

Anne Arundel County_FAV_SB424

Uploaded by: Baron, Peter

Position: FAV

February 12, 2020

Senate Bill 424

Maryland Transit Administration - Funding (Transit Safety and Investment Act)

Senate Budget & Taxation Committee

Position: FAVORABLE

The Anne Arundel County Administration **SUPPORTS** Senate Bill 424 - Maryland Transit Administration - Funding (Transit Safety and Investment Act). This Bill would mandate an ongoing appropriation from the Transportation Trust Fund for the operation and administration of the Maryland Transit Administration (MTA).

The MTA's Capital Needs Inventory, completed in July 2019, identified a \$2 billion funding shortfall over the next decade. This money is critical to keeping transit systems running smoothly, safely, and in compliance with regulatory requirements. As of the date of the Inventory, \$1.5 billion was required to bring the MTA's transit systems back into a state of good repair. That amount does not take into account projects to increase capacity or reduce transit times. As a result, Maryland's transit systems, which include buses, light rail vehicles, and subway trains, break down far more often than peer agencies in other states.

The 2017 American Community Survey identified Central Maryland and the Washington Metropolitan Area as having the seventh and second worst commute times, respectively, in the entire country. Far too many Marylanders are wasting their lives stuck in traffic due to a lack of reliable, rapid public transit. Unreliable public transit causes Marylanders to be late to work, appointments, and childcare and family obligations. As Maryland's population continues to grow, investing in the maintenance and expansion of the MTA systems is critical to attracting and retaining families, employees, and national and local businesses in Maryland, as well as reducing traffic congestion and commute times.

Accordingly, Anne Arundel County respectfully requests a **FAVORABLE** report on Senate Bill 424.

MARC Rider Group_FAV_SB424

Uploaded by: Beckman, Collin

Position: FAV

Penn Station MARC Riders Group

February 11, 2020

The Honorable Maggie McIntosh, Chair
The Honorable Michael Jackson, Vice-Chair
Members of the Appropriations Committee
Room 121
House Office Building
Annapolis, Maryland

Re: Requesting a Favorable Report for HB368 (Transit Safety and Investment Act)

Dear Committee Members,

The Penn Station MARC Riders, an all-volunteer group of riders and supporters who advocate for faster and more reliable MARC service between Baltimore and D.C., urges a favorable report on HB 368, the Transit Safety and Investment Act, which 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.

The MTA transit system serves hundreds of thousands of Marylander workers and their employers. HB 368 is necessary to ensure that the MTA system can be brought into a state of good repair as recommended by MTA's July 2019 Capital Needs Inventory (CNI) report.

The MARC Penn Line is an important component of the MTA system by which thousands of Baltimoreans commute to work in Washington, D.C. each day. It is a crucial link. It delivers economic opportunity to the heart of Baltimore and a dedicated workforce to the heart of our nation's capital. This legislation will ensure that MARC safety and security systems, MARC switches, and MARC locomotives are kept in a state of good repair. The cost of doing nothing is service shutdowns and delays, unsafe conditions for transit workers and riders, and delaying by years the ability to improve the system.

We urge the Appropriations committee to take action to ensure Maryland's transit system is adequately funded by issuing a favorable report on HB 368.

Sincerely,

Colin Beckman
President
Penn Station MARC Riders Group
<https://www.facebook.com/PennStationMARCRidersGroup/>

BCA_SB424_FAV

Uploaded by: Blendy, Nicholas

Position: FAV



BERNARD C. "JACK" YOUNG

MAYOR

*Office of Government Relations
88 State Circle
Annapolis, Maryland 21401*

SB 424

February 12, 2020

TO: Members of the Senate Budget and Taxation Committee

FROM: Nicholas Blendy, Deputy Director, Mayor's Office of Government Relations

RE: Senate Bill 424 - Maryland Transit Administration - Funding (Transit Safety and Investment Act)

POSITION: SUPPORT

Chair Guzzone, Vice Chair Rosapepe, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) supports Senate Bill (SB) 424.

