

# **SMART SPENDING? A CLOSER LOOK AT MARYLAND'S TRANSPORTATION BUDGETS**

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# MD's Smart Growth & Transportation

- Letter of the law:
  - Concentrate infrastructure investments in priority funding areas
  - “Growth related” (i.e. construction program)
  - Exemptions:
    - MdTA
    - Connect PFAs
    - Safety
- Spirit of the law:
  - Principles of Smart Growth
  - Promote transportation choice
  - Support pedestrian and bicycling activity

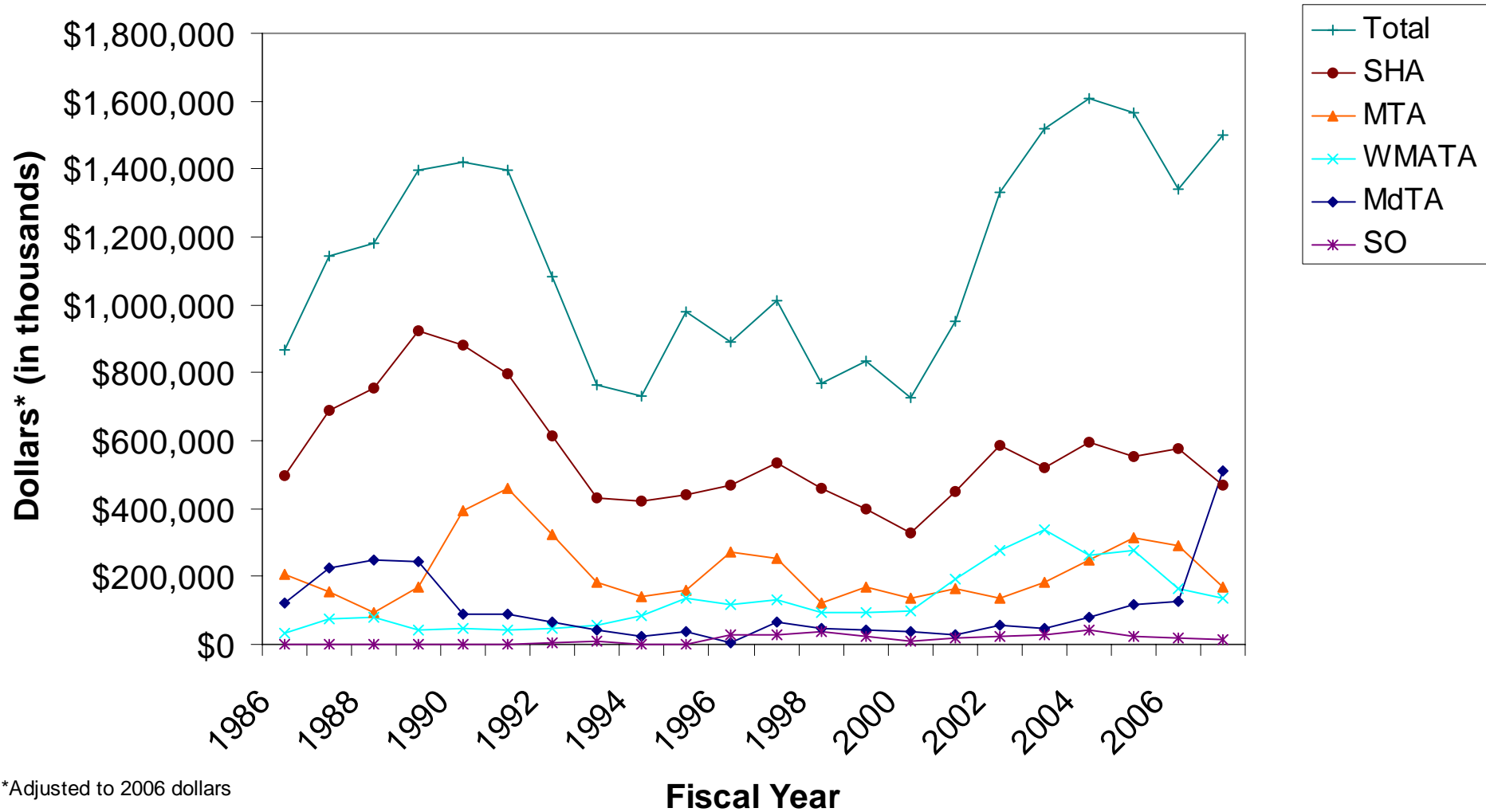
# Has Maryland's Smart Growth Areas Act influenced transportation?

