

Assembly is also concerned that MDOT adequately evaluate the pilot program's effectiveness. It is the intent of the General Assembly that MDOT may only implement the pilot program if:

- (1) the Department of Budget and Management (DBM) develops an accounting system that recognizes that free transit ridership is a fringe benefit;
- (2) State agencies taking advantage of this fringe benefit are charged for this benefit and that the funds be credited to the TTF; and
- (3) MDOT develop performance measures for the system and criteria for success and report to the budget committees by May 15, 2001 on the performance criteria developed. This report should include an estimate of the number of State employees riding transit before and after the initiative was implemented, as well as the costs associated with offering similar benefits to State employees on a statewide basis.

JH01.01 Transit Administration		
Special Fund Appropriation.....		33,360,200
JH01.02 Bus Operations		
Special Fund Appropriation.....		<u>155,192,184</u>
		<u>148,692,184</u>
		<u>147,380,184</u>
		<u>150,593,184</u>
JH01.04 Rail Operations		
Special Fund Appropriation.....	<u>107,224,201</u>	
	<u>105,224,201</u>	
	<u>105,124,201</u>	
	<u>107,224,201</u>	
Federal Fund Appropriation.....	7,211,346	114,435,547
		<u>112,435,547</u>
		<u>112,325,547</u>