

Department of Legislative Services
Maryland General Assembly
2018 Session

FISCAL AND POLICY NOTE
First Reader

House Bill 703 (Delegate Conaway)
Environment and Transportation

Maryland Transit Administration - Free Ridership for State Employees

This bill requires the Maryland Transit Administration (MTA) to offer the same free transit ridership programs that are offered to Executive Branch employees to employees of the Legislative and Judicial branches of State government. **The bill takes effect June 1, 2018.**

Fiscal Summary

State Effect: Because use of free transit by Legislative and Judicial branch employees is expected to be minimal, the bill is not expected to materially affect State finances.

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law/Background: Currently, employees of the Executive Branch of State government, among others, may ride on MTA local service (Baltimore area bus, Metro subway, and light rail) at no cost. This fringe benefit, which is not authorized in statute, was established by the Executive Branch approximately 17 years ago. A November 2009 Maryland Department of Transportation report noted that State employees took approximately 1% of the passenger trips on Baltimore area bus, light rail, and Metro subway service in fiscal 2009. The report further conveyed that, if MTA sold monthly passes to each State employee taking free rides, local service revenues would increase by \$1.45 million or 1.9% annually.

Additional Information

Prior Introductions: HB 1382 of 2016 received an unfavorable report from the House Environment and Transportation Committee. HB 1127 of 2015 was assigned to the House Rules and Executive Nominations Committee, but no further action was taken. HB 1442 of 2014 passed the House and received a hearing in the Senate Finance Committee, but no further action was taken. HB 1000 of 2013 received a hearing in the House Ways and Means Committee, but no further action was taken. HB 842 of 2012 passed the House and received a favorable with amendments report from the Senate Finance Committee but was recommitted to the committee. HB 985 of 2011 passed the House with amendments but received an unfavorable report from the Senate Finance Committee.

Cross File: None designated. However, SB 804 (Senators Oaks, *et al.* – Finance) is identical.

Information Source(s): Maryland Department of Transportation; Department of Legislative Services

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