

SENATE BILL 242

R2
SB 548/20 – FIN

(PRE-FILED)

1r0566
CF HB 116

By: **Senator Young**

Requested: August 24, 2020

Introduced and read first time: January 13, 2021

Assigned to: Finance

A BILL ENTITLED

1 AN ACT concerning

2 **Transportation – I-270 Commuter Bus Route Study**

3 FOR the purpose of requiring the Department of Transportation to study and make
4 recommendations on the feasibility of establishing certain commuter bus routes that
5 serve certain population centers along the I-270 corridor; requiring the Department,
6 in conducting the study, to consult with certain governments, stakeholders, and
7 entities and to study and make certain recommendations regarding certain matters;
8 requiring the Department to report its findings, conclusions, and recommendations
9 to the Governor and certain committees of the General Assembly on or before a
10 certain date; providing for the termination of this Act; and generally relating to the
11 I-270 Commuter Bus Route Study.

12 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
13 That:

14 (a) The Department of Transportation shall study and make recommendations on
15 the feasibility of establishing a point-to-point commuter bus route that:

16 (1) serves the population centers along the I-270 corridor in Frederick
17 County and Montgomery County; and

18 (2) provides service to and from the job centers in Northern Virginia.

19 (b) In conducting the study required under subsection (a) of this section, the
20 Department of Transportation shall:

21 (1) identify the start and end point for the commuter bus route, including
22 potential bus stops between the start and end point;

23 (2) estimate the total ridership for the commuter bus route, including the

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



1 ridership at each potential bus stop;

2 (3) conduct a cost-benefit analysis on establishing all-day service versus
3 rush-hour-only service;

4 (4) identify the infrastructure needs, capital costs, and operating costs
5 associated with:

6 (i) establishing an all-day service and rush-hour-only service;

7 (ii) authorizing bus-on-shoulder operation and establishing
8 bus-priority lanes, queue jump lanes, and the use of existing and future toll lanes in the
9 State and the Commonwealth of Virginia;

10 (iii) incorporating a point-to-point commuter bus service in any
11 traffic relief project for the I-270 corridor;

12 (iv) incorporating the recommendations of the Department of
13 Transportation's Managed Lanes Transit Work Group; and

14 (v) accommodating informal carpooling at park-and-ride parking
15 lots; and

16 (5) consult with the following governments, stakeholders, and entities:

17 (i) Frederick County and Montgomery County;

18 (ii) the City of Frederick;

19 (iii) the City of Gaithersburg;

20 (iv) the City of Rockville;

21 (v) the Washington Metropolitan Area Transit Authority;

22 (vi) public transit advocates;

23 (vii) representatives from the local business community;

24 (viii) residents of Frederick County and Montgomery County; and

25 (ix) the Commonwealth of Virginia.

26 (c) On or before December 1, 2022, the Department of Transportation shall
27 submit a final report of its findings, conclusions, and recommendations to the Governor
28 and, in accordance with § 2-1257 of the State Government Article, the Senate Budget and
29 Taxation Committee, the House Appropriations Committee, and the House Environment

1 and Transportation Committee.

2 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July
3 1, 2021. It shall remain effective for a period of 2 years and, at the end of June 30, 2023,
4 this Act, with no further action required by the General Assembly, shall be abrogated and
5 of no further force and effect.