



# Commission Recommendations

Final Report, November 1, 2011

## I. Put Trust Back in Transportation Trust Fund

- Protect Transportation Trust Fund
  - Amend Maryland Constitution to prohibit transfers out (except in declared emergencies)
  - Enact statute requiring declaration of a fiscal emergency and approval General Assembly, along with a repayment plan, before a transfer out
  - Continue to require dedication of local portion of Highway User Revenues to transportation with reporting / audit procedures

## II. Shore Up & Expand Core Transportation Funding

- Raise additional \$870M/yr from revenues directly related to transportation
- Restore local portion of Highway User Revenue
- Transit
  - Study regional transit financing authorities
  - Reach cost recovery goal of 35%
  - Regularly adjust fares to keep pace with inflation
  - Eliminate non-paying ridership
- Increase bonding capacity in-line with new revenues
- Remove MVA fee cap
- Tolling
  - Review MDTA roadways for potential to toll un-tolled portions
  - Explore newer tolling and pricing practices when add capacity
- Expand investment in freight infrastructure

## III. Facilitate Smart Growth by Investing in Transportation in Growth Areas

- Establish a framework for transportation investment decisions to ensure investments support growth areas and preserve rural areas
- Tie decision-making processes and incentives to economic vitality, job growth, smart growth, and land use policies
- Work cooperatively with local governments to ensure county and municipal plans reflect the State's growth policies

## IV. Explore Policies & Legislation to Facilitate Value Capture

- Develop a systematic approach to consider value capture strategies early and throughout a project's development to supplement existing revenue
- Recognize value created by State transportation investments for local and private entities and work collaboratively to capture this value
- Seek legislative authority to apply tax increment financing (TIF) support to highway projects (as currently provided for targeted transit projects)

## V. Explore Policies & Legislation to Facilitate Partnerships to Enhance Transportation Investment

- Establish centralized enabling Public Private Partnership (P3) legislation with efficient/timely reviews
- Revise transportation P3 process to effectively evaluate/implement
- Identify future P3 opportunities; integrate P3 screening analysis early
- Consider P3s for broad range of project types
- Engage expert P3 assistance
- Assess market demand for State loans
- Pursue statutory authority to loan funds to localities and potentially pursue State legislative authority to establish a State Infrastructure Bank
- Identify potential loan fund capitalization sources
- Identify candidate projects to prepare for any National Infrastructure Bank