

Maryland Catholic Conference_FAV_HB58.pdf

Uploaded by: Diane Arias

Position: FAV



MARYLAND
CATHOLIC
CONFERENCE

February 5, 2026

House Bill 58
Transportation - Paratransit Services - Interjurisdictional Routes
House Environment and Transportation Committee

Position: Favorable

The Maryland Catholic Conference (MCC) is the public policy representative of the three (arch)dioceses serving Maryland, which together encompass over one million Marylanders. Statewide, their parishes, schools, hospitals, and numerous charities combine to form our state's second largest social service provider network, behind only our state government.

House Bill 58 requires a county that submits an application to the Secretary of Transportation for funding for certain transportation services for elderly and disabled persons to identify interjurisdictional paratransit service routes between facilities within certain networks of providers in the application; requiring the Secretary to adopt procedures to ensure counties cooperate in establishing interjurisdictional paratransit service routes between facilities within certain networks of providers.

When transportation systems are uncoordinated, riders often face longer travel times, missed connections, and gaps in access to essential services. Research and planning efforts consistently show that improved coordination across service areas enhances both efficiency and effectiveness, reducing service overlaps and closing gaps that leave riders without reliable options.¹ Coordinated networks and partnerships among providers have been documented to improve ADA paratransit services and expand access for seniors and people with disabilities by linking transportation to health and human services.²

Reliable, accessible transportation is essential for connecting individuals to health care appointments, social services, and community engagement opportunities. Studies indicate that paratransit use is associated with reduced social isolation and increased participation in social and health activities, which contributes to better health and emotional well-being among older adults and individuals with disabilities. By requiring interjurisdictional routes, House Bill 58 helps ensure paratransit users can travel seamlessly between facilities and service providers,

¹ https://www.sciencedirect.com/science/article/abs/pii/S2214140525000829?utm_source

² chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.gao.gov/assets/gao-13-17.pdf?utm_source

improving reliability, reducing travel burdens, and enhancing overall accessibility. Access to coordinated transportation supports dignity, independence, and quality of life, while helping individuals stay connected to the care and community resources they need.

For these reasons, the Maryland Catholic Conference asks for a favorable report on **HB 58**.

Thank you for your consideration.

HB58_Paratransit Service_KennedyKrieger_Support.pd

Uploaded by: Emily Arneson

Position: FAV



DATE: February 5, 2026 COMMITTEE: House Environment and Transportation
BILL NO: House Bill 58
BILL TITLE: Transportation – Paratransit Services – Interjurisdictional Routes
POSITION: Support

Kennedy Krieger Institute supports House Bill 58 – Paratransit Service – Interjurisdictional Routes

Bill Summary:

House Bill 58 requires counties to identify interjurisdictional paratransit service routes between facilities when applying for funding under the Secretary of Transportation.

Background:

Kennedy Krieger provides specialized services to patients nationally and internationally. Kennedy Krieger Institute is dedicated to improving the lives of children and young adults with developmental, behavioral, cognitive and physical challenges. Kennedy Krieger’s services include inpatient, outpatient, school-based and community-based programs.

The Maryland Center for Developmental Disabilities (MCDD) at Kennedy Krieger is proud to be Maryland’s University Center for Excellence in Developmental Disabilities Education, Research, and Service (UCEDD) and a member of the national Association of University Centers on Disabilities (AUCD).

MCDD links the community to vital services, research and information to improve the lives of people with disabilities. Our mission is to provide leadership that advances the inclusion of people with intellectual, developmental and other disabilities through preservice preparation and training; research and evaluation; community service and technical assistance; and information dissemination.

Rationale:

Transportation continues to be a significant barrier for individuals with disabilities due to inaccessible public transit options, limited cross-county transportation, the financial burden associated with travel, and the inconsistency and unreliability of scheduled paratransit services.

Many individuals who rely on paratransit depend on it to access essential healthcare services, including medical specialists, hospital-based care, rehabilitation therapies, and behavioral health treatment. While Kennedy Krieger operates at multiple locations throughout Maryland, patients and their families are often required to travel substantial distances to receive our specialized services. For example, a patient living on the Eastern Shore may need to travel to Baltimore for clinical care that is not available locally. Without a reliable, affordable, and coordinated transportation option, families may be forced to forgo these critical services altogether due to the extraordinary logistical, financial, and physical burden of travel.

