

**SB838\_PGCEX\_FAV.pdf**

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Position: FAV



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

**BILL:** Senate Bill 838 – Transportation - Elderly and Handicapped  
Transportation Service - County Funding

**SPONSOR:** Senator Young

**HEARING DATE:** March 10, 2022

**COMMITTEE:** Budget and Taxation

**CONTACT:** Intergovernmental Affairs Office, 301-780-8411

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**POSITION:** SUPPORT

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The Office of the Prince George's County Executive **SUPPORTS Senate Bill 838 – Transportation - Elderly and Handicapped Transportation Service - County Funding**, which requires the Secretary of Transportation to identify separately within the Maryland Department of Transportation's (MDOT) annual budget at least \$4,305,908 of funding in fiscal year beginning with FY 2024 and a certain amount of funding in all subsequent fiscal years to be used for county elderly and handicapped transportation services.

**SB 838** supports the County's ability to provide reliable, safe and efficient demand response services for elderly and clients with disabilities. The Prince George's County Department of Public Works and Transportation provides transportation services to the elderly and the handicapped via the County's Call-A-Bus paratransit program. By codifying that this funding may not decrease below the previous fiscal year's appropriation and starting in fiscal year 2025, will increase annually, by the Consumer Price Index for All Urban Consumers (CPI) to account for inflation the County will be provided with a stable, consistent, growing source of revenue to support the elderly and handicapped. The CPI typically increases by a few percentage points annually. However, if there is a decline or no growth in the CPI, the program must still be funded at same level as the previous year. Funding cannot be reduced. While these services are funded within the annual MDOT budget and codifying their solvency could impact other programs, we support taking this step as it helps assure reliable transportation for some of the County's most vulnerable residents.

For the reasons stated above, the Office of the Prince George's County Executive **SUPPORTS Senate Bill 838** and asks for a **FAVORABLE** report.

**SB 838(1).pdf**

Uploaded by: Beth Wiseman

Position: FAV

## **TESTIMONY IN SUPPORT OF SENATE BILL 838**

### **Transportation – Elderly and Handicapped Transportation Service –**

#### **County Funding**

As an advocate for seniors and people with a disability, after reading this Bill, I felt reassured that transportation services will always be available for me and others.

In addition to increasing the funding for the reasons offered in the Fiscal and Policy Note, I would also add that people are living longer and will be requiring these services for their medical and lifestyle needs.

I am all about reducing taxpayers' contributions. This is a small price to pay compared to the heavy price of placing people into nursing homes for their needs.

Thank you for your consideration.

Beth Wiseman

1216 Glenback Avenue

Pikesville, Maryland 21208

410-484-6866

# **SB 838 - Revised - Transportation - Elderly and Ha**

Uploaded by: Carol Lienhard

Position: FAV



# *Maryland Senior Citizens Action Network*

## **MSCAN**

*AARP Maryland*

*Alzheimer's  
Association,  
Maryland Chapters*

*Baltimore Jewish  
Council*

*Catholic Charities*

*Central Maryland  
Ecumenical Council*

*Church of the Brethren*

*Episcopal Diocese of  
Maryland*

*Housing Opportunities  
Commission of  
Montgomery County*

*Jewish Community  
Relations Council of  
Greater Washington*

*Lutheran Office on  
Public Policy in  
Maryland*

*Maryland Association of  
Area Agencies on Aging*

*Maryland Catholic  
Conference*

*Mental Health  
Association of Maryland*

*Mid-Atlantic LifeSpan*

*National Association of  
Social Workers,  
Maryland Chapter*

*Presbytery of Baltimore*

*The Coordinating  
Center*

*MSCAN Co-Chairs:  
Carol Lienhard  
Sarah Mücke  
410-542-4850*

## **Testimony in Support of Senate Bill 838 – Transportation – Elderly and Handicapped Transportation Service – County Funding House Appropriations Committee Thursday, March 10, 2022**

The Maryland Senior Citizens Action Network (MSCAN) is a statewide coalition of advocacy groups, service providers, faith-based and mission-driven organizations that supports policies that meet the housing, health and quality of care needs of Maryland's low and moderate-income seniors.

MSCAN is pleased to support SB 838 since it would provide stable funding and annual increases for the State Special Transportation Assistance Program on which many low and moderate-income seniors rely. We are aware that thousands of Maryland's seniors depend on SSTAP for rides to physical therapy and medical appointments. Of these medical appointments, transportation to dialysis is one of the most critical. On a regular basis, hundreds of seniors travel to dialysis appointments every day. Without this critical transportation, it is certain that many of them would end up in expensive nursing homes at a far greater cost to the state than the cost of SSTAP funding.

The SSTAP program is extremely cost-effective and desperately needs additional funding which could actually save the state millions of dollars. For example, the current **cost of nursing home care in Maryland is \$106,850**. We know that hundreds of elderly dialysis patients use the service every day. If just **150** of those patients were unable to receive SSTAP transportation and ended up in nursing homes, the cost to taxpayers would be **over \$16 million dollars every year!** Thus, it is dramatically cost-effective to increase funding for SSTAP to prevent tragic, outrageously expensive, nursing home placements throughout the state.

MSCAN appreciates the opportunity to provide testimony on behalf of SB 838. Thank you for your consideration of this important legislation. We will be grateful for a favorable report.

**SB 838\_CEGardner\_fav.pdf**

Uploaded by: Jan Gardner

Position: FAV



**JAN H. GARDNER**

Frederick County  
Executive

**SB 838**

Transportation – Elderly  
and Handicapped  
Transportation Service –  
County Funding

**County Position: FAVORABLE**

Date: March 10, 2022

Committee: Budget and Taxation

Frederick County Executive Jan Gardner urges a **FAVORABLE** report for Senate Bill 838 – 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 a **FAVORABLE** report for Senate Bill 838.





