

Preamble

WHEREAS, Public transportation services are provided to assist the transit-dependent and the poor, to provide travel options for all, to relieve congestion, and to minimize automobile pollution; and

WHEREAS, Protection of both the public transit riders and taxpayers requires that public transportation service be provided at the lowest possible cost consistent with service quality and safety standards; and

WHEREAS, Private transportation providers have been used under competitive contracts to provide public transportation services at lower costs and with lower annual cost increases; and

WHEREAS, Decisions on whether a public transportation service should be operated by a public agency or a private company should be made on economic and service quality considerations rather than institutional considerations; and

WHEREAS, Obtaining cost effective public transportation services requires a competitive environment and a mechanism for competitive contracting of such services; and

WHEREAS, The public trust and public convenience may be better served by placing public bus transportation into the competitive marketplace of our free enterprise system; now, therefore,

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND, That the Laws of Maryland read as follows:

Article - Transportation

7-102.2.

(A) THE DEPARTMENT SHALL EXAMINE AND MAKE RECOMMENDATIONS REGARDING THE PRIVATIZATION OF PUBLIC BUS TRANSPORTATION SERVICES.

(B) THE DEPARTMENT SHALL EXAMINE AND MAKE RECOMMENDATIONS WITH REGARD TO:

(1) THE ECONOMIC IMPACT OF PRIVATIZATION INCLUDING:

(I) THE ADMINISTRATIVE COSTS OF CHANGING OVER TO PRIVATE TRANSPORTATION PROVIDERS AND THE COSTS ASSOCIATED WITH OVERSIGHT OF A PRIVATE TRANSPORTATION SYSTEM;

(II) THE POTENTIAL IMPACT OF PRIVATIZATION ON FEDERAL FUNDING OF PUBLIC TRANSPORTATION PROGRAMS; AND

(III) THE POTENTIAL FISCAL IMPACT OF PRIVATIZATION OVER THE SHORT AND LONG TERM;

(2) THE IMPACT OF PRIVATIZATION ON THE QUALITY OF PASSENGER SERVICES;