Anecdotal evidence from patients and families consistently demonstrates the impact of limited cross-county public transportation. Missed or delayed appointments are common, not due to lack of need or willingness to participate in care, but because transportation options do not align with real-world travel demands. These gaps in access can lead to disruptions in treatment, poorer health outcomes, and ultimately higher long-term costs for healthcare systems and public programs. Addressing cross-jurisdictional transportation barriers is essential to ensuring equitable access to care and improving outcomes for individuals with disabilities and their families.

Kennedy Krieger requests a favorable report on House Bill 58.

HB0058_CoA_FAV_020526.pdf

Uploaded by: Linda Bergofsky

Position: FAV



COMMISSION ON AGING

TESTIMONY ON HB0058 - POSITION: FAVORABLE

Transportation – Paratransit Services – Interjurisdictional Routes

TO: Chair Korman, Vice Chair Guyton, and members of the Environment and Transportation Committee

FROM: Linda Bergofsky, Co-Chair, Montgomery County Commission on Aging

I am writing on behalf of the Montgomery County Commission on Aging (CoA) regarding **HB0058, Transportation – Paratransit Services – Interjurisdictional Routes**. The CoA was established by Montgomery County in 1974 pursuant to a requirement of the Federal Older Americans Act of 1965, that there be an Advisory Council to the Area Agency on Aging. In that role, the CoA serves as an advocate for the health, safety, and well-being of the County's older residents at the local, State, and National levels. This legislation addresses a priority of the Commission and of our constituents.

Based on preliminary data from the County's Age-Friendly Needs Assessment currently underway, transportation service concerns are one of five cross-cutting factors consistently mentioned as impacting the ability of older adults to thrive to their full potential. Yet, fully three-quarters of study participants report have never used paratransit or another transportation program such as Call-n-Ride, citing poor reliability, disqualifying eligibility rules, and costs. Those who have used these programs report ongoing challenges with accessing reliable and affordable transportation services, especially for medical appointments in neighboring jurisdictions and in Baltimore. We doubt Montgomery County is unique in this regard

With one exception, all the hospitals in Montgomery County are part of multi-jurisdictional health systems and it's common for those hospitals to refer patients to other facilities in those systems. This bill would create the mechanism for each County to work with the Area Agency on Aging to determine the most effective means of serving the transportation needs of its elderly and disabled residents, and then cooperate with other counties and the networks of

Page 2

providers to establish interjurisdictional paratransit service routes. Equally important, this bill provides appropriated funds to support the development of these cooperative arrangements.

The Commission on Aging fully supports efforts to make paratransit services more responsive to older Marylanders, and so we respectfully urge the return of a Favorable decision and report on HB0058.

Thank you for your support of this legislation.

HB 58 - FAV.pdf

Uploaded by: Megan Peters

Position: FAV



Maryland Senior Citizens Action Network

MSCAN

AARP Maryland

*Alzheimer's
Association,
Maryland Chapters*

*Baltimore Jewish
Council*

*Catholic Charities of
Baltimore*

*Central Maryland
Ecumenical Council*

Church of the Brethren

*Episcopal Diocese of
Maryland*

*Housing Opportunities
Commission of
Montgomery County*

*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
Megan Peters
410-921-9005*

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

MSCAN supports HB 58. This bill strengthens Maryland's paratransit system by requiring counties seeking State transportation funding to identify and establish needed interjurisdictional paratransit routes. This will help improve regional mobility for older adults and people with disabilities who depend on paratransit to travel beyond county lines.

Maryland's older adults have reported challenges accessing reliable, affordable transportation, particularly when appointments or services lie outside their home county. Current county-by-county service boundaries may leave riders without safe, practical options for cross-jurisdiction travel. HB 58 creates a coordinated planning framework to ensure that State transportation dollars support a more seamless, regional paratransit network.

Interjurisdictional coordination is especially critical in Maryland, where major hospital systems, specialty care, and community-based services often span multiple counties. Strengthening cross-county routes will reduce missed medical appointments, enhance access to social supports, and help ensure that geography is not a barrier to essential care. HB 58 moves Maryland toward a more equitable, reliable transportation system for those who need it most.

For these reasons MSCAN urges a favorable report.

HB 58 – Paratransit Services Interjurisdictional R

Uploaded by: Natasha Mehu

Position: FAV



Maryland
Hospital Association

House Bill 58- Transportation – Paratransit Services – Interjurisdictional Routes

Position: *Support*

February 5, 2026

House Environment and Transportation Committee

MHA Position

On behalf of the Maryland Hospital Association's (MHA) member hospitals and health systems, we appreciate the opportunity to comment in support of House Bill 58.