## 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.

**BaltimoreCounty\_FAV\_SB0838.pdf**

Uploaded by: Joel Beller

Position: FAV



JOHN A. OLSZEWSKI, JR.  
*County Executive*

JOEL N. BELLER  
*Acting Director of Government Affairs*

JOSHUA M. GREENBERG  
*Associate Director of Government Affairs*

MIA R. GOGEL  
*Associate Director of Government Affairs*

**BILL NO.:** Senate Bill 838

**TITLE:** Transportation – Elderly and Handicapped Transportation Service – County Funding

**SPONSOR:** Senator Young

**COMMITTEE:** Budget and Taxation

**POSITION:** **SUPPORT**

**DATE:** March 10, 2022

Baltimore County **SUPPORTS** Senate Bill 838 – Transportation – Elderly and Handicapped Transportation Service – County Funding. This bill would establish minimum funding requirements for local elderly and handicapped transportation services by the Maryland Department of Transportation.

Since taking office, Baltimore County Executive Johnny Olszewski has made tremendous strides to improve local transit by expanding the availability and accessibility of transportation services. Among its numerous critical responsibilities, the County’s Department of Public Works and Transportation oversees the operation and expansion of CountyRide, a free transportation system connecting seniors and disabled persons to resources across the County. Offering these services to all communities in need is a core mission of the Olszewski Administration, and rapid expansion is key to its success.

Achieving the County’s goal of bringing affordable and accessible transportation to all residents in need will require considerable funding. To expand routes, hire and train new drivers, and procure vehicles that are accessible to the elderly and disabled, external investments are critical for getting the work done in a reasonable time frame. With one of the largest aging populations in the State, Baltimore County is uniquely positioned to utilize this funding to its fullest potential. By establishing minimum funding for local elderly and handicapped transit, Senate Bill 838 will set a baseline for vital State investments in residents who need them the most.

Accordingly, Baltimore County requests a **FAVORABLE** report on SB 838. For more information, please contact Joel Beller, Acting Director of Government Affairs at [jbeller@baltimorecountymd.gov](mailto:jbeller@baltimorecountymd.gov).

# Highlighted SSTAP Data.pdf

Uploaded by: John Duklewski

Position: FAV

**Locally Operated Transit Systems (LOTS)  
Funding Related to  
Non-Emergency Medical Transportation (NEMT)  
(2021 JCR, pg. 79)**

**A Report to the Maryland General Assembly  
Senate Budget and Taxation Committee  
And  
House Appropriations Committee**

**December 2021**

Maryland Transit Administration  
Maryland Department of Transportation

**Table 3-5: ADA Grant Expenditures, FY 2015-2021**

<b>ADA Grant Expenditures</b>	<b>FY2015</b>	<b>FY2016</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
State	\$1,262,842	\$1,050,432	\$1,027,989	\$1,050,562	\$1,058,450	\$941,787	\$606,913
Local	\$1,449,283	\$1,270,759	\$851,691	\$935,359	\$576,917	\$2,673,023	\$1,109,199
Total	\$2,712,125	\$2,321,191	\$1,879,680	\$1,985,920	\$1,635,367	\$3,614,810	\$1,716,112
<b>Percent of Total:</b>							
State	46.6%	45.3%	54.7%	52.9%	64.7%	26.1%	35.4%
Local	53.4%	54.7%	45.3%	47.1%	35.3%	73.9%	64.6%
<b>Percent of Awards Spent:</b>							
State	99.0%	99.2%	97.1%	99.3%	100.0%	98.3%	63.3%
Local	107.7%	100.8%	59.8%	52.8%	41.3%	97.6%	103.5%
Total	103.4%	100.1%	75.7%	70.1%	66.6%	97.8%	84.5%

***Statewide Special Transportation Assistance Program***

SSTAP grants are apportioned annually to each county in Maryland and the City of Baltimore. The goals of the SSTAP are:

- To provide general-purpose transportation for both elderly persons and persons with disabilities, and
- To encourage and facilitate the efficient use of funds through the coordination of programs and services.

While medical trips are included in the SSTAP, service cannot be restricted to a particular program or activity, and trip purposes may not be prioritized. While the intent of the program is to serve seniors and people with disabilities, SSTAP service may also be available to the general public.

Projects funded under SSTAP can be either capital (requiring a minimum 5 percent local match) or operating (requiring at least 25 percent local match of the net operating deficit). During FY 2015-2021, SSTAP funds were only used for Operating projects.

Table 3-6 shows the total SSTAP grant awards statewide for FY2015-2021, while Table 3-7 shows actual SSTAP project expenditures.

