



**JAN H. GARDNER**

Frederick County  
Executive

**HB 1019**

Transportation – Elderly  
and Handicapped  
Transportation Service –  
County Funding

**County Position: SUPPORT**

Date: March 8, 2022  
Committee: Appropriations

Frederick County Executive Jan Gardner urges your **SUPPORT** for House Bill 1019 – Transportation – Elderly and Handicapped Transportation Service – County Funding.

Good governance requires a commitment to providing equitable access and eliminating barriers to the services and resources our residents need. Public transportation services that are reliable, safe and efficient are important for the well-being of our communities, and we have a particular responsibility, with regard to these services, to accommodate the needs of our most vulnerable residents.

County Executive Gardner supports the provisions in the proposed legislation that:

- Identifies an adequate level of State appropriations to provide complementary transportation for our elderly and handicapped persons, acknowledging the unique and specialized services required to accommodate their specific needs;
- Sets a floor for annual State funding provided for these specialized accessible services, and ensures continued adequate funding over time by establishing an inflation adjustment;
- Results in the ability for local governments to meet the increasing demand for transport for the elderly and handicapped, which in Frederick County has steadily and substantially increased over time; and
- Provides State funding that will better match the investments jurisdictions have made, the resources counties have directed, as well as the annual funding local governments have provided to serve those who are challenged in or unable to use mass transit facilities and services.

Frederick County Executive Gardner urges **SUPPORT** for House Bill 1019.



## Frederick County TransIT-plus Program - County Overmatch

March 4, 2022

**TransIT-plus** is a countywide, shared-ride, curb-to-curb paratransit service for senior citizens and persons with disabilities.

In the preceding 5 years, funding from the State for this service has been flat at \$159,159 annually (\$212,212 with the required County match). The County **overmatches** this amount substantially to meet the needs of this service.

The “overmatch” amounts for this service since FY18:

- FY18: \$461,434
- FY19: \$462,396
- FY20: \$666,724 (additional driver added)
- FY21: \$881,946 (MA service reallocated)
- FY22: \$917,532

The following are trips provided, number of denials, and denial rate.

	# Passengers	# Denials	Denial Rate
<b>FY18</b>	36,808	3,845	10%
<b>FY19</b>	42,661	6,905	16%
<b>FY20</b>	34,325	9,160	27%
<b>FY21</b>	26,788	606	2%
<b>FY22 (projected)</b>	30,212	2,517	8%

Note:

- “Denials” are non-ADA trip requests that were denied because we did not have a driver available
- COVID has had a major impact on the service since February 2020. FY20 is showing a denial rate of 27%, but had the ridership not dropped to near nothing for the last quarter of FY20, the denial rate would have been close to 40%. Also note that denial rates are starting to climb again.
- Pre-FY19/18 passengers also reflect a steady rise each year, along the same rate as reflected between FY18 and FY19.