HB 58 addresses an important gap in access to transportation for elderly and disabled patients who receive care across county lines. The bill would require counties seeking state transportation funding to identify interjurisdictional paratransit service routes and would require the Maryland Department of Transportation (MDOT) to establish procedures to ensure counties coordinate these services.

Maryland's hospital systems increasingly operate facilities across multiple jurisdictions, and many patients require highly specialized care that is not always available within the county in which they reside. However, current county-operated paratransit programs are often limited to transporting individuals only within county boundaries. This creates significant barriers for patients who depend on paratransit services to access medically necessary care.

For example, a patient living in Montgomery County who requires specialized treatment at a hospital in Baltimore City may not be able to use county paratransit services for that trip, even when the care is unavailable closer to home. In these situations, hospitals may work with private transportation vendors to assist patients with limited mobility or financial resources, but these arrangements are not always feasible or sustainable.

HB 58 promotes coordination among counties and encourages the development of interjurisdictional paratransit routes, helping ensure that patients can access appropriate care regardless of county lines. While hospitals do not rely on county paratransit services for their operations, they view these services as a valuable support that improves patient access, continuity of care, and health outcomes.

HB 58 takes a reasonable and targeted approach by linking coordination requirements to funding applications and by directing MDOT to establish procedures that promote cooperation while allowing flexibility in implementation.

For these reasons, we request a favorable report on HB 58.

For more information, please contact:

Natasha Mehu, Vice President, Government Affairs & Policy
Nmehu@mhaonline.org

HB58.DDCoalition.SWA.pdf

Uploaded by: Rachel London

Position: FAV



MARYLAND DEVELOPMENTAL DISABILITIES COALITION

Dedicated to the rights and quality of life for people with developmental disabilities in Maryland

House Environment and Transportation Committee

February 5, 2026

HB 58: Transportation – Paratransit Services – Interjurisdictional Routes

Position: Support with Amendment



The Maryland Developmental Disabilities Coalition (DD Coalition) is comprised of five statewide organizations that are committed to improving the opportunities and outcomes for Marylanders with intellectual and developmental disabilities (IDD). As such, the DD Coalition supports HB 58 with the following amendment to remove outdated language:

- Change all references to “handicapped person” to **disabled person, or person with a disability.**



Reliable and effective transportation is crucial for people with disabilities to participate in various aspects of daily life. The availability and accessibility of public transportation continues to serve as a significant barrier for people with disabilities to access and participate in employment, education, healthcare, and other community and social activities.



WHAT does this legislation do?

- Requires counties to include a plan that provides transportation for older adults and people with disabilities across county lines and to certain facilities in those counties in their application for funding to the Department of Transportation.

WHY is this legislation important?

- People with disabilities rely on affordable, accessible public transportation to go grocery shopping, attend medical appointments, to socialize, and to spend time with family. Being able to move easily around our neighborhoods, cities, and towns is crucial to a high quality of life.
- Accessing healthcare is already hard enough. Requiring counties to plan for interjurisdictional transportation helps people see the medical professionals they want.



The DD Coalition supports HB 58 and the amendment to remove outdated language as a step to increase access for people with disabilities in Maryland.



Contact: Rachel London, Executive Director, Maryland Developmental Disabilities Council; Chair, DD Coalition: RLondon@md-council.org

Testimony in support of HB0058 - Transportation -

Uploaded by: Richard KAP Kaplowitz

Position: FAV

HB0058_RichardKaplowitz_FAV

02/05/2026

Richard Keith Kaplowitz
Frederick, MD 21703

TESTIMONY ON HB#0058 – FAVORABLE

Transportation - Paratransit Services - Interjurisdictional Routes

TO: Chair Korman, Vice Chair Guyton and members of the Environment and Transportation Committee

FROM: Richard Keith Kaplowitz

My name is Richard K. Kaplowitz. I am a resident of District 3. I am submitting this testimony in support of HB#0058, Transportation - Paratransit Services - Interjurisdictional Routes

When querying AI asking the question “need for interjurisdictional transit in Maryland” the response to the question explains why this bill has been drafted and submitted.