**Table 3-6: SSTAP Grant Awards, FY2015-2021**

SSTAP Grant Awards	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
State	\$4,305,908	\$4,305,908	\$4,305,908	\$4,405,908	\$4,305,908	\$4,305,908	\$4,305,908
Local	\$7,051,570	\$7,293,594	\$7,958,735	\$6,847,021	\$6,931,003	\$8,312,628	\$4,282,789
Total	\$11,357,478	\$11,599,502	\$12,264,643	\$11,252,929	\$11,236,911	\$12,618,536	\$8,588,697
Percent of Total:							
State	37.9%	37.1%	35.1%	39.2%	38.3%	34.1%	50.1%
Local	62.1%	62.9%	64.9%	60.8%	61.7%	65.9%	49.9%

**Table 3-7 SSTAP Grant Expenditures, FY2015-2021**

SSTAP Grant Expenditures	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
State	\$4,276,007	\$4,272,312	\$4,287,084	\$4,372,164	\$4,268,480	\$4,206,289	\$2,529,325
Local	\$7,455,979	\$5,382,843	\$4,834,852	\$4,779,971	\$5,916,436	\$6,005,819	\$2,968,221
Total	\$11,731,986	\$9,655,156	\$9,121,936	\$9,152,136	\$10,184,916	\$10,212,108	\$5,497,546
Percent of Total:							
State	36.4%	44.2%	47.0%	47.8%	41.9%	41.2%	46.0%
Local	63.6%	55.8%	53.0%	52.2%	58.1%	58.8%	54.0%
Percent of Awards Spent:							
State	99.3%	99.2%	99.6%	99.2%	99.1%	97.7%	58.7%
Local	105.7%	73.8%	60.7%	69.8%	85.4%	72.2%	69.3%
Total	103.3%	83.2%	74.4%	81.3%	90.6%	80.9%	64.0%

***Section 5307 Urbanized Area Formula Program***

The Federal Section 5307 program provides funding for LOTS operating in urbanized areas (population 50,000 or more). At the federal level, funds are apportioned to each urbanized area on a formula basis. The MDOT MTA administers these funds for the small urbanized areas (population 50,000-200,000) in Maryland, which are eligible for capital and operating funds. Currently, the following jurisdictions are eligible for Section 5307 small urbanized funding: Allegany County (Cumberland), Calvert County, Carroll County (Westminster), Charles County (St. Charles), Frederick County (City of Frederick), St. Mary's County, Washington County (Hagerstown), Tri-County Council of Lower Eastern Shore, and Queen Anne's County.

Operating projects are eligible for federal funding up to 50 percent of net operating expenses. According to the MDOT MTA's most recent Annual Transportation Plan application instructions, the State typically provides a 25 percent match, while a local match of 25 percent is typically needed for operating projects. Capital projects are eligible for a maximum of 80 percent federal share; State funding typically provides 10 percent with a local share of typically 10 percent.

### ADA Program Operating Statistics

Table 3-20 presents operating statistics reported to MDOT MTA by the LOTS statewide for the ADA Program. As previously noted, ADA paratransit must be provided to eligible individuals without capacity constraints and with no restrictions on trip purposes. As such, the Maryland ADA Program funds NEMT as well as trips to any other type of destination requested, such as employment, education, shopping, recreation, and any other purpose.

Many ADA paratransit riders need a high level of passenger assistance to use the service (such as being escorted between the vehicle and the door of their origin or destination, as well as wheelchair securement). While ADA paratransit is typically a shared ride service, it can be challenging to service efficiently due to the operating requirements under the U.S. DOT ADA regulations.

**Table 3-20: Statewide Operating Statistics for ADA Program-Funded Paratransit Services**

ADA Program Total	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
Passenger Trips	86,648	93,272	101,154	96,352	85,944	113,903
Service Miles	775,194	815,716	795,460	835,605	773,205	814,586
Service Hours	53,984	56,423	56,843	62,394	56,684	71,238
Operating Costs	\$3,042,309	\$2,956,547	\$2,831,405	\$3,103,444	\$2,530,384	\$3,834,335
Farebox	\$165,459	\$198,014	\$172,440	\$170,813	\$207,932	\$194,792
Other Operating Revenue	\$1,134,921	\$1,171,222	\$1,156,196	\$841,073	\$127,461	\$116,560
Advertising Revenue	\$17,318	\$27,019	\$22,513	\$10,594	\$13,407	\$20,006
Total Operating Revenue	\$1,317,698	\$1,396,256	\$1,351,149	\$1,022,480	\$348,800	\$331,358
Net Operating Deficit	\$1,724,611	\$1,560,291	\$1,480,256	\$2,080,964	\$2,181,584	\$3,502,977
Trips per Hour	1.61	1.65	1.78	1.54	1.52	1.60
Trips per Mile	0.11	0.11	0.13	0.12	0.11	0.14
Cost per Mile	\$3.92	\$3.62	\$3.56	\$3.71	\$3.27	\$4.71
Cost per Hour	\$56.36	\$52.40	\$49.81	\$49.74	\$44.64	\$53.82
Cost per Trip	\$35.11	\$31.70	\$27.99	\$32.21	\$29.44	\$33.66
Deficit per Trip	\$19.90	\$16.73	\$14.63	\$21.60	\$25.38	\$30.75
Farebox Recovery	5.4%	6.7%	6.1%	5.5%	8.2%	5.1%
Operating Revenue Recovery	43.3%	47.2%	47.7%	32.9%	13.8%	8.6%

### SSTAP Operating Statistics

SSTAP operating statistics, aggregated statewide, are presented in Table 3-21. As noted earlier, SSTAP funds general purpose transportation for seniors and people with disabilities. As with the ADA Program, SSTAP is meant to serve any trip purpose, although unlike ADA paratransit, prioritizing trip purposes (such as medical) is permitted. LOTS may also use SSTAP funding to fund operating expenses for ADA paratransit. SSTAP riders may also need a higher level of passenger assistance to use the service than is needed on general public transit. Because SSTAP is typically a form of demand response service, it can result in a relatively higher cost per trip than on fixed route or deviated fixed route, although on average with higher productivity and lower cost per trip than ADA paratransit.