SB 424 alters and extends (by five years) provisions of the Maryland Metro/Transit Funding Act (Chapters 351 and 352 of 2018) that require increased operating and capital spending for the Maryland Transit Administration (MTA). Specifically, it sets a floor for MTA's operating expenses at the fiscal 2022 appropriation level for fiscal years 2023 through 2027. On the side of capital needs, SB 424 mandates inclusion in the State budget in the Transportation Trust Fund (TTF) a minimum of \$500 million for MTA's capital needs for fiscal years 2022 through 2027.

Ensuring that MTA receives adequate funding is critical to the economies of the Baltimore region and State of Maryland as a whole. MTA's weekday ridership often exceeds 300,000 trips per day. These riders include people traveling to school, work, visiting family and conducting errands. The recently published Capital needs Inventory (CNI) report identified a \$2 billion capital deficit funding gap split evenly between state of good repair and system enhancement needs. Ensuring MTA is able to provide safe, affordable and reliable transportation is critically important to the residents and business in the City of Baltimore.

While MTA is a state agency, its core service area is the Baltimore Metropolitan Area. According to the United States Bureau of Labor Statistics, between November 2018 and November 2019, roughly 31,400 new jobs were created in Maryland—23,600 of which were in the Baltimore Metropolitan Area. The BCA states this to highlight just how critical investments in quality transit service are to the health of Maryland's economy.

For the forgoing reasons, we respectfully request a **favorable** report on SB 424.

*Annapolis – phone: 410.269.0207 • fax: 410.269.6785
Baltimore – phone: 410.396.3497 • fax: 410.396.5136
<https://mogr.baltimorecity.gov/>*

MD Association of Non-profits_FAV_SB424

Uploaded by: Bogdan, Henry

Position: FAV

February 12, 2020

**Testimony on SB 424 –
Maryland Transit Safety & Investment Act
Budget and Taxation**

Position: Favorable

Maryland Nonprofits urges you to support Senate Bill 424.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact it will add to the backlog.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more often than the MTA's peer agencies. This leads to poor service which leads to drops in ridership, and a negative spiral.

Even if maintenance were not an issue, 'public transit' as MTA now provides it is not meeting the needs of many Marylanders in their service area. Poor and inadequate service is more than a budget problem – it has enormous human, social and economic consequences to communities and the state as a whole. It already translates to missed opportunities to work at jobs people can't reach, as well as education, health and other services and opportunities that are not accessible to those who must rely on transit.

Senate Bill 424 would simply provide the resources to keep existing services in good repair at their current level. While enhancement to meet unmet needs may not be possible, we can't afford to lose what is already in place.

We urge to you to give Senate Bill 424 a favorable report.

Transit Choices_FAV_SB424

Uploaded by: Budish, Robin

Position: FAV



February 12, 2020

**Testimony on SB 424 –
*Maryland Transit Safety & Investment Act
Budget & Taxation***

Position: Favorable

Transit Choices supports SB 424.

In July 2019, pursuant to §7–309 of the Code of Maryland, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact it will add to the backlog.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more often than the MTA's peer agencies. This leads to poor service which leads to drops in ridership, and a negative spiral.

Transit Choices believes that safe, efficient and reliable public transit is an essential means to achieving personal and economic independence. In Baltimore City, there has never been a greater need to address the shortcomings of our existing public transit systems. People of all ages, races, ethnicities, and abilities deserve access to a transportation system that will enable them to achieve their fullest potential.

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

We encourage a favorable report.

Sincerely,

Robin Budish
Director

BaltimoreCounty_FAV_SB0424

Uploaded by: Byrne, Julia

Position: FAV



JOHN A. OLSZEWSKI, JR.
County Executive

CHARLES R. CONNER III, ESQ.
Chief Legislative Officer

KIMBERLY S. ROUTSON
Deputy Legislative Officer

JOEL N. BELLER
Assistant Legislative Officer

BILL NO.: SB 424

TITLE: Maryland Transit Administration – Funding (Transit Safety and Investment Act)

SPONSOR: Senator Zucker

COMMITTEE: Budget and Taxation

POSITION: **SUPPORT**

DATE: February 12, 2020

Baltimore County **SUPPORTS** Senate Bill 424 - Maryland Transit Administration – Funding (Transit Safety and Investment Act). This bill would require the Governor to appropriate a specific amount of money for the operating and capital needs of the Maryland Transit Administration (MTA) for fiscal years 2023 through 2027 in addition to the money already appropriated for transit projects.

