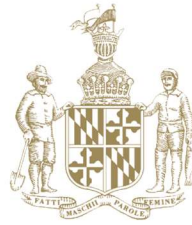


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THE MARYLAND HOUSE OF DELEGATES  
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The Washington Suburban Transit Commission Reform Act (HB 1023)  
Testimony of Delegate Marc Korman—Favorable

Thank you Madam Vice Chair and my colleagues on the Environment and Transportation Committee. I come before you to present the Washington Suburban Transit Commission (WSTC) Reform Act (HB 1023). The legislation will make several changes to modernize WSTC. As you know the WSTC coordinates mass transit projects between Prince George's County, Montgomery County, and the Washington Metropolitan Area Transit Authority (WMATA) and serves as something of a passthrough entity for Maryland's relationship with WMATA. The legislation passed unanimously in both the Prince George's County Delegation and the Montgomery County Delegation.

The Commission consists of seven members appointed to four-year terms. Two are chosen by the Prince George's County Executive and two by the Montgomery County Executive. With Senate advice and consent, the Governor appoints one member from Montgomery County and one from Prince George's County. The Secretary of Transportation serves as an *ex officio* member. The Secretary—or their designee—and one other WSTC Commissioner act as Maryland's principal WMATA Board members. The non-Secretary WMATA board seat rotates back and forth between Montgomery and Prince George's Counties.

WSTC also has a small staff, but under Governor Moore and Secretary Wiedefeld it is becoming more active to ensure appropriate oversight of—and support for—WMATA by the state of Maryland.

We have worked with the Maryland Department of Transportation to propose the following changes to improve WSTC:

- Remove the requirement that all WSTC contracts to conduct its day-to-day business must go through both Councils for approval. This requirement is out of step with other bi-county agencies. The change would reflect WSTC practice over the last 30 years. To be sure, both Councils would continue to have overall oversight of the WSTC.
- Standardize the language for the Transportation Secretary designee's attendance and rights on the WMATA Board of Directors. This is to clean-up provisions of the change we made in 2018 to add the Maryland Secretary of Transportation to the WMATA board.

- Clarify that the non-secretarial Gubernatorial WSTC appointee to the WMATA Board of Directors may be reappointed but cannot be succeeded by a resident of the same County. This preserves the regional balance of the Commission but also ensures that our Board Members can develop expertise to serve on the Board.

The three changes outlined in the bill will modernize WSTC's procedures in line with other bi-county agencies and will improve the efficiency of the Commission overall. At a time in which our transportation system faces major funding and operational challenges it is imperative that the WSTC function efficiently and with appropriate regional balance. I urge a favorable report.