**Table 3-21: SSTAP Statewide Operating Statistics**

<b>SSTAP Total</b>	<b>FY2015</b>	<b>FY2016</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>
Passenger Trips	576,620	591,398	530,662	464,703	424,866	315,589
Service Miles	3,773,838	3,910,918	3,322,625	2,879,297	2,991,115	2,294,009
Service Hours	264,294	233,252	223,625	200,329	187,355	162,841
Operating Costs	\$11,932,171	\$11,502,859	\$9,719,165	\$8,584,560	\$9,346,387	\$7,496,778
Farebox	\$1,009,449	\$956,516	\$1,041,454	\$951,003	\$1,063,358	\$464,840
Other Operating Revenue	\$4,487,815	\$4,457,780	\$4,334,567	\$3,690,557	\$2,791,717	\$1,951,802
Advertising Revenue	\$23,716	\$69,354	\$30,174	\$12,622	\$25,344	\$47,625
Total Operating Revenue	\$5,520,980	\$5,483,651	\$5,406,196	\$4,654,182	\$3,880,419	\$2,464,267
Net Operating Deficit	\$6,411,191	\$6,019,208	\$4,312,969	\$3,930,378	\$5,465,968	\$5,032,510
Trips per Hour	2.18	2.54	2.37	2.32	2.27	1.94
Trips per Mile	0.15	0.15	0.16	0.16	0.14	0.14
Cost per Mile	\$3.16	\$2.94	\$2.93	\$2.98	\$3.12	\$3.27
Cost per Hour	\$45.15	\$49.32	\$43.46	\$42.85	\$49.89	\$46.04
Cost per Trip	\$20.69	\$19.45	\$18.32	\$18.47	\$22.00	\$23.75
Deficit per Trip	\$11.12	\$10.18	\$8.13	\$8.46	\$12.87	\$15.95
Farebox Recovery	8.5%	8.3%	10.7%	11.1%	11.4%	6.2%
Operating Revenue Recovery	46.3%	47.7%	55.6%	54.2%	41.5%	32.9%

***Public Transportation Programs Operating Statistics (Section 5307, Section 5311 and Large Urban Programs)***

LOTS public transportation service data are grouped into three service types - fixed route, deviated fixed route, and general public demand response services - rather than specific grant programs. Tables 3-22, 3-23, and 3-24 display the operating statistics for these three service types respectively. Services funded by the Section 5307, Section 5311, and Large Urban Programs are aggregated in these tables.

**SB838\_TAM\_SUPPORT.pdf**

Uploaded by: John Duklewski

Position: FAV



**Bill:** Senate Bill 838: Transportation - Elderly and Handicapped Transportation Service - County Funding

**Position:** SUPPORT

Dear Chairman Guzzone, Vice-Chair Rosapepe, and Members of the Committee:

The Transportation Association of Maryland is a 501(c)(3) organization representing 104+ member organizations consisting of locally operated transit agencies (LOTS), non-profit transit providers, transportation vendor and transportation supporters with 20,000+ individual members. TAM is the legislative voice and vigilant eyes and ears of the transportation industry in Maryland. TAM's mission is to strengthen community transportation in Maryland through advocacy and professional development.

The Statewide Specialized Transportation Assistance Program (SSTAP) funding has been flat for many years (Maryland Transit Administration 2021), despite increases in the population it was intended to serve (seniors and disabled persons). This funding is provided to every county and several cities in Maryland, and is used to provide demand-response service to elderly and disabled persons. The failure of this program to keep pace with cost increases has been, in effect, a funding cut. TAM has tried multiple methods over previous years to address the issue of non-emergency medical transportation costs to our members and the difficulties this creates for the customers they serve, including charging dialysis centers on a per-trip basis.

This bill would ensure that the critical Statewide Specialized Transportation Assistance Program (SSTAP) receives regular and sustained funding increases to offset years of flat funding. This legislation would require the Secretary of the Department of Transportation, beginning in fiscal year 2025, to appropriate an amount at least equal to the previous year's funding, adjusted for inflation.

SSTAP is funding provided directly to local transit agencies in Maryland to transport elderly and handicapped persons. Despite the increasing need for this service, funding for SSTAP has been flat for over 20 years. During this time, public transportation providers have experienced growing costs in every area of service, including fuel, vehicles, and driver salary. From 2009 to 2018, operating expenses increased by 39.8% (Federal Transit Administration 2019). The population served by this program is expected to grow six times faster than Maryland's general population. (Maryland Department of Transportation 2018)

Transportation's availability to elderly and handicapped persons is a critical element in allowing them to live independent lives of dignity within their community. Trips provided through SSTAP take passengers to jobs, dialysis appointments, doctor's visits, grocery stores, and a host of other activities essential to daily life. This transportation is also a cost-savings measure, as the average additional cost to Medicare/Medicaid is \$1,784 more per year per nursing home resident over those who age in place. (U.S. Department of Housing and Urban Development 2013)

To ensure that this service is not reduced by rising costs and flat funding, it is necessary for locally operated transit systems to have funding sources that recognize cost inflation.

Our hope is that this legislation will create a baseline for this funding, protect it from future budget cuts, and begin to correct the neglect shown this program for many years. We view this as a first step

of many that will be required to adequately fund mobility services for both this population and all those who rely on public transit.

Please feel free to contact our office if you have any other questions or want to discuss more fully.

