

February 3, 2020

The Honorable William C. "Bill" Ferguson
President, Senate of Maryland
State of Maryland
100 State Circle
Annapolis, MD 21404

The Honorable Adrienne A. Jones
Speaker, Maryland House of Delegates
State of Maryland
100 State Circle
Annapolis, MD 21404

The Honorable Guy Guzzone
Chair, Senate Budget & Taxation Committee
Miller Senate Office Building, 3 West Wing
11 Bladen Street
Annapolis, MD 21401

The Honorable Maggie McIntosh
Chair, House Appropriations Committee
House Office Building, Room 121
6 Bladen Street
Annapolis, MD 21401

Dear President Ferguson, Speaker Jones, Senator Guzzone, and Delegate McIntosh,

As business leaders in Central Maryland, we collectively employ hundreds of thousands of Marylanders and proudly contribute significantly to the state's economy. Like you, we are working hard every day to create a stronger Baltimore region and to leverage our tremendous assets for continued economic prosperity for our region and state.

Last summer, we formed the Baltimore Business Mobility Roundtable to identify and advocate for the transportation priorities necessary to support and advance our growing regional economy. Central to our collective effort is the strong belief that Maryland businesses and residents should have an adequate multimodal transportation network that moves goods and people efficiently and provides access to jobs, healthcare, and education. Unfortunately, the current transportation network is hindering workforce participation and economic potential in our region.

Over the last several years, road congestion has steadily increased, but multimodal improvements to the region's transportation network have not kept pace. Compared to Boston, New York, Philadelphia, and Washington, the Baltimore region is last in overall transit ridership and share of commuters using transit. Not unrelated, the region also has the highest average commute time by transit relative to our peers.

For those that cannot afford a vehicle or opt not to own one, the deficiency in our current transit network limits access to jobs, education, and other essential destinations. This comes at a cost to residents, visitors to the area, and employers. Our labor pool is smaller and less diverse than it should be, and we struggle to attract and retain the increasing number of workers who want to live in areas that are well-served by transit.

In July 2019, we took note of the Capital Needs Inventory report released by the Maryland Transit Administration (MTA) which identified a multi-billion dollar backlog of projects needed to maintain the existing system in a state of good repair. This report came on the heels of the recent month-long shutdown of the Baltimore metro system which had significant impact on our workforce and business operations and was directly attributable to inadequate system maintenance and preservation.

Following the release of this report, we were disappointed to see significant cuts to capital funding for the MTA in the September draft of the FY2020-2025 Consolidated Transportation Program (CTP) released by the Maryland Department of Transportation (MDOT). In October 2019, we

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wrote to Governor Hogan urging him to re-examine the draft FY2020-2025 CTP and to direct MDOT to identify solutions to eliminate the capital funding cuts to the MTA. Unfortunately, the final FY2020-2025 CTP submitted with the Governor's budget this month includes \$303.1 million in capital funding cuts to the MTA which threatens the safe and continuous operations of the Baltimore region's transit system and delays our ability to provide competitive transit options.

It is for these reasons that we write to voice our strong support for the Transit Safety and Investment Act (House Bill 368/Senate Bill 424). This legislation sets a minimum capital funding level for the Maryland Transit Administration for FY2022-2027 and prohibits reductions to operating funding levels during the same time period. This is analogous to the funding agreement that the Maryland General Assembly passed in the 2018 Session to guarantee funding levels for the Washington Metropolitan Transit Administration (WMATA). Absent a capital funding requirement for MTA that complements the structure in place for WMATA, we fear that the \$300 million cut to the MTA is a trend of disinvestment that will persist and worsen over the coming years.

As business leaders, we appreciate the difficult fiscal choices that public leaders must make to distribute funding to the projects of highest need and recognize that needs far outweigh available resources. However, we also recognize the importance of maintaining our current assets and concurrently investing in new infrastructure that will support growth economic competitiveness. The Baltimore Business Mobility Roundtable respectfully requests your leadership in passing this legislation to protect the Greater Baltimore region's transit system Transit Safety and Investment Act (House Bill 368/Senate Bill 424).

Along with our thousands of employees, we are working to create a stronger Maryland, but we cannot do it alone. Adequate investments in our transportation system today will create a more competitive economy for decades to come.

Sincerely,

Thomas S. Bozzuto
Chairman
The Bozzuto Group, Inc.

Albert R. "Skip" Counselman
Chairman & CEO
RCM&D

Michael R. Crase
Vice President
Gilbane

Ronald J. Daniels
President
Johns Hopkins University

Donald C. Fry
President & CEO
Greater Baltimore Committee

Tom Geddes
President
Erasmus Strategies, LLC

Joseph Haskins
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The Harbor Bank of
Maryland

Jon Laria
Managing Partner
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Jason S. Miller
CEO
Greater Washington
Partnership

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Brian O'Malley
President & CEO
Central Maryland
Transportation Alliance

Brian Pieninck
President & CEO
CareFirst BlueCross
BlueShield

Kenneth A. Samet
President & CEO
MedStar Health

Mary Ann Scully
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Jim Shea
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Managing Partner
Camden Partners

Michele L. Whelley
President & CEO
Economic Alliance of Greater
Baltimore

cc: The Honorable Lawrence J. Hogan, Jr.
Mr. Gregory Slater, Secretary, Maryland Department of Transportation
Members of the Senate Budget and Taxation Committee
Members of the House Appropriations Committee