The need for interjurisdictional transit in Maryland is driven by rapid population growth, the necessity to connect major employment hubs across county lines, and the demand for specialized paratransit services for vulnerable populations. Key focus areas include improving regional connections in Central Maryland, addressing long commutes (ranking second in the US), and integrating transit with land-use planning to reduce congestion.

This bill will achieve the goal of meeting this need by requiring a county that submits an application to the Secretary of Transportation for funding for certain transportation services for elderly and disabled persons to identify interjurisdictional paratransit service routes between facilities within certain networks of providers in the application; requiring the Secretary to adopt procedures to ensure counties cooperate in establishing interjurisdictional paratransit service routes between facilities within certain networks of providers; etc.

For elderly and disabled individuals this can also facilitate use of medical resources outside their specific jurisdiction expanding their opportunities to access specific care networks. Transportation will no longer handicap the use of appropriate medical providers for their needs.

I respectfully urge this committee to return a favorable report and pass HB0058.

HB0058 Ronza Othman NFB FAV

Uploaded by: Ronza Othman

Position: FAV



Live the life you want.

From: Ronza Othman, President
National Federation of the Blind of Maryland
15 Charles Plaza, #3002
Baltimore, MD 21201 president@nfbmd.org

To: House Environment & Transportation Committee

The members of the National Federation of the Blind of Maryland urge the House Environment & Transportation Committee to give a favorable report to HB0058. will improve paratransit services by having them adequately cover interjurisdictional routes. Paratransit services throughout the state have many problems. Having interjurisdictional routes such as Adventist Healthcare, Johns Hopkins Medicine, LifeBridge Health, Luminis Health Maryland, MedStar Health, and University of Maryland Medical System will improve the lives of elderly and disabled people because they will be able to get to their medical appointments and/or procedures.

HB58 outlines definite procedures for counties to take in establishing and providing interjurisdictional routes. The bill also gives specific responsibility to the secretary of transportation to ensure that the counties cooperate in the operations of interjurisdictional routes. The MDOT Annual Attainment Reports estimate that there are over 3 million paratransit trips annually, which is a substantial number of rides. Society cannot allow governments to operate paratransit systems in a poor or confusing manner.

For those reasons, we ask for a favorable report on HB0058. For questions, please contact me at President@nfbmd.org or at 443-426-4110.

2.5.26.HB58ParatransitServices.Fello SIGNED.pdf

Uploaded by: Rylie Shewbridge

Position: FAV

February 5, 2026

Chair Marc Korman
House Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

RE: HB58 – Transportation - Paratransit Services - Interjurisdictional Routes

Dear Chair Korman and Members of the Committee,

On behalf of Fello, we write in support of ***HB58 – Transportation - Paratransit Services - Interjurisdictional Routes.***

Across Maryland, Fello is building communities where people belong. With a team of more than 650 employees, Fello supports over 5,000 people with disabilities each year – creating opportunities that empower people to live the lives they choose. From advancing equity and respect to expanding access and connection, inclusion is at the heart of everything we do. One powerful way this comes to life is through Fello Communities: beautiful, safe, and accessible rental housing that offers choice and stability for residents across income levels, from affordable to market-rate homes.

HB 58 requires counties that submit applications to the Secretary of Transportation for funding for certain transportation services to identify interjurisdictional paratransit service routes in their applications. The bill also requires the Secretary to adopt procedures to ensure counties cooperate in establishing these routes and mandates that counties receiving funding implement the identified interjurisdictional paratransit services.

By promoting coordinated paratransit routes across jurisdictions, HB 58 improves access to essential transportation services for people who rely on paratransit, enhancing mobility, independence, and connectivity within and between communities.

For these reasons, we respectfully urge a favorable report on HB58.

Sincerely,



Jonathon Rondeau
President & CEO

mobile: 410.591.3600

fello.

fello.org

410.269.1883



HB 58 - Transportation - Paratransit Services - In

Uploaded by: Sara Westrick

Position: FAV



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aarp.org/md | md@aarp.org | twitter: @aarpm
facebook.com/aarpm

HB 58 Transportation – Paratransit Services – Interjurisdictional Routes
House Environment and Transportation Committee
February 5, 2026
FAVORABLE

Chair Korman, Vice Chair Guyton, and members of the House Environment and Transportation Committee, thank you for the opportunity to submit written testimony on House Bill 58. My name is Sara Westrick, Advocacy Director for AARP Maryland. Representing nearly 850,000 members, AARP Maryland is one of the largest membership-based organizations in the state. We support HB 58, and thank Delegate Healey for introducing this important legislation.

