

**Department of Legislative Services**  
Maryland General Assembly  
2010 Session

**FISCAL AND POLICY NOTE**  
**Revised**

House Bill 975

(Chair, Environmental Matters Committee)(By Request -  
Departmental - Transportation)

Environmental Matters

Judicial Proceedings

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**Vehicle Laws - Maryland Transportation Authority - Highways**

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This departmental bill defines an “authority highway” as each highway, tunnel, and bridge, or any approach to one of these facilities, within the jurisdiction of the Maryland Transportation Authority (MDTA). The bill also substitutes all references to a “vehicular crossing” with reference instead to an “authority highway” in order to clarify MDTA jurisdiction and simplify all references to this authority in the Annotated Code of Maryland.

The bill takes effect July 1, 2010.

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**Fiscal Summary**

**State Effect:** None. The change is technical in nature and does not directly affect governmental finances.

**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. (The attached assessment does not reflect amendments to the bill.)

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**Analysis**

**Current Law/Background:** According to MDOT, MDTA owns or operates two tunnels (the Baltimore Harbor Tunnel and the Fort McHenry Tunnel), five bridges (the Millard E. Tydings Memorial Bridge, the Thomas J. Hatem Memorial Bridge, the Harry W. Nice

Memorial Bridge, the William Preston Lane, Jr. Memorial (Chesapeake Bay) Bridge, and the Francis Scott Key Bridge) and several highways, including I-95 John F. Kennedy Memorial Highway, I-395, I-895, and upon its opening, the Intercounty Connector, MD Route 200.

Title 21, Subtitle 14 of the Transportation Article concerns the operation of vehicles, and the application of the Maryland Vehicle Law, on toll facilities owned and operated by MDTA. Numerous provisions of this subtitle affect bridges, tunnels, vehicular crossings, and the bill merely alters current law to specifically clarify the authority of MDTA over highways under its jurisdiction.

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### **Additional Information**

**Prior Introductions:** None.

**Cross File:** None.

**Information Source(s):** Judiciary (Administrative Office of the Courts), Department of State Police, Maryland Department of Transportation, Department of Legislative Services

**Fiscal Note History:** First Reader - February 25, 2010  
ei/ljm Revised - House Third Reader - March 30, 2010

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## ANALYSIS OF ECONOMIC IMPACT ON SMALL BUSINESSES

TITLE OF BILL: Vehicle Laws – Maryland Transportation Authority – Highways

BILL NUMBER: HB 975

PREPARED BY: Maryland Department of Transportation

### PART A. ECONOMIC IMPACT RATING

This agency estimates that the proposed bill:

WILL HAVE MINIMAL OR NO ECONOMIC IMPACT ON MARYLAND SMALL BUSINESS

OR

WILL HAVE MEANINGFUL ECONOMIC IMPACT ON MARYLAND SMALL BUSINESSES

### PART B. ECONOMIC IMPACT ANALYSIS

The proposed legislation will have no impact on small business in Maryland.