Sincerely,

John Duklewski  
Executive Director, Transportation Association of Maryland

## References

- Federal Transit Administration. 2019. *2018 National Transit Summaries and Trends*. U.S. Department of Transportation.
- Maryland Department of Transportation. 2018. *Maryland Transportation Plan Technical Memorandum: Conditions, Trends, and Challenges*. 2040 Maryland Transportation Plan.
- Maryland Transit Administration. 2021. *Locally Operated Transit Systems (LOTS) Funding Related to Non-Emergency Medical Transportation (NEMT)*. 2021 JCR, pg. 79.
- U.S. Department of Housing and Urban Development. 2013. *Evidence Matters*. 10. Accessed 3 3, 2022. <https://www.huduser.gov/portal/periodicals/em/fall13/highlight2.html>.

**SB0838-BT\_MACo\_SUP.pdf**

Uploaded by: Kevin Kinnally

Position: FAV



## Senate Bill 838

### *Transportation - Elderly and Handicapped Transportation Service - County Funding*

MACo Position: **SUPPORT**

To: Budget and Taxation Committee

Date: March 10, 2022

From: Dominic J. Butchko and Kevin Kinnally

The Maryland Association of Counties (MACo) **SUPPORTS** SB 838. The bill sets baseline funding for elderly and handicapped transportation services and adjusts future funding levels for inflation.

Counties handle a wide range of public transportation responsibilities. Elderly and handicapped residents often rely on public transportation as personal motor vehicles and other modes of transportation are unviable. These populations also represent those most vulnerable populations susceptible to increases in fee-for-use costs.

If enacted, this bill would set baseline funding for elderly and disabled transportation services at roughly \$4.3 million per year and, going forward, link that amount to inflation. This would, in effect, provide a stable level of resources for a service often used by one of our most vulnerable constituencies.

SB 838 stabilizes consistent and important transportation funding for elderly and disabled users. This certainty would promote year-to-year predictability for the impacted constituents and ensure the uninterrupted operation of public transportation. Accordingly, MACo urges the Committee to give SB 838 a **FAVORABLE** report.

# **Senate Bill 838 - Letter of Support.pdf**

Uploaded by: Leonard Parrish

Position: FAV

**BARRY GLASSMAN**  
HARFORD COUNTY EXECUTIVE



**LEONARD PARRISH**  
DIRECTOR OF COMMUNITY AND  
ECONOMIC DEVELOPMENT  
**HARFORD TRANSIT LINK**

**Bill:** Senate Bill 838: Transportation – Elderly and Handicapped Transportation Service – County Funding

**Position:** SUPPORT

Dear Chair Guzzone, Vice-Chair Rosapepe, and Members of the Committee:

I write on behalf of the Office of Community and Economic Development in Harford County, Maryland in support of Senate Bill 838, which would place funding for the Statewide Specialized Transportation Assistance Program (SSTAP) on a more sustainable basis and provide protection from the continuing cost increases we face in providing community transportation.

Harford Transit Link is a division of the Office of Community and Economic Development, supporting both the success of our economy and the quality of life of our residents. Harford Transit Link serves our rural county, utilizing the SSTAP funding to serve those riders outside of the more developed communities. It is through this support that residents receive access to services, employment, and social connections that contribute to their overall mental and physical wellbeing.

The SSTAP program is a crucial tool intended to make mobility a reality for elderly and handicapped Marylanders. Unfortunately, funding for this program has remained flat for the past 18 years. The senior population is the fastest growing segment of our population, and demand for the services funded by this program has continued to grow beyond the flat funding. With increased operating costs, flat funding is essentially a funding cut. In FY21 our organization received \$170,371, which was only 20% of the total amount our agency spent on these vital transportation services.

Providing mobility to our aging populations and residents with disabilities enables them to access medical care, community services, and the basic necessities to maintain or improve their quality of life. Without access to these services, many seniors would be forced into nursing homes, representing an average per person annual cost increase of over \$1,700 dollars to Medicare/Medicaid over those who receive other services to ensure that they may age in place.

We fully support Senate Bill 838's efforts to increase support for the mobility of the senior citizens and disabled persons we serve and ensure the quality of life for those aging in place.

Sincerely,

Leonard Parrish  
Director  
Office of Community and Economic Development

**MARYLAND'S NEW CENTER OF OPPORTUNITY**

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**SB 838 - SUPPORT - St. Mary's County.pdf**

Uploaded by: Randy Guy

Position: FAV

ST. MARY'S COUNTY GOVERNMENT  
**COMMISSIONERS OF  
ST. MARY'S COUNTY**



James R. Guy, President  
Eric Colvin, Commissioner  
Michael L. Hewitt, Commissioner  
Todd B. Morgan, Commissioner  
John E. O'Connor, Commissioner

**Senate Bill 838**

Transportation - Elderly and Handicapped Transportation Service - County Funding

**SUPPORT**

March 1, 2022

The Honorable Guy Guzzone, Chairman  
Budget and Taxation Committee  
3 West, Miller Senate Office Building  
11 Bladen Street  
Annapolis, MD 21401

Dear Chairman Guzzone:

The Commissioners of St. Mary's County **SUPPORT** SB 838 - Transportation - Elderly and Handicapped Transportation Service - County Funding which is being heard in the Budget and Taxation Committee.

We support SB 838 and request a favorable report. We appreciate the introduction of this legislation and believe this legislation will benefit the citizens of St. Mary's County. We look forward to working with you on this and other initiatives throughout the session.