The MTA has identified in their 2019 Capital Needs Inventory that there is currently a \$2 billion dollar gap in the funding needed to maintain their transportation programs. This problem is compounded by deferred maintenance, which has been piling up over the years. The result is Maryland's buses, light rail vehicles and subway trains have been breaking down. This legislation mandates that the budget appropriations to the MTA address the needs identified and get our transportation infrastructure back to a level that our residents deserve.

Thousands of Baltimore County residents rely on public transportation to make it to work on time, pick their children up from school, and get to doctor's appointments. Public transportation is especially important to more vulnerable members of the community. A robust public transportation system also reduces the county's carbon output and traffic congestion.

Accordingly, Baltimore County requests a **FAVORABLE** report on SB 424. For more information, please contact Chuck Conner, Chief Legislative Officer, at 443-900-6582.

JH__Support__Clapsaddle__SB424

Uploaded by: Clapsaddle, Mary

Position: FAV

TO: The Honorable Guy Guzzone, Chair
Senate Budget and Taxation Committee

FROM: Mary Clapsaddle
Director, State Affairs

DATE: February 12, 2020

Johns Hopkins University and Medicine urges a favorable report on **SB 424**, the Transit Safety and Investment Act, which 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.

The MTA transit system serves hundreds of thousands of employees and their families that rely on MARC, commuter bus and Baltimore metro transit services to access essential destinations throughout Maryland. SB 424 is necessary to ensure that the MTA system can be brought into a state of good repair as recommended by MTA's Capital Needs Inventory (CNI) report, released in the Summer of 2019, and position the state to act upon its MTA Cornerstone growth plans.

The Transit Safety and Investment Act works in a similar manner to the 2018 Metro Transit Funding Act that provided dedicated capital funding for WMATA, by mandating a minimum annual funding appropriation. Specifically, this bill mandates no less than \$500 million be appropriated for MTA's identified "state of good repair" and enhancement needs for six years beginning from FY 2022 to FY 2027.

This \$500 million annual funding floor would increase MTA's capital funding by at least \$100 million or more per year compared to the CTP. In doing so, it meets the minimum \$462 million per year "state of good repair" funding requirements identified in the CNI, and provides an additional \$38 million for enhancement needs, such as advancing the B&P Tunnel, the Baltimore Penn Station redevelopment, or enhancing connectivity to job centers like Port Covington, Ft. Meade or Tradepoint Atlantic.

As the State's largest private employer, with more than 53,000 Marylanders in our employ, Johns Hopkins knows that adequate investments in our transportation system are critical to the economic competitiveness of our state and region. Our employees, students, patients, and visitors depend on it.

We urge the Budget and Taxation Committee to take action to ensure Maryland's transit system is adequately funded by issuing a **favorable report on SB 424**.

cc: Members of the Budget and Taxation Committee
Senator Craig Zucker

LWV testimony FAV sb 424

Uploaded by: Ditzler, Bee

Position: FAV



TESTIMONY TO THE SENATE BUDGET AND TAXATION COMMITTEE

SB 424 Maryland Transit Administration Funding (Transit Safety and Investment Act)

POSITION: Support

BY: Lois Hybl and Richard Willson – Co-Presidents

Date: February 12, 2020

The League of Women Voters of Maryland (LWVMD) supports SB 424 believing in the importance of maintaining current infrastructure for the benefit of all Maryland residents. One of the goals of LWVMD for 2020 is to support adequate and equitable public transportation. Our positions clearly state that an integrated transportation system should be efficient, safe, clean, and accessible.

Maintenance of a public transportation system isn't glamorous, glitzy, or attention getting. This bill won't promote ribbon cutting or bragging rights. It's a nuts and bolts bill that aims to get the job done; maintaining what the Maryland public has already paid for.

Maryland, counties, municipalities and very few private entities provide essential links for residents to employment, healthcare, schools, and necessary places. Transit links were recently assessed in the Capital Needs Inventory and there are specifics as to what exactly needs to be fixed or maintained. Maryland Transit Administration provides access to services in many counties of the state and not just central Maryland. Heavy rail, light rail, and buses are essential and not a luxury for our transportation options in all forms of commerce.

