



**CALVERT COUNTY
BOARD OF COUNTY COMMISSIONERS**

175 Main Street
Prince Frederick, Maryland 20678
410-535-1600 • 301-855-1243
www.calvertcountymd.gov

Board of Commissioners
Earl F. Hance
Mike Hart
Thomas E. Hutchins
Kelly D. McConkey
Steven R. Weems

January 8, 2019

The Honorable Thomas V. Mike Miller, Jr.
President of the Senate
State House, H-107
Annapolis, MD 21401-1991

Dear President Miller:

We urge your support for increased funding to Calvert County's public transportation operations. Calvert's senior population is expected to grow by approximately 65% by 2030; our public transportation is already feeling the strain. We want to ensure seniors, as well as individuals with disabilities, live as independently and safely as possible through improved access to transit services. While urban areas are meeting the demand of the senior boom with private sector services like Uber and Lyft, Calvert County still has very limited options. The shape of the County and the length of time it takes to get from residential areas to town centers does not support the proliferation of these services.

Despite annual requests, Calvert County's Division of Public Transportation has received no additional State or Federal funds for general operating expenses in the past nine years. The Maryland Department of Transportation has provided funding to support capital expenses for new vehicles or a new route; however, Calvert County Government has subsidized the increased operating costs resulting from inflation or expansion of needed services. Calvert's fund match is now 63%, well above the required 50% for the combined grants. In some cases, the Division has been forced to make changes to staffing, routes, or hours to reduce cost.

In 2016, Calvert County's Public Transportation Transit Development Plan was published, providing guidance for our transportation needs and a proposed plan of action. The Plan calls for expanding service hours and service areas, as some disabled clients still needed to walk over a mile to access service.

Clients of the Department of Social Services need earlier and later hours to make it to and from their jobs. Calvert County is committed to providing a transportation system that works for our most vulnerable citizens. This past year, we provided a \$100,000 increase to our budget to meet increased operating costs. We hope you will echo our commitment by supporting the Division's FY 2020 request for expanded service hours for several of Calvert's major routes.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
CALVERT COUNTY, MARYLAND

Handwritten signature of Thomas E. Hutchins in blue ink.

Thomas E. Hutchins, President

Handwritten signature of Kelly D. McConkey in blue ink.

Kelly D. McConkey, Vice President

Handwritten signature of Earl F. Hance in blue ink.

Earl F. Hance

Handwritten signature of Mike Hart in blue ink.

Mike Hart

Handwritten signature of Steven R. Weems in blue ink.

Steven R. Weems



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January 8, 2019

The Honorable Jack Bailey
2W Miller Senate Office Building
11 Bladen Street
Annapolis, MD 21401

Dear Senator Bailey:

We urge your support for increased funding to Calvert County's public transportation operations. Calvert's senior population is expected to grow by approximately 65% by 2030; our public transportation is already feeling the strain. We want to ensure seniors, as well as individuals with disabilities, live as independently and safely as possible through improved access to transit services. While urban areas are meeting the demand of the senior boom with private sector services like Uber and Lyft, Calvert County still has very limited options. The shape of the County and the length of time it takes to get from residential areas to town centers does not support the proliferation of these services.

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January 8, 2019

The Honorable Jerry Clark
Maryland House of Delegates
303 House Office Building
6 Bladen Street
Annapolis, MD 21401

Dear Delegate Clark:

We urge your support for increased funding to Calvert County's public transportation operations. Calvert's senior population is expected to grow by approximately 65% by 2030; our public transportation is already feeling the strain. We want to ensure seniors, as well as individuals with disabilities, live as independently and safely as possible through improved access to transit services. While urban areas are meeting the demand of the senior boom with private sector services like Uber and Lyft, Calvert County still has very limited options. The shape of the County and the length of time it takes to get from residential areas to town centers does not support the proliferation of these services.

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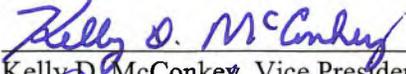
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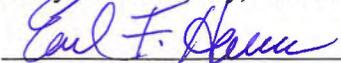
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January 8, 2019

The Honorable Mark N. Fisher
Maryland House of Delegates
202 House Office Building
6 Bladen Street
Annapolis, MD 21401

Dear Delegate Fisher:

We urge your support for increased funding to Calvert County's public transportation operations. Calvert's senior population is expected to grow by approximately 65% by 2030; our public transportation is already feeling the strain. We want to ensure seniors, as well as individuals with disabilities, live as independently and safely as possible through improved access to transit services. While urban areas are meeting the demand of the senior boom with private sector services like Uber and Lyft, Calvert County still has very limited options. The shape of the County and the length of time it takes to get from residential areas to town centers does not support the proliferation of these services.

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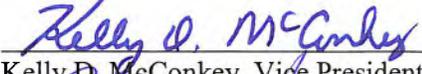
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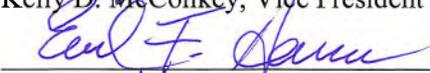
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January 8, 2019

The Honorable Michael A. Jackson
Maryland House of Delegates
204 House Office Building
6 Bladen Street
Annapolis, MD 21401

Dear Delegate Jackson:

We urge your support for increased funding to Calvert County's public transportation operations. Calvert's senior population is expected to grow by approximately 65% by 2030; our public transportation is already feeling the strain. We want to ensure seniors, as well as individuals with disabilities, live as independently and safely as possible through improved access to transit services. While urban areas are meeting the demand of the senior boom with private sector services like Uber and Lyft, Calvert County still has very limited options. The shape of the County and the length of time it takes to get from residential areas to town centers does not support the proliferation of these services.

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