

Transportation for Maryland

Four Proposals to Improve Transportation in Maryland

Smart & Transparent Transportation Decisions Overview

Maryland needs an open and objective system for making its transportation funding decisions.

- Establish key goals for prioritizing proposed transportation projects. These goals should include transportation benefit, economic & community development, land use & environmental impacts, and social equity impacts.
- Develop ranking measures for these goals that can be applied to proposed transportation projects.
- Reform the State process for identifying, ranking, and selecting projects to match these goals and measures.
- Require a meaningful State Transportation Plan and insure it sets forth a transparent strategy for applying these goals to the State's transportation investments.

MTA Oversight Board

- Create an oversight and planning board for the Maryland Transit Administration made up of riders, local government, state government, business, labor, and the disability community.
- The board will improve public transportation through actions that may include overseeing the creation of a strategic plan, forming study groups, creating a forum for setting goals, creating accountability for progress and reporting annually to the Governor and legislature.
- A board, particularly a board that includes stakeholder representation, is a vital way of building cooperation and support for actions to improve an organization and accountability for results.
- The Maryland Ports Administration, the Maryland Aviation Administration, and WMATA all have boards whereas the MTA currently does not.

Maryland Commuter Tax Benefit

- Increase the maximum credit allowed under the Maryland Commuter Tax benefit from \$50 to \$100.
- Continue to define the credit as equal to 50% of the cost of providing certain defined commuter benefits to employees.

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- This would not change the incentive to provide MTA monthly passes since 50% of \$68 is already under the maximum credit.
- This would change the incentive to provide employer sponsored last mile shuttles, subscription buses and other transportation solutions.
- The result would be more money in the pockets of employers and employees who participate and an incentive to make more efficient use of our existing transportation infrastructure.

Remove Fare Box Recovery Requirement

Transit is currently required to show that 35% of the costs of operating a transit system is covered by the fares paid by passengers. This standard means that all investments into the system, safety, cleaning, and training reduces the fare box recovery percentage.