

Department of Legislative Services
Maryland General Assembly
2006 Session

FISCAL AND POLICY NOTE

House Bill 1632 (Delegate Moe, *et al.*)
Environmental Matters

Transportation - Metrorail Green Line Extension to BWI - Study

This bill requires the Secretary of Transportation to conduct a study of the need and feasibility of extending the Green Line route of the Metrorail from Greenbelt Metrorail station to Baltimore-Washington International Thurgood Marshall Airport (BWI).

Fiscal Summary

State Effect: None. The study is a planned expenditure already, and the FY 2007 capital budget for the Maryland Department of Transportation (MDOT) contains \$1 million to conduct this study. Transportation Trust Fund (TTF) expenditures would not be affected.

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law: None.

Background: BWI is a central hub in the region's air transportation system. In 2003, BWI had an average of 730 commercial operations per day. The airport covers 3,596 acres and generates approximately 104,758 direct and indirect jobs. Approximately 55,600 passengers per day flew from BWI in 2004, a growth of 3.3% over the previous year. Currently, the MARC train, light rail, and Amtrak serve as mass transit access to BWI.

MDOT supports transit through the Maryland Transit Administration and the Washington Metropolitan Area Transit Authority (WMATA), which operates Metrorail. MDOT provides annual operating grants to the Washington Suburban Transit Commission, which then provides funding to WMATA for operation of the Metrorail, Metrobus, and MetroAccess systems. MDOT pays for all capital projects located in Maryland.

There are three major airports in the Washington/Baltimore area: Dulles Airport, Ronald Reagan National Airport, and BWI. Ronald Reagan National Airport is served by Metrorail's Yellow Line, while the proposed Silver Line will connect Dulles Airport to the Metrorail system. Currently, in order to get to BWI from Greenbelt Metrorail station, a person must transfer from the Metro to the B30 express bus. The B30 runs every 40 minutes. The other mass transit alternative from the Washington metropolitan area to BWI is to take the MARC train or Amtrak from Union Station.

Additional Information

Prior Introductions: None.

Cross File: SB 699 (Senators Giannetti and Lawlah) – Finance.

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

Fiscal Note History: First Reader - March 10, 2006
ncs/ljm

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