

Department of Legislative Services
 Maryland General Assembly
 2022 Session

FISCAL AND POLICY NOTE
 First Reader

House Bill 1056
 Appropriations

(Delegate Lierman)

Baltimore City – Maryland Transit Administration – Transit Services for Public School Students

This bill requires the Maryland Transit Administration (MTA) to provide ridership on transit vehicles to any eligible Baltimore City Public School (BCPS) student from fiscal 2023 through 2027. MTA may not collect fees or reimbursement for these services, and the services must be provided only between 5:00 a.m. and 8:00 p.m. for school-related or educational extracurricular activities (on and off campus). In conjunction with BCPS, MTA must adopt regulations that establish the eligibility criteria for students receiving a student smart card to use the services provided by the bill. **The bill takes effect July 1, 2022, and terminates June 30, 2027.**

Fiscal Summary

State Effect: *Under one set of assumptions*, Transportation Trust Fund (TTF) revenues decrease by an estimated \$5.9 million annually from FY 2023 through 2027, as discussed below. TTF expenditures are not affected.

(\$ in millions)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
SF Revenue	\$5.9	\$5.9	\$5.9	\$5.9	\$5.9
Expenditure	0	0	0	0	0
Net Effect	\$5.9	\$5.9	\$5.9	\$5.9	\$5.9

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

Local Effect: *Under one set of assumptions*, BCPS expenditures decrease by an estimated \$5.9 million annually from FY 2023 through 2027, as discussed below. Local revenues are not affected.

Small Business Effect: None.

Analysis

Current Law: MTA is a modal unit within the Maryland Department of Transportation (MDOT), and it 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, MARC trains, and mobility/paratransit vehicles. Except for the Washington Metropolitan Area Transit Authority, MDOT and MTA are generally the agencies responsible for the construction and operation of transit lines in the State.

The bill's requirements are substantively similar to the requirements of Chapter 785 of 2017. Chapter 785 required MTA to provide ridership on transit vehicles to BCPS students under similar circumstances from fiscal 2019 through 2021.

State/Local Fiscal Effect: MDOT advises that, despite the termination of Chapter 785, it has not started charging BCPS for student bus service; however, it has been considering reestablishing the charges, which this bill would prohibit from fiscal 2023 through 2027. Based on MTA's current fares and the current service it provides for BCPS (to approximately 22,000 students), assuming MTA would, in the absence of the bill, charge BCPS for such services, TTF revenues decrease by an estimated \$5.9 million annually from fiscal 2023 through 2027.

Under the same assumptions, BCPS expenditures decrease correspondingly, as it does not have to pay MTA for those services.

To the extent MTA would otherwise *not* reestablish the charges, the bill has no effect as it codifies current practice.

Additional Information

Prior Introductions: None.

Designated Cross File: SB 862 (Senator McCray) - Budget and Taxation.

Information Source(s): Maryland Department of Transportation; Baltimore City Public Schools; Department of Legislative Services

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