Sincerely,  
COMMISSIONERS OF ST. MARY'S COUNTY

  
James Randy Guy, President

CSMC/AB/sf  
T:/Consent/2022/064

Cc: Senator Jack Bailey  
Delegate Matthew Morgan  
Delegate Gerald Clark  
Delegate Brian Crosby  
Commissioner Eric Colvin  
Commissioner Michael Hewitt  
Commissioner Todd Morgan  
Commissioner John O'Connor  
Catherine Pratson, Acting Co-County Administrator  
David Weiskopf, Acting, Co-County Administrator

**SB0838.pdf**

Uploaded by: Rob Hart

Position: FAV



*Our mission is to enhance the quality of life for Worcester County citizens 50 years and older.  
Our vision is to provide programs and services that promote active, independent and healthy lifestyles.*

SUBJECT: **Bill:** Senate SB0838: Education – Transportation – Elderly and Handicapped Transportation Service – County Funding

**Position:** SUPPORT

Dear Chair Guzzone, Vice-Chair Rosapepe, and Members of the Committee:

I write in support of Senate Bill 838, which would place funding for the Statewide Specialized Transportation Assistance Program (SSTAP) on a more sustainable basis and provide protection from the continuing cost increases we face in providing community transportation.

I am the Development Director for the Worcester Commission on Aging and would like to tell you about the need for this program in Worcester County. Worcester County has the second fastest growing population in Maryland of seniors. These seniors are aging in place but need transportation to medical appointments and other shopping trips. Many of these seniors have come from other areas and their family is not available to help. The Worcester Commission on Aging provides this needed transportation service along with many other services to keep these seniors in their homes. We work closely with the Maryland Department on Aging and Worcester County Health Department to make sure seniors in Worcester County continues to have a good quality of life as they age. Because of our programs including SSTAP we feel that many of these seniors stay off of higher costing programs that are state funded while they contribute to the state tax base.

Without the SSTAP program many of the seniors would just not be able to stay at home. Unlike metropolitan areas the options for transportation in slim. Even if there is an option the companies will not assist the senior out of their home and to the vehicle which most of our riders need. This program also helps other programs in our area like EMS, Department of Social Services, and other non-profits.

I fully support and strongly urge a favorable report for Senate Bill 838's efforts to increase support for the mobility of the senior citizens and disabled persons in my community.

Sincerely,

Rob Hart

Development Director

## **Worcester Commission on Aging**

**Community for Life • Worcester Adult Medical Day Services • Senior Care • Senior Ride • Meal On Wheels  
Berlin 50plus Center • Ocean City 50plus Center • Pocomoke City 50plus Center • Snow Hill 50plus Center**

**4767 Snow Hill Road • PO Box 159 • Snow Hill, Maryland 21863**

**410.632.1277 • FAX 855.230.5496 • info@worcoa.org • www.worcoa.org**

**2021 MOTA SB 838 Senate Side.pdf**

Uploaded by: Robyn Elliott

Position: FAV



# Maryland Occupational Therapy Association

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PO Box 36401, Towson, Maryland 21286 ♦ [motamembers.org](http://motamembers.org)

**Committee:** Senate Budget and Taxation Committee

**Bill Number:** Senate Bill 838 – Transportation – Elderly and Handicapped Transportation Service - Funding

**Hearing Date:** March 10, 2022

**Position:** Support

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The Coordinating Center supports *Senate Bill 838 – Transportation – Elderly and Handicapped Transportation Service - County Funding*. The bill requires the Department of Transportation to set aside \$4.3 million to support services for people who are disabled or elderly.

Occupational therapy practitioners are committed to supporting their patients in living independently. Individuals who are older or with a disability may not be able to drive or access public transportation. This limitation isolates these individuals, leaving them unable to participate in community activities, visit their health care providers, or see family and friends. This bill recognizes the importance of transportation support to ensure individuals can remain part of their community.

We ask for a favorable report. If we can provide any further information, please contact Robyn Elliott at [relliott@policypartners.net](mailto:relliott@policypartners.net).

**2022 The Coordinating Center SB 838 Senate Side.pd**

Uploaded by: Robyn Elliott

Position: FAV



THE COORDINATING CENTER  
INSPIRED SOLUTIONS

**Committee:** Senate Budget and Taxation Committee

**Bill Number:** Senate Bill 838 – Transportation – Elderly and Handicapped Transportation Service - Funding

**Hearing Date:** March 10, 2022

**Position:** Support

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The Coordinating Center supports *Senate Bill 838 – Transportation – Elderly and Handicapped Transportation Service - County Funding*. The bill requires a separate, minimum appropriation of \$4.3 million to support transportation services for people who are disabled or elderly.

Our organization’s mission is to support our clients in the community in achieving their aspirations for independence, health, and meaningful community life. Under programs sponsored by the Department of Health, we provide care coordination services for individuals with complex, medical conditions. While some limited transportation support is available under Medicaid for medical appointments, there is no transportation support for activities of daily living, such as grocery shopping, meeting family, or attending community events. Individuals with disabilities cannot participate meaningfully in their communities without transportation support.

We ask for a favorable report. If we can provide any further information, please contact Robyn Elliott at [relliott@policypartners.net](mailto:relliott@policypartners.net).



**SB838\_SenYoung\_FAV.pdf**

Uploaded by: Ronald Young

Position: FAV

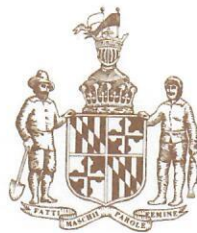
RONALD N. YOUNG  
Legislative District 3  
Frederick County

Budget and Taxation Committee

Chair, Executive Nominations Committee

Senate Chair, Joint Subcommittee on  
Program Open Space/Agricultural Land  
Preservation

Joint Committee on Administrative,  
Executive, and Legislative Review



## The Senate of Maryland

ANNAPOLIS, MARYLAND 21401

Annapolis Office

James Senate Office Building  
11 Bladen Street, Room 301  
Annapolis, Maryland 21401  
410-841-3575 · 301-858-3575  
800-492-7122 Ext. 3575  
Fax 410-841-3193 · 301-858-3193  
Ronald.Young@senate.state.md.us

District Office

253 East Church Street, Suite 100  
Frederick, Maryland 21701  
301-662-8520  
Fax 301-662-8521

March 10, 2022

### SB838 - SUPPORT

#### Transportation - Elderly and Handicapped Transportation Service - County Funding

Dear Chair Guzzone, Vice Chair Rosapepe, Members of the Senate Budget & Taxation Committee,

**SB838** requires the Secretary of Transportation to identify a separate amount of the Department of Transportation's annual budget to be used for county elderly and handicapped transportation service. Beginning in fiscal 2025, the Secretary is required to appropriate an amount at least equal to the previous year's funding, adjusted for inflation.