In our positions, we support the use of mass transit for environmental reasons, equitable issues, reduction of energy consumption, as well as economic concerns. Maintenance of a healthy transit system enhances all of Maryland.

In representing over 1,500 concerned citizens throughout Maryland, LWVMD strongly urges you to vote favorably on SB 424.

CBF_SUPPORT_SB0424

Uploaded by: Fisher, Erik

Position: FAV



CHESAPEAKE BAY FOUNDATION

*Environmental Protection and Restoration
Environmental Education*

Senate Bill 424

Maryland Transit Administration - Funding (Transit Safety and Investment Act)

DATE: FEBRUARY 12, 2020

POSITION: SUPPORT

The Chesapeake Bay Foundation supports Senate Bill 424 as funding support for safe and dependable transit systems, a critical element of Maryland's clean water and climate strategy. SB 424 ensures that capital funding for the Maryland Transit Administration will be available to maintain and improve these systems.

In 2018, the General Assembly required the Maryland Transit Administration to assess its capital needs on a three-year rolling basis. The first of these reports revealed an unfunded \$2 billion backlog of deferred maintenance and important system upgrades. SB 424 builds on the General Assembly's prior actions to ensure that MTA has access to capital funding that is in-step with transit needs. The bill would increase funding for capital projects required to keep the systems safe, dependable, and in-service by an average of 35% until 2027.

Maryland has committed to cut nitrogen pollution by 15% within the next five years in its watershed improvement plan. The State's has also adopted a greenhouse gas emissions goal of a 40% reduction from 2006 levels by 2030. Transportation services including light rail, metro, buses, and rural shuttles, provides transportation access to residents statewide while supporting statutory and regulatory goals to reduce carbon and nitrogen emissions that impair local waterways and pollute the environment.

Unreliable and inaccessible transit systems are less convenient, and therefore less effective alternatives to higher-polluting transportation modes, such as highways. Maryland's watershed improvement plan relies on – and in fact assumes – stable, ongoing control of airborne sources of nitrogen pollution to the Chesapeake Bay. Chronic funding shortfalls for our public transit systems threaten this assumption and compound the challenges posed by recent Federal rollbacks to clean air protections in the transportation sector. SB 424 ensures that Maryland's public transit system continues to support efforts to meet clean water and climate goals.

For these reasons, the Chesapeake Bay Foundation recommends a favorable report on SB 424 from the Budget and Taxation Committee. For questions or more information, please contact Erik Fisher, AICP, Maryland Assistant Director and Land Use Planner, at 443.482.2096 or efisher@cbf.org.

Maryland Office • Philip Merrill Environmental Center • 6 Herndon Avenue • Annapolis • Maryland • 21403
Phone (410) 268-8816 • Fax (410) 280-3513

The Chesapeake Bay Foundation (CBF) is a non-profit environmental education and advocacy organization dedicated to the restoration and protection of the Chesapeake Bay. With over 300,000 members and e-subscribers, including over 107,000 in Maryland alone, CBF works to educate the public and to protect the interest of the Chesapeake and its resources.

GBC_FAV_SB424

Uploaded by: Fry, Donald

Position: FAV



TESTIMONY PRESENTED TO THE SENATE BUDGET AND TAXATION COMMITTEE

SENATE BILL 424 -- MARYLAND TRANSIT ADMINISTRATION - FUNDING (TRANSIT SAFETY AND INVESTMENT ACT)

February 12, 2020

**DONALD C. FRY
PRESIDENT & CEO
GREATER BALTIMORE COMMITTEE**

Position: Support

The Greater Baltimore Committee (GBC) supports Senate Bill 424. This legislation sets a minimum capital funding level for the Maryland Transit Administration (MTA) of \$500 million each year for FY2022-2027 and prohibits reductions to MTA's 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).

Advocating for adequate transportation and mobility infrastructure in the Greater Baltimore region has been a longstanding priority of the GBC. The GBC was a strong proponent of the Red Line project and supported the 2013 revenue increase that was intended to provide a portion of the state funding for the project. Following the cancellation of the Red Line in 2015, the region has experienced significant disinvestment of state dollars in the transportation network, particularly in transit. Recent analysis of the Maryland Department of Transportation (MDOT) budget by the Department of Legislative Services (DLS) indicates that in the time since the revenue increase was enacted, the MTA has received only 2 percent of capital spending above the 2013 base which equates to \$60 million dollars, while the State Highway Administration has received \$2.525 billion in additional funding, or 77 percent of the spending.

