



June 11, 2024

FISCAL AND POLICY NOTE

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THRU: Josh Hamlin 
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Policy Analysis and Fiscal Impact Statement
CR-048-2024 FY2025 Federal and State Transportation Grant Application
Authorization

CR-048-2024 (*proposed by: the County Executive; introduced by Council Members Ivey, Hawkins, Dernoga, Olson, Watson, Oriadha, Fisher*)

Assigned to the Transportation, Infrastructure, Energy and Environment Committee (TIEE)

A RESOLUTION CONCERNING FISCAL YEAR 2025 FEDERAL AND STATE TRANSPORTATION GRANT APPLICATION AUTHORIZATION for the purpose of authorizing the Director of the Prince George's County Department of Public Works and Transportation (DPW&T) to file applications for Fiscal Year 2025 with the Maryland Department of Transportation (MDOT) and its offices and modal administrations including the Maryland Transit Administration (MTA) and Maryland Highway Safety Office (MHSO), U.S. Department of Homeland Security (DHS), U.S. Department of Transportation (USDOT) and its offices and modal administrations including the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), the U.S. Department of Energy (DOE), the U.S. Environmental Protection Agency (EPA), and the Metropolitan Washington Council of Governments (MWCOG).

Fiscal Summary

Direct Impact:

Expenditures: None.

Revenues: Potentially significant increase in revenues.

Indirect Impact:

Potentially favorable.

Legislative Summary:

CR-048-2024 was introduced on May 28, 2024, and was referred to the Transportation, Infrastructure, Energy and Environment Committee (TIEE). The Resolution is for the purpose of authorizing the Director of the Department of Public Works & Transportation (DPW&T) to file applications for Fiscal Year 2025 with the Maryland Department of Transportation (MDOT) and its offices and modal administrations including the Maryland Transit Administration (MTA) and Maryland Highway Safety Office (MHSO), Maryland State Highway Administration (SHA), U.S. Department of Homeland Security (DHS), U.S. Department of Transportation (USDOT) and its offices and modal administrations including the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), the U.S. Department of Energy (DOE), the U.S. Environmental Protection Agency (EPA), and Metropolitan Washington Council of Governments (MWCOG).

Current Law/Background:

As a condition of awarding transportation funding through federal, state, and regional agencies and organizations mentioned above, it is an annual requirement that the body of Prince George's County, by resolution, authorize the filing of applications for such funding.

The County has applied for numerous grants and funding assistance with the federal, State, and regional entities in the past, and have received and implemented such transportation programs, including Statewide Specialized Transportation Program; Low or No Emission Grant Program; Maryland Bikeways Program; and Safe Streets and Roads for All.

Discussion/Policy Analysis:

Applications for financial assistance under certain grant programs of the noted agencies and organizations above impose certain obligations upon the applicant. This includes providing a local share of cost for certain projects and requiring the governing body of Prince George's County by Resolution to authorize the filing of grant applications and formal acceptance of awarded grant

funding. Additionally, the United States Department of Transportation, in accordance with the provisions of the Title VI of the Civil Rights Act of 1964, requires an applicant for assistance under the Federal Transit Act to give assurances that it will comply with Title VI of the Civil Rights Act of 1964 and the United States Department of Transportation requirements thereunder. Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

Given these parameters, the County, as in the past, needs to realize the fiscal obligations of funding assistance, as well as the compliance with Title VI of the Civil Rights Act of 1964, including any additional requirements by USDOT.

Fiscal Impact:

- *Direct Impact*

Adoption of CR-048-2024 will have a potentially favorable fiscal impact on the County through increased funding of transportation projects and programs.

- *Indirect Impact*

Adoption of CR-048-2024 could have a favorable indirect impact by increasing the health and quality of life for County residents, including road and safety programs, pedestrian awareness, and other projects to reduce transportation accidents and fatalities.

- *Appropriated in the Current Fiscal Year Budget*

No.

Effective Date of Proposed Legislation:

This Resolution goes into effect on the date of its adoption.

If you require additional information, or have questions about this fiscal impact statement, please reach me via phone or email.