

**Department of Legislative Services**  
Maryland General Assembly  
2017 Session

**FISCAL AND POLICY NOTE**  
**First Reader**

House Bill 1132 (Delegates Ali and Oaks)  
Environment and Transportation

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**Maryland Transit Administration - Free Ridership for State Employees**

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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, 2017.

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**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 MTA finances.

**Local Effect:** None.

**Small Business Effect:** None.

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**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 15 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.

Extending free ridership to Legislative and Judicial branch employees is anticipated to have an even smaller effect as MTA advises that the number of affected employees in MTA's service area is minimal.

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### **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.

**Cross File:** SB 1149 (Senator Oaks, *et al.*) – Finance.

**Information Source(s):** Judiciary (Administrative Office of the Courts); Maryland Department of Transportation; Department of Legislative Services

**Fiscal Note History:** First Reader - March 2, 2017  
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