonbudgeted State agency, MdTA is responsible for the operation of the State's seven existing toll facilities. MdTA has assumed an expanded role in financing nontolled transportation facilities since the 1980s. MdTA has provided fund transfers and loans to the Transportation Trust Fund (TTF) and has assumed responsibility for building nontolled facilities that could not be financed through the TTF. MdTA has also served as the conduit through which debt backed by a variety of revenue sources has been issued by several Maryland Department of Transportation modal administrations.

State Expenditures: MdTA advises that it pays its authority members \$400 per meeting and travel expenditures. There is a monthly meeting of the authority as well as subcommittee meetings. MdTA advises that the number of meetings annually averages 18. Therefore, nonbudgeted expenditures would increase by \$10,800 in fiscal 2006 and \$14,400 annually thereafter. Travel expenses could be handled with existing resources.

Additional Information

Prior Introductions: None.

Cross File: SB 627 (Senator Pipkin, *et al.*) – Finance.

Information Source(s): Maryland Department of Transportation, Department of Legislative Services

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Analysis by: Nora C. McArdle

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

