

Department of Legislative Services
 Maryland General Assembly
 2011 Session

FISCAL AND POLICY NOTE
Revised

Senate Bill 623

(Senators Madaleno and Glassman)

Finance

Environmental Matters

Maryland Department of Transportation - Transit Review and Evaluation

This bill requires the Maryland Department of Transportation (MDOT) to (1) review and evaluate specified methodologies and best practices concerning transit priority treatments; (2) identify transit throughput thresholds at which different levels of transit priority treatments are warranted; (3) identify transit corridors that would be appropriate candidates for the implementation of transit priority treatments; (4) recommend whether to establish competitive grant funding for transit projects, including whether to establish specified criteria; and (5) examine and make recommendations concerning whether, and to what extent, using value capture opportunities may help finance specified capital costs and whether barriers exist that prevent MDOT from using value capture opportunities. The Secretary of Transportation must submit a report, which includes the required studies and analyses, to the General Assembly by December 15, 2012.

The bill terminates December 31, 2012.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by at least \$75,000 in FY 2012 and \$50,000 in FY 2013 to complete the required studies and report; however, significant additional funding may be required. Revenues are not affected.

(in dollars)	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	75,000	50,000	0	0	0
Net Effect	(\$75,000)	(\$50,000)	\$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: It is the policy of the State that the development of improved and expanded railroad facilities, railroad services, transit facilities, and transit services operating as a unified and coordinated regional transportation system, and the realization of transit-oriented development throughout the State, represent transportation purposes that are essential for the satisfactory movement of people and goods, the alleviation of present and future traffic congestion, the economic welfare and vitality, and the development of the metropolitan area of Baltimore and other political subdivisions of the State.

Background: One way to increase the capacity within a transportation corridor is to add public transit options. Public transit includes local and commuter buses, light and commuter rail services, and even ferry crossings. A wider array of public transit options is cost-effective in highly urbanized areas such as the densely populated corridors throughout the Baltimore-Washington metropolitan region.

Increasingly, when MDOT identifies congestion in a corridor, transportation planners consider the suitability of public transit additions or enhancements to accompany any increase in roadway capacity. Two of the State's most congested roadway regions – the I-95/MD-295 corridor and the inner-beltway suburbs of Washington, DC – have long been served by the Maryland Area Rail Commuter service and the DC Metrorail system. In addition, Baltimore is served by the Maryland Transit Administration, which operates a bus and public transit system. In recent years, both areas have been served by a commuter bus system that has grown in popularity. These long-standing systems provide a model of multi-modal transportation solutions to the problem of congested corridors in Maryland. Since multi-modal connectivity is essential to the future of mobility in Maryland, most planners favor the creation of a network of dedicated bus lanes and bus rapid transit.

State Expenditures: TTF expenditures increase by at least \$75,000 in fiscal 2012 and \$50,000 in fiscal 2013 for contractual services associated with developing transit finance related recommendations and conducting a geographically targeted, high-level study on primarily bus prioritization that will help establish statewide criteria and policy direction. However, TTF expenditures could increase significantly more in fiscal 2012 and 2013 for contractual costs to the extent the bill is interpreted as requiring the development of methodologies and criteria for transit priority treatments in various traffic corridors and situations throughout the State. Further, MDOT advises the bill may result in significant

future State and federal savings and may allow State transit project development to advance more quickly.

Additional Information

Prior Introductions: HB 1404 of 2010 passed the House with amendments, but it received an unfavorable report from the Senate Finance Committee.

Cross File: None.

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

Fiscal Note History: First Reader - February 22, 2011
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