

Department of Legislative Services  
 Maryland General Assembly  
 2019 Session

FISCAL AND POLICY NOTE  
 Enrolled - Revised

House Bill 923 (Delegate Stein, *et al.*)  
 Environment and Transportation

Finance

Task Force to Study Transportation Access

This bill establishes a Task Force to Study Transportation Access. The Maryland Department of Transportation (MDOT) must provide staff for the task force. The task force must submit an interim report of its findings and recommendations to the Governor and the General Assembly by June 30, 2020. A final report is due by December 1, 2021. **The bill takes effect July 1, 2019, and terminates June 30, 2022.**

Fiscal Summary

**State Effect:** Transportation Trust Fund (TTF) expenditures increase by an estimated \$300,000 annually in FY 2020 through 2022. Revenues are not affected.

(in dollars)	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	300,000	300,000	300,000	0	0
Net Effect	(\$300,000)	(\$300,000)	(\$300,000)	\$0	\$0

*Note: ( ) = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate increase; (-) = indeterminate decrease*

**Local Effect:** Local governments can provide information and assistance to MDOT as necessary using existing resources. Local revenues are not affected.

**Small Business Effect:** Minimal.

Analysis

**Bill Summary:** The stated purpose of the task force is to study and make recommendations, for individuals and families in the State without access to public transportation or the ability to use personal motor vehicles, to improve access to

employment, training and education opportunities, health and rehabilitation services, and other social services. The task force must (1) review information, findings, and recommendations from available and current human services transportation plans, pilot projects, and reports and (2) make and report findings and recommendations for policies or actions to improve transportation access in accordance with the purpose of the task force.

Task force members may not receive compensation but are entitled to reimbursement for expenses under the standard State travel regulations, as provided in the State budget.

**Current Law/Background:** The Maryland Transit Administration (MTA) operates a comprehensive transit system throughout the Baltimore-Washington metropolitan area, including more than 50 local bus lines in Baltimore and other services such as the light rail, Baltimore Metro subway, commuter buses, Maryland Area Regional Commuter (also known as MARC) trains, and mobility/paratransit vehicles. MTA is also responsible for hundreds of transit stations. Numerous counties and cities in the State, such as Montgomery County, Prince George's County, and Ocean City, also maintain and operate local bus systems.

The State provides annual grant funding (along with the Commonwealth of Virginia and District of Columbia) for the operations and capital expenses of the Washington Metropolitan Area Transit Authority (WMATA) and its transit services. WMATA operates the Metrorail, Metrobus, and MetroAccess systems to provide public transit services in and around the District of Columbia metropolitan area. Specifically, WMATA maintains and operates 11,500 bus stops for its 1,500 buses, as well as 91 transit stations for its six color-coded rail lines.

**State Expenditures:** Because the information MDOT must research for the task force exists in disparate forms and must be organized and summarized in a consistent manner, MDOT requires consultant assistance to staff the task force and complete the interim and final reports. Therefore, TTF expenditures increase by an estimated \$300,000 annually in fiscal 2020 through 2022. This estimate assumes:

- the establishment of numerous subcommittees to provide more detailed analyses of issues identified by the task force, as appropriate;
- coordination with transit providers, and private providers of health services, education services, training and workforce services, and social services; and
- that numerous open and public meetings are held on a regular basis.

## Additional Information

**Prior Introductions:** None.

**Cross File:** SB 642 (Senator Klausmeier, *et al.*) - Finance.

**Information Source(s):** Maryland Department of Transportation; Department of Legislative Services

**Fiscal Note History:** First Reader - February 22, 2019  
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