- Culture of transportation planning
- Changes in travel demand
- Types of projects, levels of funding, location of investments

## Analysis of Budgets:

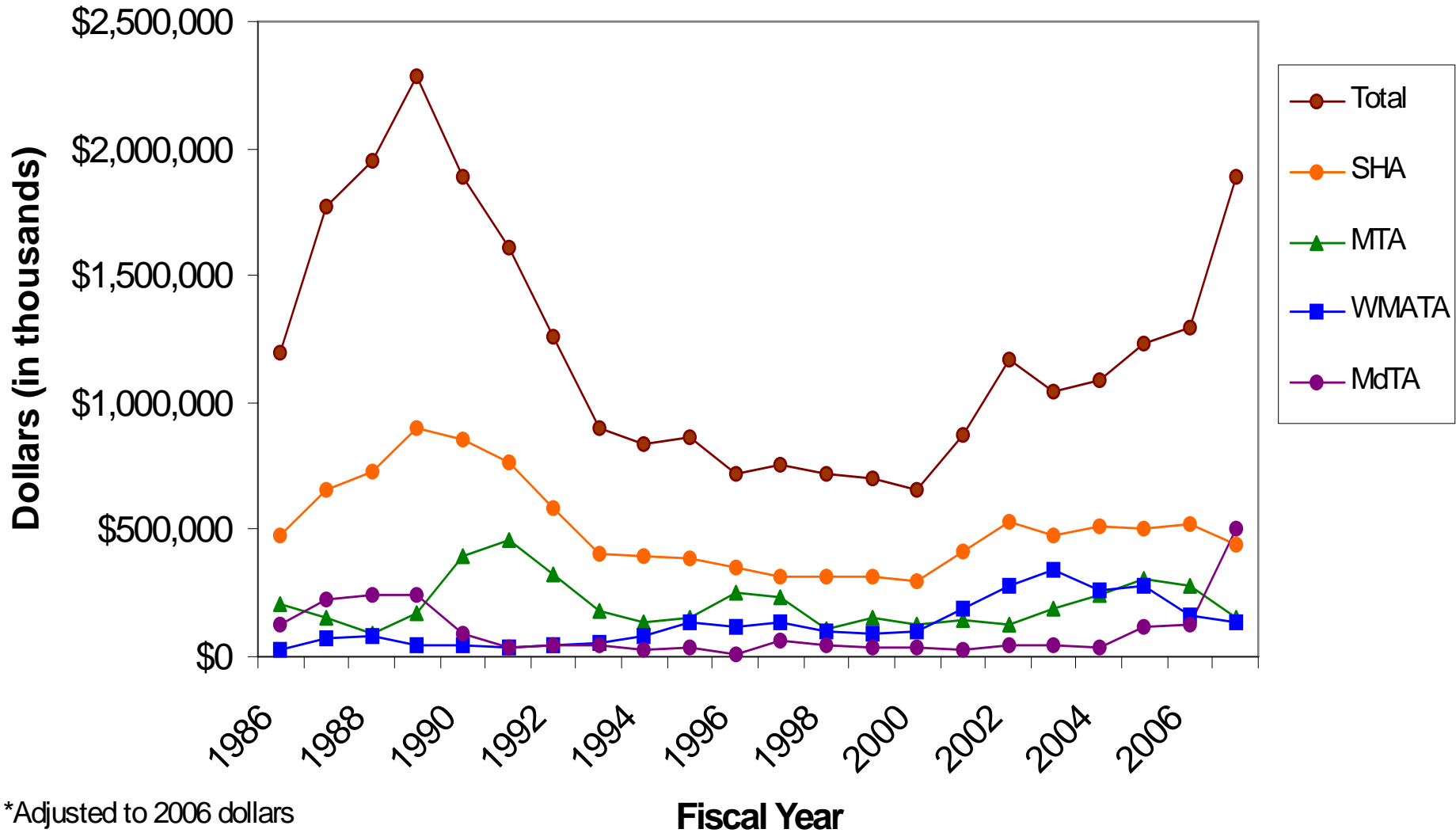
- Maryland's Consolidated Transportation Plan (FY1986- FY2007)
- Transportation Enhancements Clearinghouse (FY1992-FY2006)
- Trends in surface transportation spending
- Construction program
- Priority Funding Areas
- Modal investments