This bill would stabilize the critical Statewide Specialized Transportation Assistance Program (SSTAP). The SSTAP program is funding provided directly to county local transit agencies in Maryland to transport elderly and handicapped persons who are not sufficiently close to existing public transportation routes.<sup>1</sup>

Despite the increasing need for this service, funding for SSTAP has been flat for over 20 years.<sup>2</sup> Meanwhile public transportation providers have experienced growing costs (39.8% from 2009-2018) in every year of service including fuel, vehicles and driver salary.<sup>3</sup> One consequence is that passenger trips have dropped from a high of 591,000 in FY 2016 to 315,589 in FY2020 while other transport systems have increased their trips, indicating that this is not purely a pandemic effect.<sup>4</sup> In addition, the population served by this program is expected to grow at 600% the rate of Maryland's general population.<sup>5</sup> An example of a specific need is the increase in dialysis patients<sup>6</sup> and the need for transportation to an increasing number of dialysis centers.<sup>7</sup>

Transportation by SSTAP allows elderly and handicapped persons to live independent lives of dignity within their community. Trips take passengers to jobs, dialysis appointments, doctor's visits, grocery stores and many other activities essential to daily life. This freedom, in turn, can be seen as a cost-savings measure since the average additional cost to Medicare/Medicaid is \$1,784 more per year per nursing home resident over those who age in place.<sup>8</sup>

I ask that you vote favorably on **SB838** to ensure that locally operated transit systems have a stable funding source that can meet rising demands and costs.

Respectfully,

A handwritten signature in blue ink that reads "Ronald N. Young".  
Senator Ronald Young

## References:

1. Statewide Specialized Transportation Assistance Program. Statement of Policy. Statewide Specialized Transportation Assistance Program - St. Mary's County, MD
2. Maryland Transit Administration (MTA), MDOT December 2021. Locally Operated Transit Systems (LOTS) Funding related to Non-Emergency medical transportation (NEMT). A report to the Maryland General Assembly. P. 13.
3. National Transit Summaries and Trends (2018) P. 8.
4. MTA, MDOT December 2021 LOTS NEMT Funding Study P 21,22,
5. MDOT February 2018. 2040 Trends Maryland Transportation Plan Technical Memorandum Conditions, Trends and Challenges. P. 23.
6. United States Renal Data System ESRD Prevalent Count | USRDS
7. US Dialysis Finder: Final Report on Paratransit Services for Dialysis Centers. P.1 US Dialysis Finder
8. US Department of Housing and Urban (Fall 2013). Office of Policy Development and Research. Measuring the Costs and Savings of Aging in Place (<https://www.huduser.gov/portal/periodicals/em/fall13/highlight2.html>)





# MARYLAND TRANSIT CAUCUS

marylandtransitcaucus.org • @CaucusTransit  
transitcaucus@gmail.com

## Officers

Co-Chair: Senator Malcolm Augustine  
Co-Chair: Delegate Lorig Charkoudian  
Vice Chair: Senator Pam Beidle  
Vice Chair: Delegate Sheila Ruth  
Secretary: Delegate Julie Palakovich Carr  
At-Large Member: Delegate Marc Korman

Dear Chair Guzzone, Vice Chair Rosapepe, and Members of the Budget and Taxation Committee,

The more than 80 members of the Transit Caucus have voted to endorse SB 838 - Transportation - Elderly and Handicapped Transportation Service - County Funding.

The Transit Caucus is a bipartisan group of Senators and Delegates committed to supporting legislation that supports a robust, equitable, modern, and effective transit network that serves all Marylanders. To that end, the Caucus is dedicated to advancing reliable and sustainable transportation options for Marylanders, including but not limited to interconnected public transit, a transition to clean vehicles, and to non-car mobility options and infrastructure to support these options as safe modes of transit. We believe ensuring that every Marylander has access to a variety of safe and reliable mobility options is a critical element of achieving an equitable, prosperous, and healthy state.

The Caucus respectfully requests a favorable report for this legislation.

Thank you for your consideration.

