

Department of Legislative Services
 Maryland General Assembly
 2011 Session

FISCAL AND POLICY NOTE

Senate Bill 812 (Senator Zirkin)
 Budget and Taxation

Blue Ribbon Commission on Maryland Transportation Funding - Uniform Process for Local Priorities

This bill requires the Blue Ribbon Commission on Maryland Transportation Funding to review, evaluate, and make recommendations concerning a uniform process to (1) identify local jurisdictions’ transportation priorities; (2) receive meaningful input concerning transportation priorities in the local jurisdictions from specified individuals; and (3) compare and evaluate local transportation priorities.

The bill takes effect June 1, 2011.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by \$15,000 in FY 2011 to complete research and hold two meetings. Revenues are not affected.

(in dollars)	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	15,000	0	0	0	0
Net Effect	(\$15,000)	\$0	\$0	\$0	\$0

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

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law/Background: Chapters 525 and 526 of 2010 established the Blue Ribbon Commission on Transportation Funding. The commission was tasked with reviewing, evaluating, and making recommendations on a variety of issues, including (1) the current State funding sources and structure of TTF; (2) short- and long-term transit and highway construction and maintenance funding needs; (3) options for public-private partnerships to meet transportation funding needs; (4) the structure of regional transportation authorities and their ability to meet transportation needs; and (5) options for sustainable, long-term revenue sources for transportation. The Maryland Department of Transportation (MDOT) staffs the commission. The commission was required to submit an interim report of its findings and recommendations to the Governor and the General Assembly by January 1, 2011; a final report is due by November 1, 2011. The commission terminates June 30, 2012.

In February 2011, the commission released an interim report that recommends (1) adopting an amendment to the Maryland Constitution prohibiting transfers from TTF to nontransportation purposes, except in specified fiscal emergencies; (2) retaining the existing portion of sales and corporate tax revenue dedicated to TTF; (3) restoring highway user revenues to local governments; (4) raising \$800 million in net new annual funding for transportation through a combination of net new revenues and bonding; (5) increasing leveraging and bonding; and (6) removing the cost-recovery cap for Motor Vehicle Administration fees.

State Expenditures: TTF expenditures increase by \$15,000 in fiscal 2011 for contractual costs associated with holding two additional commission meetings and conducting national-level research on uniform processes. This estimate assumes completion of the meetings and research prior to November 2011, so that any recommendations resulting from this research may be included in the commission's final report. Although the consultant's work would span both fiscal 2011 and 2012, it is assumed that MDOT pays the consultant in fiscal 2011.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Maryland Association of Counties, Maryland Municipal League, Maryland Department of Transportation, Department of Legislative Services

Fiscal Note History: First Reader - March 17, 2011
mc/lgc

Analysis by: Amanda Mock

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