# Total Spending by Agency



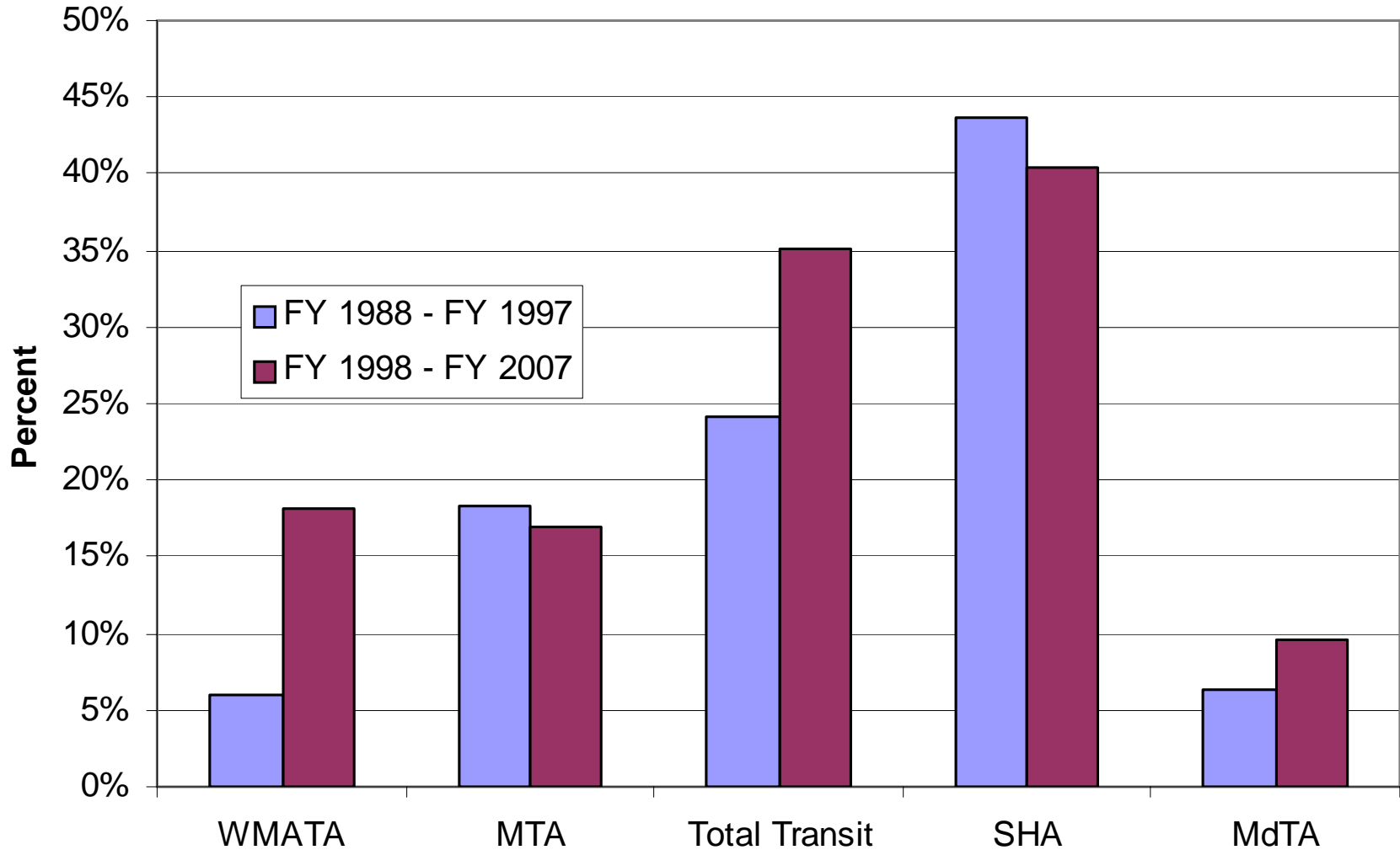
\*Adjusted to 2006 dollars

# Construction Spending by Agency

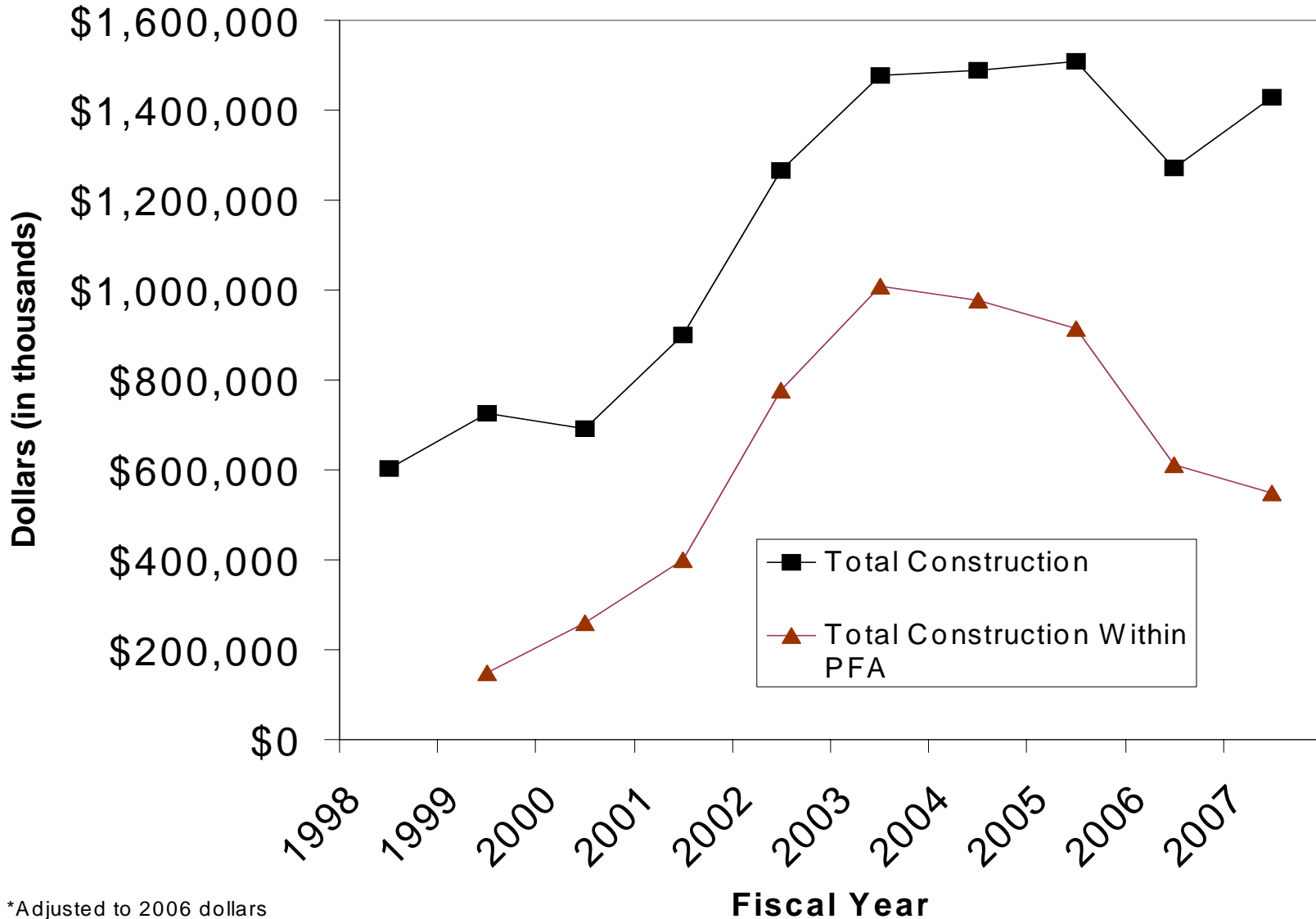


\*Adjusted to 2006 dollars

# Construction Spending Before and After SG

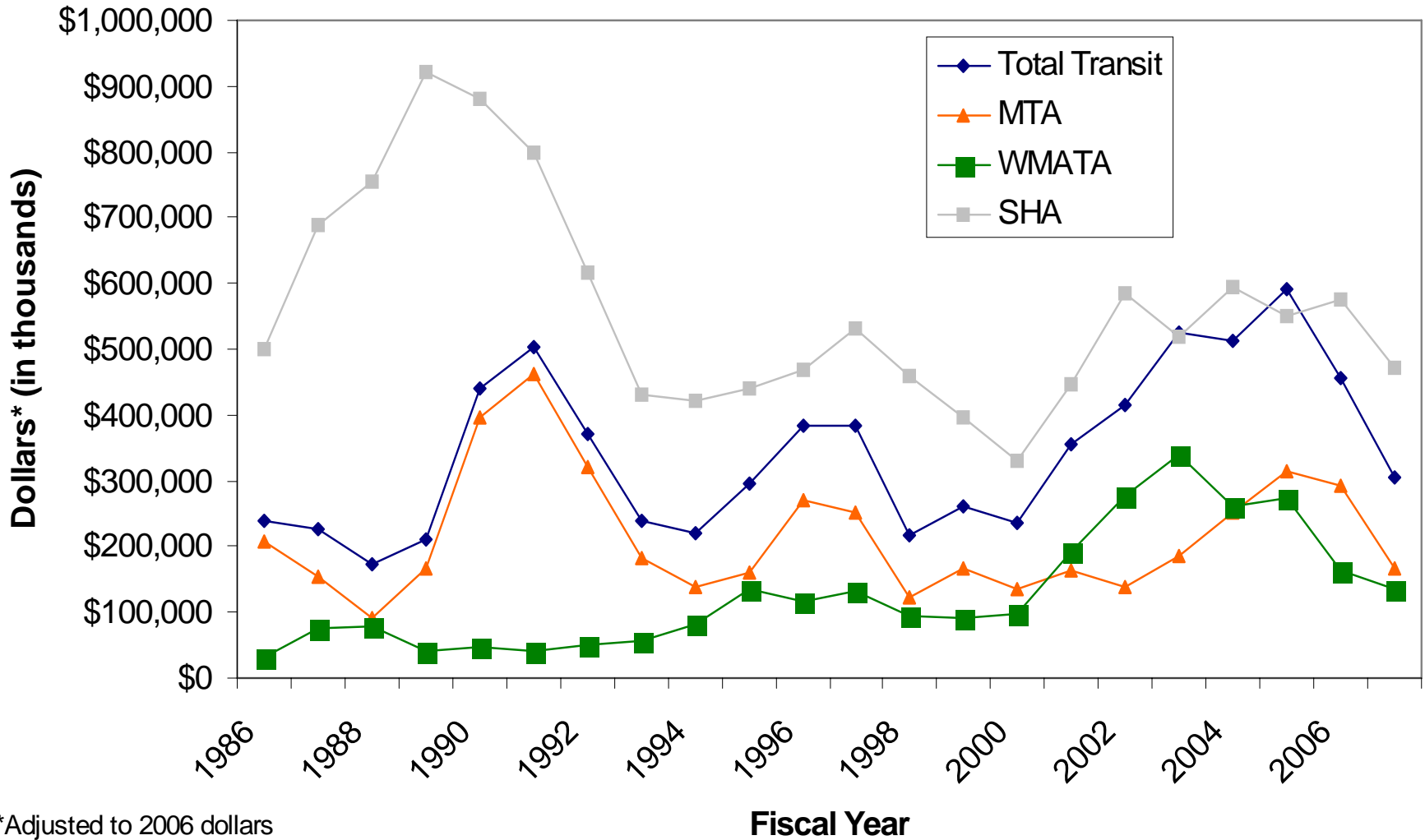


# Construction by PFA Status



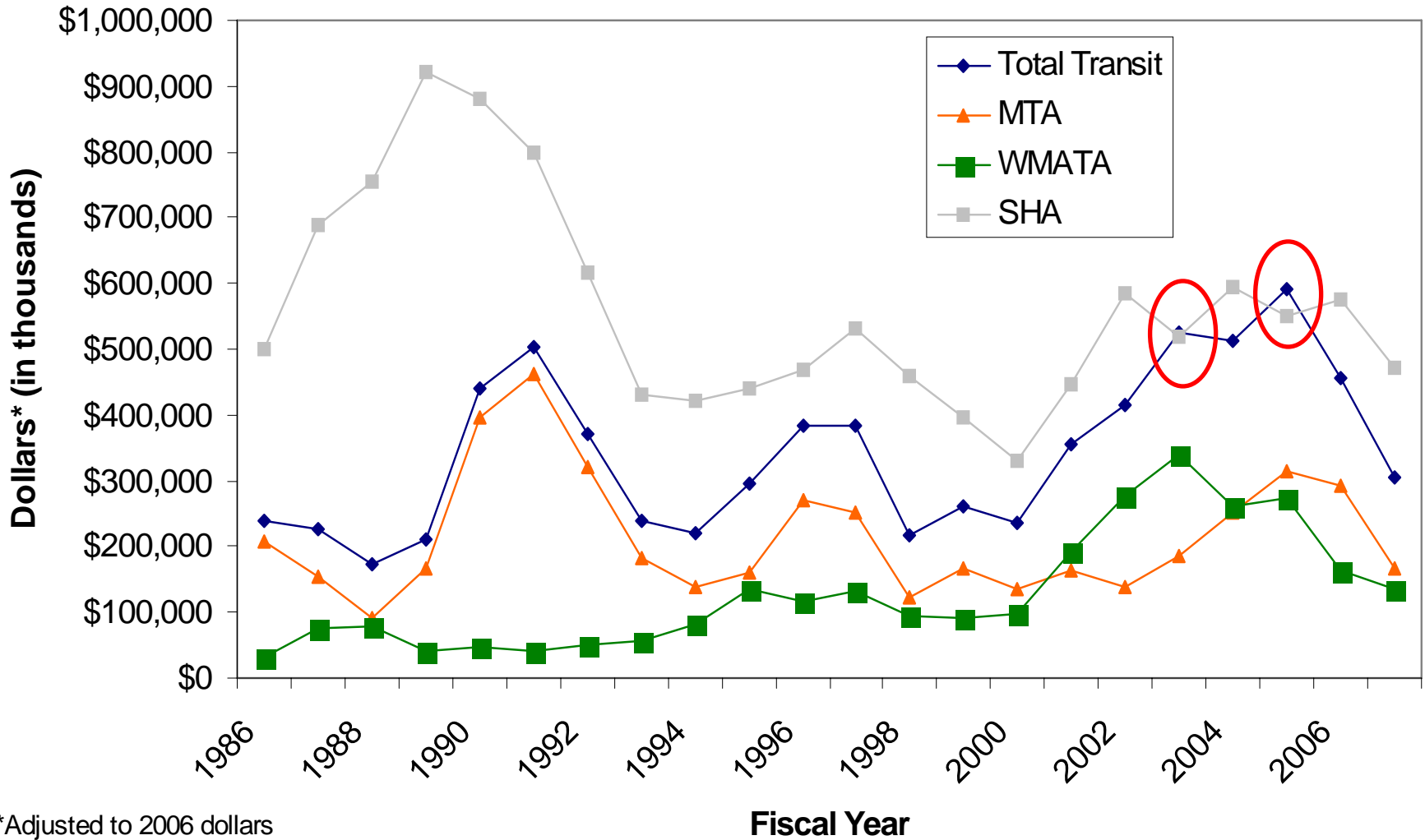