Sincerely,

Senator Malcolm Augustine  
Co-Chair

Delegate Lorig Charkoudian  
Co-Chair

## Members

Delegate Gabriel Acevero  
Delegate Carl Anderson  
Delegate Heather Bagnall  
Delegate Sandy Bartlett  
Delegate Lisa Belcastro  
Delegate Regina Boyce  
Delegate Tony Bridges  
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Delegate Terri Hill  
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Delegate Melissa Walls  
Delegate Jheanalle Wilkins  
Delegate Nicole Williams  
Delegate Karen Lewis Young  
Senator Ronald Young  
Delegate Pat Young  
Senator Craig Zucker

# **SB 838 - SWA - Transportation – Elderly and Handic**

Uploaded by: Rachel London

Position: FWA



**Maryland Developmental  
Disabilities Council**

CREATING CHANGE • IMPROVING LIVES

**Senate Budget and Taxation Committee**

**SB 838: Transportation – Elderly and Handicapped Transportation Service – County Funding**

**March 10, 2022**

**Position: Support with Amendments**

The Maryland Developmental Disabilities Council (DD Council) is an independent, public policy organization that creates changes to make it possible for people with developmental disabilities to live the lives they want with the support they need. The DD Council is led by people with developmental disabilities and their families. **As such, the DD Council supports SB 838 because it is a step towards increasing access to public transit for people with disabilities in Maryland. However, an amendment is needed to ensure the language used in the legislation accurately reflects what people with disabilities need and want.**

The recommended amendment is to redefine “elderly and handicapped person” to more appropriately identify people with disabilities:

On page 2, lines 1-4, insert “Individual with disabilities means any person, who has a qualified disability and is negatively and disproportionately impacted by inaccessible mass transit facilities and services.”

People with disabilities rely on affordable, accessible public transportation to access resources, such as urgent health services, food and other groceries, employment, and social and educational opportunities. Equity in transportation is critical for people with disabilities and their ability to contribute economically, socially, and politically. Affordable transportation options for people with disabilities remain an ongoing challenge. More efforts must be made to ensure that people with disabilities have access to affordable and reliable transportation.

**For these reasons, the DD Council supports SB 838 with an amendment.**

Contact: Zach Hands, Communications and Legislative Liaison, [zhands.mddc@gmail.com](mailto:zhands.mddc@gmail.com)

**SB 838\_MAA\_FWA.pdf**

Uploaded by: Rachel Clark

Position: FWA

CHAIRMAN:  
Rob Scrivener  
VICE CHAIRMAN  
Brian Russell

**MARYLAND ASPHALT ASSOCIATION**



SECRETARY:  
David Slaughter  
TREASURER:  
Jeff Graf  
PRESIDENT:  
G. Marshall Klinefelter

March 10, 2022

Senator Guy Guzzone, Chair  
Budget and Taxation Committee  
3 West, Miller Senate Office Building  
Annapolis, Maryland 21401

**RE: SB 838 – FAVORABLE WITH AMENDMENTS – Transportation – Elderly and Handicapped  
Transportation Service – County Funding**

Dear Chair Guzzone and Members of the Budget and Taxation Committee:

The Maryland Asphalt Association (MAA) is comprised of 18 producer members representing more than 47 production facilities, 24 contractor members, 24 consulting engineer firms and 41 other associate members. We proactively work with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

Senate Bill 838 requires the Secretary of the Maryland Department of Transportation (MDOT) to identify within their annual budget for Fiscal Year 2024 at least \$4,305,908 to be used for elderly and handicapped transportation service, and for each year after that an amount that is equal to the preceding year adjusted for inflation. This amount would then be used to calculate how much specifically gets distributed to each local jurisdiction throughout the State.

MAA's primary concern lies with the diversion of even more funding away from the Transportation Trust Fund, which provides the funding necessary to make critical repairs to the roads and bridges that form the backbone of Maryland's transportation infrastructure. If this Committee would truly like to shift these funds to the counties, we ask for two changes to ensure transparency and accountability in the process. MAA believes that local transportation agencies should be required to issue regular reports to the Secretary of MDOT outlining how much of those funds are being spent and what types of projects are being funded. Second, if those reports show that the local agencies are not spending their appropriations in a timely manner, they should be exempted from the next CPI-driven increase to their funding. If counties aren't fully utilizing their base appropriation, they should not be awarded extra funding. That funding would be better used at the state-level to address Maryland's overall transportation needs.

We appreciate you taking the time to address our concerns with Senate Bill 838.

Thank you,

Marshall Klinefelter  
President  
Maryland Asphalt Association



**SB 838\_MTBMA\_FWA.pdf**

Uploaded by: Rachel Clark

Position: FWA



March 10, 2022

Senator Guy Guzzone, Chair  
Budget and Taxation Committee  
3 West, Miller Senate Office Building  
Annapolis, Maryland 21401

**RE: SB 838 – FAVORABLE WITH AMENDMENTS – Transportation – Elderly and Handicapped Transportation Service – County Funding**

Dear Chair Guzzone and Members of the Budget and Taxation Committee:

The Maryland Transportation Builders and Materials Association (MTBMA) has been and continues to serve as the voice for Maryland's construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland's multimodal transportation system.

Senate Bill 838 requires the Secretary of the Maryland Department of Transportation (MDOT) to identify within their annual budget for Fiscal Year 2024 at least \$4,305,908 to be used for elderly and handicapped transportation service, and for each year after that an amount that is equal to the preceding year adjusted for inflation. This amount would then be used to calculate how much specifically gets distributed to each local jurisdiction throughout the State.

MTBMA's primary concern lies with the diversion of even more funding away from the Transportation Trust Fund, which provides the funding necessary to make critical repairs to the roads and bridges that form the backbone of Maryland's transportation infrastructure. If this Committee would truly like to shift these funds to the counties, we ask for two changes to ensure transparency and accountability in the process. MTBMA believes that local transportation agencies should be required to issue regular reports to the Secretary of MDOT outlining how much of those funds are being spent and what types of projects are being funded. Second, if those reports show that the local agencies are not spending their appropriations in a timely manner, they should be exempted from the next CPI-driven increase to their funding. If counties aren't fully utilizing their base appropriation, they should not be awarded extra funding. That funding would be better used at the state-level to address Maryland's overall transportation needs.

We appreciate you taking the time to address our concerns with Senate Bill 838.

Thank you,



Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association