

(i) Consistent with the provisions of Division II of the State Finance and Procurement Article, for planning, developing, constructing, acquiring, financing, and operating the transit facilities authorized by this title; and

(ii) Over the services performed by and the rentals, rates, fees, fares, and other charges imposed for the services performed by transit facilities owned or controlled by the Administration.

(2) (i) For fiscal years 1988 through 1992 and each fiscal year thereafter, the Administration shall recover from fares and other operating revenues at least 50 percent of the total operating costs for the mass transit bus and rail services under its jurisdiction. It is the intent of the General Assembly that the provisions of this paragraph shall apply on a system-wide basis and not on an individual transit line basis. HOWEVER, GIVEN THE ANTICIPATED EFFICIENCY OF LIGHT RAIL TECHNOLOGY, THE DEPARTMENT IS ENCOURAGED, AFTER 2 YEARS OF LIGHT RAIL OPERATION, TO RECOVER FROM FARES AND OTHER OPERATING REVENUES AT LEAST 60 PERCENT OF THE TOTAL OPERATING COSTS FOR LIGHT RAIL SERVICES.

(ii) The Administration shall obtain the fare recovery ratio through the establishment of reasonable fares in the Baltimore region and the implementation of cost containment measures as deemed necessary to meet the standards standard required under this paragraph.

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(A) Purchases on behalf of the Administration of rolling stock and other property peculiar to the operation of a transit system are not subject to law governing procurement by the Department of General Services.

(B) THE SELECTION OF LONG-LEAD EQUIPMENT ITEMS FOR PURPOSES OF A LIGHT RAIL TRANSIT SYSTEM SHALL BE MADE IN ACCORDANCE WITH THE PROVISIONS OF THE STATE PROCUREMENT LAWS AND REGULATIONS AND SHALL USE EITHER A COMPETITIVE SEALED BID OR COMPETITIVE SEALED PROPOSAL METHOD OF PROCUREMENT.

SECTION 3. AND BE IT FURTHER ENACTED, That the Department of Transportation shall submit to the Legislative Policy Committee by October 1, 1988, a report which includes a detailed plan for the light rail system (both southern and northern legs) including the intermodal tie-ins to Camden Station, Baltimore-Washington International Airport, and Penn Station, and potential alternative routes in lieu of the use of the Howard Street corridor.