Last July, the MTA released a Capital Needs Inventory report that identified \$4.6 billion in capital needs over the next ten years to maintain the current system in a state of good repair, \$2 billion of which was unfunded. It was incredulous to then see \$303 million in cuts to MTA's capital program in the FY2020-2025 Consolidated Transportation Program (CTP). Absent a capital funding requirement for the MTA that complements the structure in place for WMATA, current policy suggests that the \$300 million cut to the MTA is a trend of disinvestment that will persist and worsen over the coming years.

The current level of disinvestment of state dollars in the Greater Baltimore region's transit network is unacceptable. We cannot stand by and watch state dollars diverted while the Greater Baltimore area's transit system falls further into disrepair, harming the economic growth and competitiveness of the region. The GBC supports Senate Bill 424 as a necessary step to ensure that MTA is adequately funded to provide safe and continuous operations of the transit system and to ensure that residents of the Greater Baltimore region have sufficient access to jobs, education and training programs, and health care.

An October 2019 [report](#) by the Abell Foundation cited transportation as one of the top three systemic drivers that prevent more individuals in Baltimore from accessing job training and ultimately obtaining employment. Specifically, the report states that:

GREATER BALTIMORE COMMITTEE

111 South Calvert Street • Suite 1700 • Baltimore, Maryland • 21202-6180

(410) 727-2820 • www.gbc.org

“The lack of reliable and affordable transportation to jobs is one of the greatest obstacles to scaling up training programs. Programs know that they can train and place a greater number of program graduates, but they limit expansion knowing that graduates will be unable to get to their new jobs. A number of programs reported that job growth in their target industry sector is concentrated in surrounding counties and/or is not accessible by public transportation, a problem that particularly impacts the most economically distressed neighborhoods of Baltimore” (page 19).

This bill is also consistent with a key tenet in *Gaining the Competitive Edge: Keys to Economic Growth and Job Creation in Maryland*, a report published by the GBC that identifies eight core pillars for a competitive business environment and job growth:

Superior transportation infrastructure with reliable funding mechanisms. An essential prerequisite of a competitive business environment includes well-funded and maintained highway, transit, port and airport infrastructure that provides reliable and efficient options to move people, goods and services.

Finally, the Greater Baltimore Committee’s 2020 Legislative Priorities encourage policymakers to implement a balanced transportation policy and funding priorities that create interconnected, multimodal transportation networks and promote equitable investment in systems across regions, modes, and communities. The 2020 Legislative Priorities specifically cite the need to advocate for consistent and adequate capital and operating funding levels for the MTA to ensure the safe and efficient operations of the current system and to reduce the multibillion dollar backlog needed to maintain the existing system in a state of good repair.

For these reasons, the Greater Baltimore Committee urges a favorable report on Senate Bill 424.

The Greater Baltimore Committee (GBC) is a non-partisan, independent, regional business advocacy organization comprised of hundreds of businesses -- large, medium and small -- educational institutions, nonprofit organizations and foundations located in Anne Arundel, Baltimore, Carroll, Harford, and Howard counties as well as Baltimore City. The GBC is a 65-year-old, private-sector membership organization with a rich legacy of working with government to find solutions to problems that negatively affect our competitiveness and viability.

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

The Honorable William C. "Bill" Ferguson
The Honorable Adrienne A. Jones
The Honorable Guy Guzzone
The Honorable Maggie McIntosh
February 3, 2020
Page 2

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
Chairman, President & CEO
The Harbor Bank of
Maryland

Jon Laria
Managing Partner
Baltimore, Ballard Spahr LLP

Jason S. Miller
CEO
Greater Washington
Partnership

The Honorable William C. “Bill” Ferguson
The Honorable Adrienne A. Jones
The Honorable Guy Guzzone
The Honorable Maggie McIntosh
February 3, 2020
Page 3

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
Chairman & CEO
Howard Bank

Jim Shea
Chairman Emeritus
Venable LLP

Gina Stewart
Executive Director
The BWI Business
Partnership

Aaron Tomarchio
Senior Vice President,
Administration & Corporate
Affairs
Tradepoint Atlantic

