

# 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.