

Transportation take every reasonable measure to control rising transit operating costs.

The General Assembly directs that a Special Task Force of the Mass Transit Administration (MTA) management and the ATU Local 1300 representatives along with an independent representative of the Baltimore Area Labor-Management Committee, convene to review and discuss the issues of privatization, part-time operators, and cost containment.

The Task Force shall define the advantages and disadvantages of the use of part-time operators, assess any opportunities for privatization, and recommend a process to address cost containment which will include pursuit of a Total Quality process and empowering the workers to make proposals on the efficient and cost effective means to manage the MTA.

Notwithstanding the above, the General Assembly directs that the current interest arbitration process will continue.

The Task Force shall report back to the budget committees of the General Assembly no later than October 1, 1994.

Transit costs continue to rise as both the Baltimore and Washington transit systems mature. The Mass Transit Administration should take a statewide role in the planning and development of the State's transit systems. The future of transit development and financing should be an issue reviewed by the Transportation 2000 Committee during the 1994 interim.

No funds for operating programs within the Mass Transit Administration may be expended in the following categories in excess of the level of funds listed below except as hereby provided:

<u>Salaries and benefits</u>	<u>\$135,925,319</u>
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