David L. Warnock
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

ACY_FAV_424

Uploaded by: Gardiner, Shamoyia

Position: FAV

ADVOCATES

FOR CHILDREN AND YOUTH

To: Chair Guzzone and members of the Budget and Taxation Committee
From: Shamoyia Gardiner, Education Policy Director
Re: Senate Bill 424: Maryland Transit Administration – Funding (Transit Safety and Investment Act)
Date: February 12, 2020
Position: Support

A 2017 study by the Baltimore Education Research Consortium (BERC) shed light on a massive problem faced by high school students in Baltimore City in their efforts to graduate: an insufficient public transportation infrastructure. While Baltimore City Public Schools has undertaken initiatives to address chronic student absenteeism and disengagement from school like the Blueprint for Student Success, BCPS is limited in its capacity to solve for the barriers posed by the Maryland Transit Administration's inefficiencies and under-resourcing. The state of Maryland must step up to address this critical gap in need and service.

Proposed cuts to transit funding as outlined by the Maryland Department of Transportation's Consolidated Transportation Program would leave the students of Baltimore City, some **34,000 of whom rely on public transportation to get to and from school¹**, on literal and metaphorical islands. For 60% of Baltimore City's high school students, an already complicated commute would become nearly impossible.

Concerns cited by students include buses being consistently late; multiple transfers required to reach a destination; overcrowded buses, which often skip stops; long commutes which average 36 minutes and could extend to three hours; a lack of safety, particularly early in the morning or after dark; subjectivity to weather conditions like extreme cold or heat; and challenging last stop-to-school commutes.²³

BERC also found that **if all students who rely on MTA attempted to get to school on time, the system would not have the capacity to meet demand. In effect, our current transit operation isn't just failing to set Baltimore City students up for success—it assumes and is dependent upon their failure.**

The complications posed aren't experienced equally by all students across the city, however. Because Baltimore City operates a universal choice secondary education program, students who live further away from highly-desired schools than their peers are less likely to attend and graduate from those schools, even if they achieve at a high academic standard. This means that students who live in the south Baltimore

¹ Lue, Charisse. *Combating Chronic Absenteeism by Improving Public Transportation*. University of Baltimore. March 2016.

² Ibid

³ Baltimore Education Research Consortium. *Getting to High School in Baltimore: Student Commuting and Public Transportation*. January 2017.

neighborhoods of Cherry Hill, Curtis Bay, and Brooklyn, where high schools have limited seats available, will face more difficulty in earning a diploma from the high-performing high schools located in other parts of the city than their peers who live in Belair-Edison. This also poses an additional barrier for Hispanic/Latinx students living in Highlandtown who are working to ensure that they are not segregated into one high school located near their neighborhood. Doing nothing will not solve this problem—the new **BaltimoreLINK system connects students to the same number of schools as its predecessor, only serving to re-entrench barriers to opportunity for the city's students and amplifying the echoes of racist redlining policies.**⁴

As the General Assembly prepares to make an historic investment in the students, schools, and communities of Maryland, it is imperative that we take a long view—what good are new school buildings, highly-qualified teachers, fully-staffed schools, and wrap-around services if students never make it in the front door? **We can't truly say that we're creating a world-class system of public education if thousands of students won't have real access to it.** ACY urges a favorable report on this bill.

⁴ Central Maryland Transportation Alliance. *Are We Better Off? Assessing BaltimoreLink's Promises One Year Later*. 2018.

Advocates for Children and Youth builds a strong Maryland by advancing policies and programs to ensure children of every race, ethnicity, and place of birth can achieve their full potential.

Michael Gerlach_FAV_ Testimony 424

Uploaded by: Gerlach, Michael

Position: FAV

Testimony on SB 424
Maryland Transit Safety & Investment Act
Senate Budget & Taxation Committee
February 12, 2020
Favorable

My name is Michael Gerlach. I am the former chairman of the MTA Citizen's Advisory Committee for Accessible Transportation . I am also the former chairman of the Consumers For Accessible Ride Services committee, a paratransit advocacy committee under DRM. I am visually impaired, and I am a Mobility rider.

