

Department of Legislative Services  
Maryland General Assembly  
2025 Session

FISCAL AND POLICY NOTE  
First Reader

House Bill 450 (Delegate Guyton, *et al.*)

Appropriations and Environment and  
Transportation

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Maryland Transit Administration - Disability Reduced Fare Program - Renewal  
for Permanently Disabled Individuals

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This bill requires the Maryland Transit Administration (MTA) to automatically renew the Disability Reduced Fare Program certification of an enrollee who is permanently disabled; MTA must adopt regulations to establish a process to implement this requirement.

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Fiscal Summary

**State Effect:** MTA can meet the bill's requirements using existing budgeted resources. Revenues are not materially affected.

**Local Effect:** None.

**Small Business Effect:** None.

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Analysis

**Current Law:**

*Maryland Transit Administration – Generally*

MTA is a modal unit within the Maryland Department of Transportation (MDOT), and it operates a comprehensive transit system throughout the Baltimore-Washington metropolitan area, including more than 50 local bus lines in Baltimore and other services, such as the light rail, Baltimore Metro subway, commuter buses, Maryland Area Regional Commuter (MARC) trains, and mobility/paratransit vehicles. Aside from the

District of Columbia transit system, MDOT and MTA are generally the agencies responsible for the construction and operation of transit lines in the State. **Exhibit 1** shows MTA’s current fares for the Light Rail and Metro Subway system, as well as the fares for its MobilityLink Program. A separate fare structure applies for MARC and commuter bus services.

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**Exhibit 1**  
**Basic Transit Fares for Light Rail and Metro Subway**

<u>Type of Pass</u>	<u>Full Fare</u>	<u>Senior/Disability</u>	<u>Student</u>	<u>Mobility</u>
One-way	\$2.00	\$1.00	\$1.60	\$2.20
Day Pass	4.60	2.30	-	-
Weekly Pass	22.00	-	-	-
Monthly Pass	77.00	23.00	-	-
All Access College Pass	-	-	57.00	-
Mobility 20-Trip Book	-	-	-	44.00

Source: Maryland Transit Administration

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*Disability Reduced Fare Program and MobilityLink Program*

Although not established in statute, through the [Disability Reduced Fare Program](#), MTA offers reduced fares (as shown above) for its transit services to people with disabilities, senior citizens (age 65+), and Medicare cardholders. To participate in the program, an individual must show a valid identification (ID) card in one of the following categories: (1) a government-issued photo ID showing age 65 or older; (2) an MTA Reduced Fare Disability photo ID card; (3) a disability ID from another transit agency and a government-issued photo ID; or (4) a Medicare card and a government-issued photo ID. To obtain an MTA Reduced Fare Disability ID card, an [application](#) must be filled out by the applicant and the applicant’s health care professional; there is no fee.

MTA advises that under its current practice, persons with permanent disabilities must recertify with MTA every three years, and persons with temporary disabilities must recertify annually.

The Disability Reduced Fare Program is distinct from MTA’s [MobilityLink](#) Program. MobilityLink is MTA’s paratransit service that is offered to people, who because of a disability, are functionally unable to get to a bus stop, wait unassisted at a stop, or board or ride a bus or train by themselves. MobilityLink provides door-to-door service by picking

up participating riders at the first exterior door of the rider's home or pick-up location and dropping the rider off at the first exterior door of their destination.

**Additional Comments:** MTA advises that the bill may not provide MTA with an opportunity to mitigate fraud related to the Disability Reduced Fare Program. Specifically, MTA advises that the bill does not provide it with explicit authority to periodically check in with program participants to verify continued eligibility for the program.

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### **Additional Information**

**Recent Prior Introductions:** Similar legislation has not been introduced within the last three years.

**Designated Cross File:** None.

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

**Fiscal Note History:** First Reader - February 20, 2025  
caw/lgc

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