

Department of Legislative Services
Maryland General Assembly
2025 Session

FISCAL AND POLICY NOTE
First Reader

House Bill 200 (Delegate Mangione)
Environment and Transportation

Workgroup to Study School Bus Safety (Maryland School Bus Safety Act of 2025)

This bill establishes the Workgroup to Study School Bus Safety. Workgroup members are appointed by the Governor. The Maryland Department of Transportation (MDOT), in consultation with the Maryland State Department of Education (MSDE), must provide staff to the workgroup. The workgroup must study and identify issues related to safety for (and behavior of) students and bus drivers on buses driven to or from a primary or secondary school in the State. The workgroup must report its findings and recommendations to the governing body of each county (including Baltimore City), the local boards of education, the Governor, and the General Assembly by June 30, 2026. **The bill takes effect July 1, 2025, and terminates June 30, 2027.**

Fiscal Summary

State Effect: MDOT can staff the workgroup with existing budgeted resources. Any expense reimbursements for workgroup members are assumed to be minimal and absorbable within existing budgeted resources. Revenues are not affected.

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law: The driver of a school bus is responsible for its operation and may not drive it into any roadway without first stopping and determining that there is no danger from any

other vehicle. The person responsible for any pupils on a school bus is a teacher on the bus or, if no teacher is present, the driver.

Student Transportation Services

Local school systems spent on average \$650 million for student transportation services prior to the COVID-19 pandemic. In fiscal 2023, student transportation expenditures statewide totaled \$795.2 million. During the 2023-2024 school year, approximately 631,800 students received transportation services, including 28,900 disabled students. Student transportation services are provided by a combination of government-owned school vehicles and private contractors. Local school systems in seven counties (Baltimore, Frederick, Kent, Montgomery, Prince George's, Talbot, and Washington) primarily use government-owned school vehicles to transport students, whereas other jurisdictions use private contractors for the majority of their buses. In total, local school systems use about 7,300 school vehicles for student transportation services.

Additional information on student transportation services in public schools can be found in the [FY 2024 End-of-Year Pupil Transportation Report](#) prepared by MSDE.

Additional Information

Recent Prior Introductions: Similar legislation has been introduced within the last three years. See HB 95 of 2024 and HB 1137 of 2023.

Designated Cross File: None.

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

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km/hlb

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