AARP is a nonpartisan, nonprofit organization dedicated to empowering people to live their best lives. We advocate on key issues affecting families, including health care, livable communities, retirement planning, and protection from financial abuse.

This bill updates Maryland’s transportation law to require counties to better coordinate and provide interjurisdictional paratransit services, meaning trips that cross county lines, especially to major health-care systems.

As we strive to create age-friendly communities, it is essential that we prioritize accessible, reliable transportation for older Marylanders and individuals with disabilities. HB 58 takes a significant step in this direction by requiring counties to identify interjurisdictional paratransit service routes in their funding applications and to ensure that these routes are established between counties and facilities within specific provider networks.

AARP Maryland believes that reliable paratransit across county lines is essential to helping older adults stay connected to the services and opportunities that allow them to thrive. AARP Maryland has collaborated with partners such as Mpact Mobility and the Maryland Department of Transportation on this issue. Together, we worked with elected officials, agencies, and community members to identify best practices for transportation systems that are safe, affordable, and coordinated, so riders are not limited by jurisdictional boundaries. This kind of seamless mobility ensures that older adults can affordably reach medical appointments, retail destinations, and community activities with dignity and confidence.

This bill promotes independence and mobility for older adults and people with disabilities, enabling them to access essential services, medical appointments, and social activities. Equally important, by creating access to medical services, food stores, and preventing social isolation, this bill will support better health outcomes for these vulnerable populations. This bill also recognizes the necessity of collaboration and coordination among counties, transportation providers, and health care networks. By requiring counties to cooperate in establishing

interjurisdictional paratransit service routes, we can foster a more integrated and efficient transportation system that better serves the needs of older Marylanders and individuals with disabilities.

In conclusion, we strongly support HB 58 and urge the committee to pass it, as it will create more age-friendly and inclusive paratransit systems across the state.

If you have any questions, please contact Sara Westrick at swestrick@aarp.org or by calling 410-310-0374.

HB 58_paratransit services_SWA.pdf

Uploaded by: Allison Taylor

Position: FWA



Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc
4000 Garden City Drive
Hyattsville, Maryland 20785

February 5, 2026

The Honorable Marc Korman, Chair
Environment and Transportation Committee
House Office Building Room 250
6 Bladen Street
Annapolis, Maryland 21401

RE: House Bill 58 – Transportation – Paratransit Services – Interjurisdictional Routes – SUPPORT WITH AMENDMENT

Dear Chair Korman and Members of the Committee:

Kaiser Permanente supports HB 58, "Transportation – Paratransit Services – Interjurisdictional Routes," and respectfully requests an amendment to include Kaiser Permanente among the major healthcare networks identified in the bill.

Kaiser Permanente is the largest private integrated health care delivery system in the United States, delivering health care to over 12 million members in eight states and the District of Columbia.¹ Kaiser Permanente of the Mid-Atlantic States, which operates in Maryland, provides and coordinates complete health care services for over 775,000 members. In Maryland, we deliver care to approximately 425,000 members.

HB 58 seeks to enhance paratransit services for elderly and handicapped residents by mandating the establishment of interjurisdictional paratransit service routes that connect to major healthcare networks. By requiring counties to identify routes that cross county lines to reach these essential facilities, the bill addresses a critical barrier to care for vulnerable populations.

To ensure that the 425,000 Maryland residents who rely on Kaiser Permanente's integrated care model can benefit from these expanded transportation options, we request that Kaiser Permanente be explicitly added to the list of identified healthcare networks, which currently includes Adventist HealthCare, Johns Hopkins Medicine, LifeBridge Health, Luminis Health Maryland, MedStar Health, and the University of Maryland Medical System.

Fostering regional cooperation and expanding transportation options is vital for ensuring equitable access to medical facilities. Inclusion of Kaiser Permanente in this legislation will help ensure our members who rely on paratransit can access their providers across county lines. For these reasons, Kaiser Permanente urges a favorable report on House Bill 58 with the requested amendment.

¹ Kaiser Permanente comprises Kaiser Foundation Health Plan, Inc., the nation's largest not-for-profit health plan, and its health plan subsidiaries outside California and Hawaii; the not-for-profit Kaiser Foundation Hospitals, which operates 39 hospitals and over 650 other clinical facilities; and the Permanente Medical Groups, self-governed physician group practices that exclusively contract with Kaiser Foundation Health Plan and its health plan subsidiaries to meet the health needs of Kaiser Permanente's members.

