

Department of Legislative Services
 Maryland General Assembly
 2007 Session

FISCAL AND POLICY NOTE

House Bill 674 (Delegate Holmes, *et al.*)
 Environmental Matters

State Report on Transportation - Mass Transit - Required Element

This bill requires the Maryland Department of Transportation (MDOT) to include in the Consolidated Transportation Program (CTP) a summary of the projected mass transit needs of the State and a list of all mass transit capital projects for the current year, the budget request year, and the four successive planning years. It also requires that the 20-year forecast of State transportation needs in the Maryland Transportation Plan (MTP) be for each modal administration and mandates that the summary of projects and programs proposed to accomplish the goals of the plan be for each modal administration.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures could increase by \$180,000 in FY 2008 and 2009 to prepare a summary of projected mass transit needs of the State and prepare a 20-year forecast of State transportation needs by modal administration. Revenues would not be affected.

(in dollars)	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	180,000	180,000	0	0	0
Net Effect	(\$180,000)	(\$180,000)	\$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: The State Report on Transportation is prepared by MDOT. It consists of two components, the CTP and the MTP.

The CTP is the six-year budget for the construction, development, and evaluation of transportation capital projects. It is revised annually to reflect updated information and changing priorities. It contains a list of current and anticipated major and minor capital projects for the fiscal year it is issued and for the next five fiscal years, including:

- an expanded description of major capital projects;
- a detailed breakdown of the costs of a project, project expenditures to date, expected expenditures for the current fiscal year, projected annual expenditures for the next five years, and total project costs; and
- MDOT's estimates of the revenues required to fund the projects in the CTP, and what the source of the funding is anticipated to be (*i.e.*, federal funds, special funds, etc.).

The MTP is the long-term plan for Maryland transportation. MTP must be prepared every five years. It includes a 20-year forecast of State transportation needs, based on the financial resources anticipated to be available to MDOT during that time. It must be expressed in terms of goals and objectives, and must include a summary of the types of projects and programs proposed to accomplish those goals. The summary must use a multi-modal approach when feasible.

State Expenditures: MDOT advises that the CTP already includes a list of all capital mass transit projects and needs for the six years included in the CTP; however, the CTP does not contain a list of projected needs.

MDOT also advises that updating the last MTP cost \$360,000 including consulting fees. This did not include a modal administration by modal administration approach. MDOT estimates that mandating a modal administration analysis of transportation needs could double the cost of updating the MTP. MDOT advises that updating the MTP begins approximately two years before its publication date; MDOT is gearing up to do this now. Accordingly, TTF expenditures would increase by \$180,000 in fiscal 2008 and 2009. Legislative Services advises that MDOT could use the modal analysis to identify projected mass transit needs for the CTP.

Although the MTP is a long-term document, identifying transportation needs by modal administration could assist MDOT in determining and prioritizing what projects should

be in the CTP and in ensuring effective short-term implementation of MTP's long-term goals. Accordingly, MDOT could achieve greater efficiency in its planning and implementation of its capital and operating program. However, the fiscal impact of this improved operational efficiency cannot be reliably estimated at this time.

Additional Comments: Legislative Services advises that it can take up to 12 years to take a transportation project through the design, permitting, and analysis stage before construction can begin. Depending on the length of construction, 20 years may not be sufficient to complete projects identified in the MTP.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): National Surface Transportation Policy and Revenue Study Commission, Maryland Department of Transportation, Department of Legislative Services

Fiscal Note History: First Reader - March 14, 2007
ncs/ljm

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