\*Adjusted to 2006 dollars

# Transit Spending



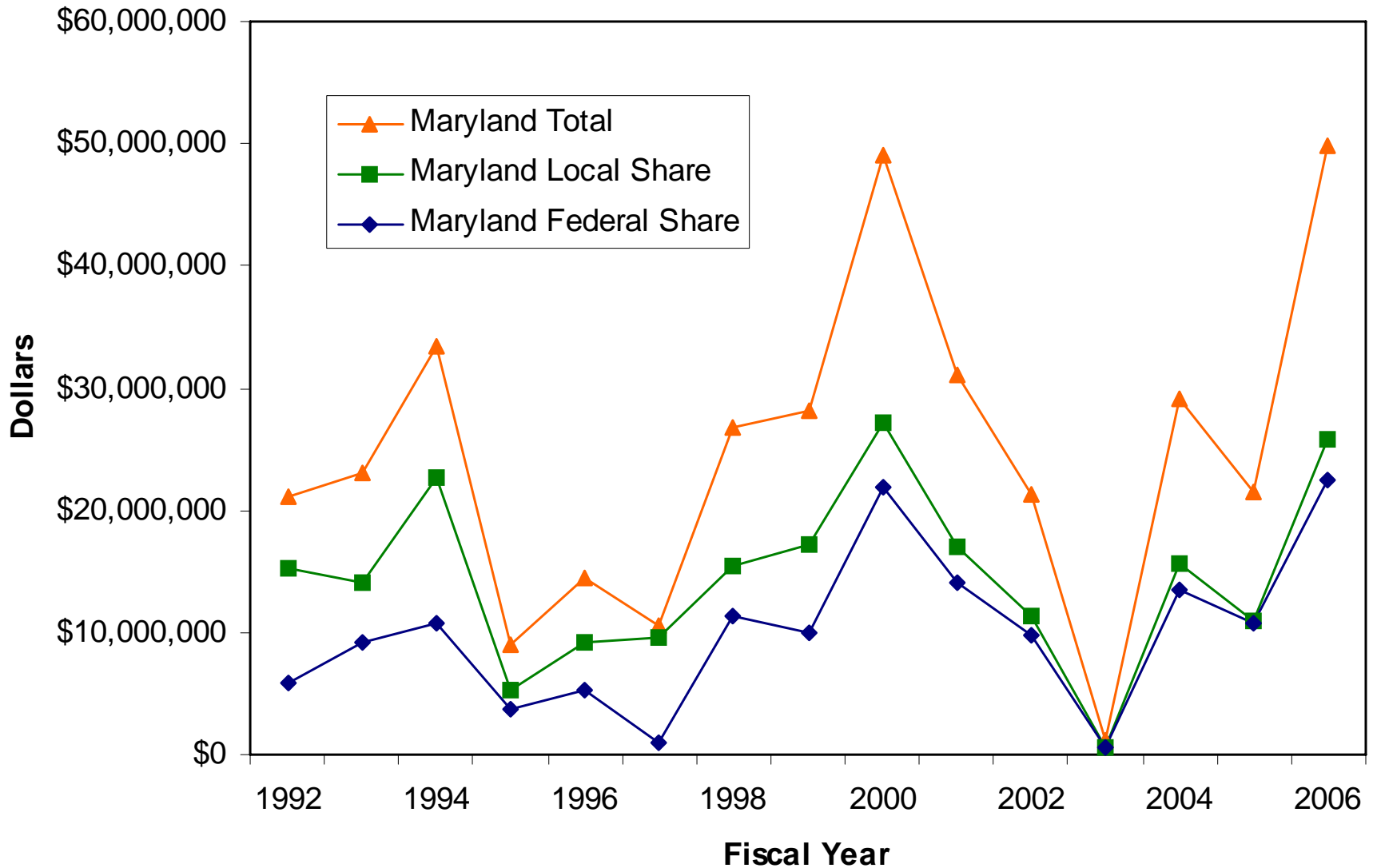
\*Adjusted to 2006 dollars

# Transit Spending

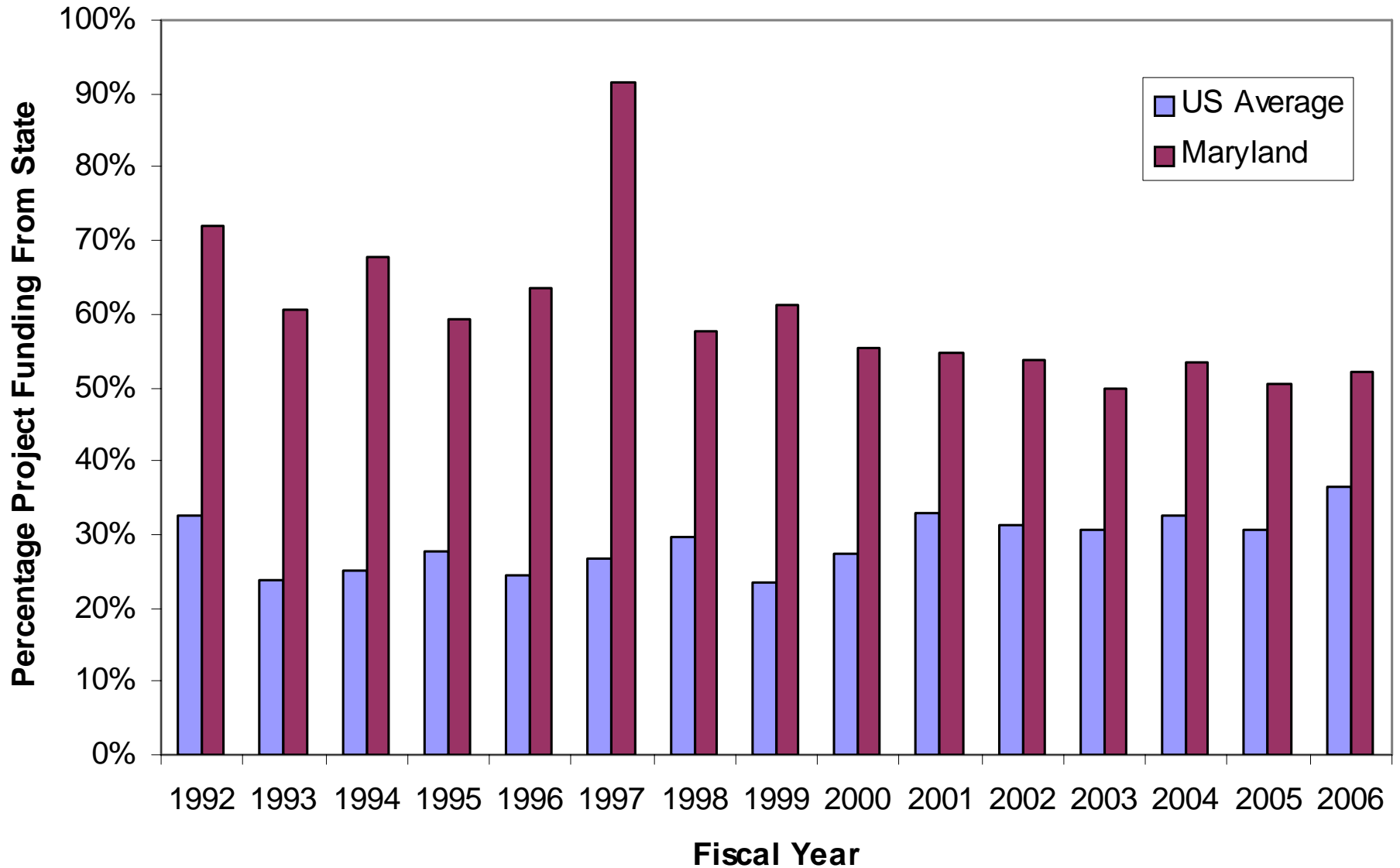


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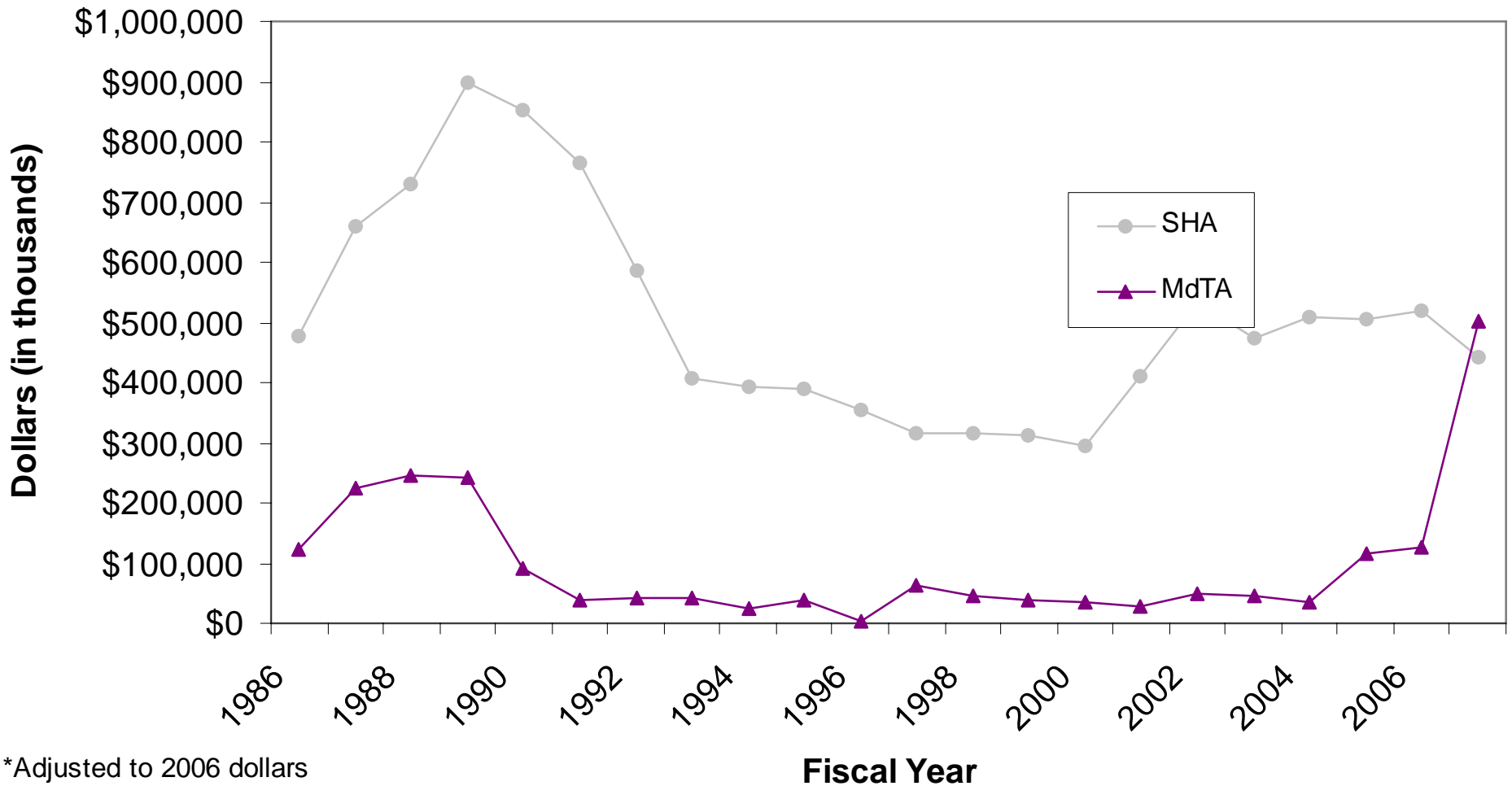
# Transportation Enhancement



# Transportation Enhancement State Share



# MDTA Construction Spending



\*Adjusted to 2006 dollars