Thank you for the opportunity to comment. Please feel free to contact me at Allison.W.Taylor@kp.org or (919) 818-3285 with questions.

Sincerely,



Allison Taylor
Head of Government Relations
Kaiser Permanente Mid-Atlantic Region

AMENDMENT TO HOUSE BILL 58
(First Reading File Bill)

On page 2, after line 33, on page 3, after line 27, and on page 5, after line 4 insert “**3. KAISER PERMANENTE;**”.

On page 3, in lines 1, 2, 3, and 4, strike “3.”, “4.”, “5.”, and “6.”, respectively, and substitute “**4.**”, “**5.**”, “**6.**”, and “**7.**”, respectively; on page, in lines 28 and 29, and on page 4, in lines 1 and 2, strike “3.”, “4.”, “5.”, and “6.”, respectively, and substitute “**4.**”, “**5.**”, “**6.**”, and “**7.**”, respectively; and on page 5, in lines 5, 6, 7, and 8, strike “3.”, “4.”, “5.”, and “6.”, respectively, and substitute “**4.**”, “**5.**”, “**6.**”, and “**7.**”, respectively.

On page 4, after line 20, insert “**(III) KAISER PERMANENTE;**”.

On page 4, in lines 21, 22, 23, and 24, strike “(iii)”, “(iv)”, “(v)”, and “(vi)”, respectively, and substitute “**(IV)**”, “**(V)**”, “**(VI)**”, and “**(VII)**”, respectively.

Rationale for Amendment As an integrated health care delivery system serving approximately 425,000 members in Maryland, Kaiser Permanente’s inclusion ensures that the bill’s mandate for interjurisdictional paratransit routes covers the facilities used by a significant portion of the state’s elderly and disabled population. This aligns Kaiser Permanente with the other major healthcare networks already identified in the bill, such as Johns Hopkins Medicine and MedStar Health.

DRM Written Testimony FAV HB 58 Paratransit.pdf

Uploaded by: Daria Pugh

Position: FWA

Environment and Transportation Committee
House Bill 58: Transportation - Paratransit Services -
Interjurisdictional Routes
February 5, 2026
Position: Support with Amendments

Disability Rights Maryland (DRM) is the federally-mandated Protection and Advocacy agency of Maryland, charged with defending and advancing the rights of people with disabilities. DRM submits this testimony in support of HB 58, with a proposed amendment. HB 58 would require county and municipal transportation services for people with disabilities and older adults to provide interjurisdictional service connecting riders to specified medical facilities in neighboring counties. DRM welcomes the introduction of this bill as an avenue to address the lack of public transportation connectivity across counties, which is a barrier to community access for many people with disabilities.

People with disabilities and older adults are less likely to drive or have access to a car and are more likely to rely on public transportation. As a result, Marylanders with disabilities often face significant barriers accessing medical care due to limited transportation options. It can be challenging, and sometimes impossible, to coordinate interjurisdictional paratransit transfers to reach a medical provider in the neighboring county. HB 58 would create a pathway for Marylanders with disabilities to safely and reliably attend medical appointments outside their county of residence.

As written, the bill applies only to paratransit but does not explicitly include demand response service, a type of on request, non-fixed-route transportation. Federally required paratransit, which serves people with disabilities within three-quarters of a mile of fixed route service, is included. However, many counties operate demand response service either in addition to fixed route and complementary paratransit, or as the only public transit option. DRM recommends an amendment to include demand response services, helping to expand interjurisdictional transportation options to reach more Marylanders who rely on these essential services.



Empowering People to Lead Systemic Change

1500 Union Ave., Suite 2000, Baltimore, MD 21211

Phone: 410-727-6352 | Fax: 410-727-6389

DisabilityRightsMD.org

DRM hopes this legislation will pave the way for more interjurisdictional public transportation options for people with disabilities beyond visits to medical appointments so people without cars can be more connected with their communities.

For these reasons, we request a favorable report on HB 58 with the proposed amendment. Thank you for your consideration of this bill. Should you have any questions, please do not hesitate to contact Daria Pugh, Attorney, Disability Rights Maryland, at (443) 692-2487 or DariaP@DisabilityRightsMD.org.

