

Department of Legislative Services
Maryland General Assembly
2005 Session

FISCAL AND POLICY NOTE

Senate Bill 82

(Chairman, Finance Committee)

(By Request – Departmental – Transportation)

Finance

Environmental Matters

**Transportation - Port Land Use Development Zone Advisory Council -
Abolishment**

This departmental bill abolishes the Port Land Use Development Zone Advisory Council (PLUDAC) and the Port Land Use Development Office, which were established in 1998.

Fiscal Summary

State Effect: The bill would not materially affect State finances; staff would be redirected to other activities.

Local Effect: None.

Small Business Effect: The Maryland Department of Transportation (MDOT) has determined that this bill has minimal or no impact on small business (attached). Legislative Services concurs with this assessment.

Analysis

Current Law: The Port Land Use Development Zone (zone) consists of any property within the immediate influence of port activity, which includes land directly on Baltimore Harbor or serving the Port of Baltimore, and all public and private properties within 3,000 feet of the port extending from Brandon Shores in Anne Arundel County to Middle River in Baltimore County. PLUDAC consists of 11 members: one each from MDOT, the Department of Business and Economic Development (DBED), the Department of Planning, Baltimore City, Baltimore County, and Anne Arundel County; and five

members appointed by the Governor representing the business community, the environmental community, a residential community within the zone, the development community, and the general public. The Port Land Use Development Office, within the Maryland Port Administration (MPA), is required to coordinate and support the activities of the advisory council and establish a collaborative effort to market the zone.

PLUDAC has eight tasks assigned by law.

1. Complete, maintain, and disseminate an inventory of vacant or underutilized properties in the zone available for redevelopment.
2. Coordinate the development of a master plan for the zone.
3. Recommend any appropriate actions to the Governor that may lead to the development and reuse of brownfield sites in the zone, including using federal, State, local, or private-sector funds.
4. Facilitate access to available financial incentives and explore innovative financing programs for businesses interested in furthering redevelopment of zone properties.
5. Recommend to the Governor appropriate use of tax incentives and enterprise and foreign trade zones in order to attract businesses to sites in the zone.
6. Work with and coordinate the efforts of State and local authorities in land assemblage activities, designed to return vacant properties within the zone to productive use, which will facilitate economic development and land redevelopment efforts in the zone.
7. Establish any necessary subcommittees.
8. Provide other assistance necessary to further the development of the zone.

PLUDAC must submit an annual report of its activities for the calendar year by December 31 of each year.

Background: The zone was established to help MPA overcome brownfield site hurdles on development problems. By spring 2005, PLUDAC will have completed all tasks assigned to it by the General Assembly.

Funding for PLUDAC came from a \$2 million U.S. Department of Housing and Urban Development Economic Development Initiatives Grant; no new funding is anticipated. All but \$75,000 of the grant has been disbursed. PLUDAC committed \$524,000 to master planning activities and database development. A master plan has been developed and is scheduled to be finalized in spring 2005. Baltimore City received a grant of \$1.4 million to assist in the reconstruction of Clinton Street, which serves as primary road access to public and private marine terminals in Canton. A bulkhead supporting the street was damaged and had to be rebuilt. The road has been closed since December 2003.

MDOT, DBED, local development offices, and MPA will continue to work to revitalize development around the port and provide assistance to small businesses.

Additional Information

Prior Introductions: None.

Cross File: None.

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

Fiscal Note History: First Reader - January 31, 2005
n/ljm

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