

Department of Legislative Services
 Maryland General Assembly
 2010 Session

FISCAL AND POLICY NOTE
 Revised

House Bill 1404

(Delegate Gaines, *et al.*)

Environmental Matters

Finance

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; and (3) identify transit corridors that would be appropriate candidates for the implementation of transit priority treatments. The Secretary of Transportation must submit a report, which includes the required studies and analyses, to the General Assembly by December 15, 2011.

The bill terminates December 31, 2011.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by at least \$75,000 in FY 2011 to complete the required studies and report; however, up to an additional \$750,000 may be required. Revenues are not affected.

(in dollars)	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	75,000	0	0	0	0
Net Effect	(\$75,000)	\$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: 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 2011 for contractual services associated with conducting a high-level study on primarily bus prioritization that will help establish statewide criteria and policy direction. However, TTF expenditures could increase by an additional \$750,000 in fiscal 2011 through the first half of fiscal 2012 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.

Additional Information

Prior Introductions: None.

Cross File: None.

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

Fiscal Note History: First Reader - March 12, 2010
ncs/lgc Revised - Updated Information - March 23, 2010
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