TAM_HB58_FAVAMEND.pdf

Uploaded by: John Duklewski

Position: FWA



Transportation Association of Maryland

tam@taminc.org • 410-533-4245 • www.taminc.org

Bill: House Bill 58: Transportation - Paratransit Services - Interjurisdictional Routes

Position: SUPPORT WITH AMENDMENT

Dear Chair Korman, Vice-Chair Guyton, and Members of the Committee:

The Transportation Association of Maryland represents every local transit agency in our state from Garrett County to Town of Ocean City, and recognizes and affirms the key principle of helping Marylanders everywhere have access to critical life-sustaining medical appointments. Many Marylanders, especially elderly citizen and persons with disabilities rely upon public transit options as their primary means of accessing medical care.

However, we have concerns with the very broad mandate imposed by this legislation without accompanying increased resources. Many of our members' paratransit (curb-to-curb) services are near capacity for trips originating and ending within the local area. There is not excess drivers, buses, or service capacity for local transit agencies to take additional long trips out of their service area to medical facilities. Such trips would, by their very nature, make inefficient use of existing resources as the vehicles would be less full and drivers would have enforced idle times as they waited nearby for passengers to finish their appointments. Indeed, the mandate imposed by this legislation to provide transportation in interjurisdictional service routes to the specified medical facilities is so open-ended that our members cannot accurately estimate the true additional cost of such providing service.

TAM also anticipates that to provide the type of service prescribed in the bill, in-area routes would have to be reduced in size, frequency, or eliminated outright. This would open local agencies to lawsuits under federal civil rights law that requires complementary service under the American with Disabilities Act within existing fixed route networks.

We propose the following amendments to pursue the worthy aims of HB 58 -- a study group to be formed to include large and small transit systems, representatives from the health department and the department of transportation, as well as passenger advocates and health care providers. This study group should have a mandate to:

1. Determine the unmet need for interjurisdictional paratransit service in Maryland.
2. Determine the additional resources necessary to make such service a reality, keeping in mind the differing cost based on jurisdiction location and distance from our state's major healthcare facilities.
3. Make recommendations for methods of collaboration and service coordination between and among local transit agencies.
4. Recommend measures to meet the service funding needs for local transit to achieve the desired interjurisdictional service.

We respectfully urge amendment of House Bill 58 to avoid unintended harm to service and determine the true scope of the problem at hand.

Sincerely,

John Duklewski
Executive Director, Transportation Association of Maryland

HB0058-ET_MACo_OPP.pdf

Uploaded by: Dominic Butchko

Position: UNF



House Bill 58

Transportation - Paratransit Services - Interjurisdictional Routes

MACo Position: **OPPOSE**

To: Environment & Transportation Committee

Date: February 5, 2026

From: Dominic J. Butchko

The Maryland Association of Counties (MACo) **OPPOSES** HB 58. This bill would impose uniform, one-size-fits-all service requirements on county paratransit providers, including mandated service to specified healthcare networks that may be located well beyond distances that county transportation systems are designed—and funded—to cover.

Paratransit is intended to function as a “safety net” transportation option for individuals whose disabilities prevent them from using the regular fixed-route system (bus or rail). Consistent with that purpose, paratransit service is generally structured to mirror fixed-route service—operating during similar hours and days, and serving origins and destinations typically within three-fourths of a mile of a standard bus route. While operational details and capacity can vary by jurisdiction, the core role of paratransit is to provide a level of service that is roughly comparable to what a standard transit network makes available.

Counties appreciate the intent behind HB 58. However, absent additional State funding, the bill would likely significantly increase county paratransit costs. Although many jurisdictions—particularly within Maryland’s urban core—have providers associated with the six networks identified in the legislation, those networks do not serve all regions of the State. As a result, counties could be compelled to establish or expand service to destinations far from the originating county, creating long-distance trip obligations that extend beyond the traditional scope of paratransit as a complementary service aligned with fixed-route transit.

Counties also have concerns with the bill’s approach of embedding specific healthcare providers in statute. The healthcare landscape—even among nonprofit systems—can change quickly through mergers, acquisitions, service-line shifts, and evolving geographic coverage. Codifying particular entities may create implementation and compliance challenges over time as provider footprints, ownership, and services change.

Counties sympathize with the sponsor’s intent, but as drafted, this bill creates a substantial unfunded mandate and dramatically extends the intended scope of county paratransit services. Accordingly, MACo urges the Committee to issue an **UNFAVORABLE** report for **HB 58**.