# Evaluation

- Good news:
  - Overall spending on transportation increasing
    - +20% since Smart Growth Areas Act
  - Transit
    - 20% increase in total transit expenditures
    - 10.9% increase in share of construction budget
    - Some years, budget greater than SHA
  - Pedestrian, Bicycle, Enhancements
    - MD above national average, total spending and local contribution
    - +\$10 million/year since Smart Growth Areas Act

# Evaluation

- Uncertain news:
  - Investment in PFAs
    - Grandfathered, exempt, & not location specific make analysis difficult
    - Can't compare prior to FY 1998
  - Can't examine projects that did not make it through planning phase
    - Change in planning culture
  - Too early?
    - Many projects in pipeline prior to SGAA now being constructed

# Evaluation

- Bad news:
  - Structure of policy wrt transportation
    - PFAs & transportation networks
  - Exemption for MdTA projects
    - +900% increase in budget since FY 1998
    - FY 2007 construction budget exceeds SHA
    - Tolling and congestion pricing likely greater role in future funding

# Conclusion

- “All roads lead to Smart Growth”
  - Gov. Glendening
- If Smart Growth policy fails to address transportation, it will fail to meet its goals
  - 6% of state budget subject to SGAA; 85% of this transportation
- Some important successes
- Second generation of policies needed to address shortcomings