I have been a strong advocate for paratransit riders for about 10 years now and do you know what I have seen accomplished in those 10 years? hardly anything that MTA has promised. When dealing with MTA, I feel as though I am on an out of control merry-go-round going in circles with no end to the ride in sight.

I have lived and travelled in many different states across the country due to my job with the FBI. I have used paratransit systems in those states where I have lived and travelled and I can unequivocally testify to the fact that Mobility is one of the worst paratransit systems I have ever used.

Because of their poor track record, When waiting for a ride, I sit and wonder just how badly they are going to screw up my ride and possibly my whole day. There is no reason why a person's anxiety level and blood pressure should raise as a result of using a transportation provider, but this is what happens when I have to use Mobility.

Whereas, I am giving some personal examples, I speak for thousands of riders who feel the same way that I do and experience the same things on a daily basis. This is just some of what we, the riders, put up with:

1. A serious lack of adequate vehicle representation for the number of riders using the system,
2. Rude customer service when contacting Mobility to make reservations or to check on rides,
3. A communication system that fails at least 4 or 5 times a year stranding riders in inclement weather and sometimes unsafe areas for hours with no way of contacting Mobility,
4. A ride scheduling program that, in many cases, makes absolutely no sense at all. Keeping riders on a vehicle well past one or more hours and in some cases keeping them on the vehicle riding back and forth from one side of town to another.

For as long as I can remember, Mobility has operated on a budget that remains unchanged as the number of people using the system increases annually. many of these said factors could be made better by providing an adequate budget to:

1. Purchase additional vehicles to keep up with the increasing ridership.
2. Provide customer service training to teach call center operators how to treat people properly and with courtesy.
3. Install a communication system across the board that works better than 2 cans and a piece of string.

4. Provide the funding necessary to upgrade their scheduling software so that people can get home in a timely fashion so they can spend time with their loved ones before they grow old.

Again, I want to reiterate that while ridership on Mobility continues to grow at a staggering rate, the money that is allocated to run the system stays at an anemic percentage of what is truly needed to provide the world class customer service that MtA brags that they provide.

If what they currently provide is world class service, I hate to think about what world they are talking about and what that world looks like.

Please give a favorable decision to help improve the funding needed to allow Mobility to provide better service to a population that needs this lifeline.

Thank you for your consideration,

Michael Gerlach

Action Committe for Transti_FAV_SB 424

Uploaded by: Goldman, Paul

Position: FAV



February 12, 2020

**Testimony on SB424 –
Maryland Transit Safety & Investment Act
Budget & Taxation**

Position: Favorable

Action Committee for Transit supports HB 424.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. Unfortunately, not only will the level of funding provided by the Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) be wholly inadequate to address the deferred maintenance backlog, it will make the backlog worse.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more often than the MTA's peer agencies. For example, hardly a week goes by without MARC customers experiencing delayed or cancelled trains due to equipment malfunctions. Some months trains only arrive 74% on time. MARC passengers deserve relief from these soul crushing delays.

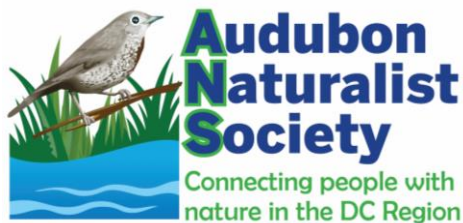
The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

We encourage a favorable report.

ANS_FAV_SB424

Uploaded by: Guitarra, Denisse

Position: FAV



February 12th, 2020

Written Testimony for [SB424](#)- Maryland Transit Administration Funding (Transit Safety & Investment Act)

Submitted by Denisse Guitarra, Maryland Conservation Advocate, Audubon Naturalist Society (ANS)

Dear Senate Budget and Taxation Committee,

For 123 years, Audubon Naturalist Society has inspired people to enjoy, learn about and protect nature. We thank the Senate Budget and Taxation Committee for the opportunity to provide testimony for SB424 - Maryland Transit Administration Funding (Maryland Transit Safety & Investment Act).

In July 2019, pursuant to §7–309 of the Code of Maryland, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more frequently than the MTA's peer agencies. This leads to poor service which leads to drops in ridership. SB424 will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

Transportation is the number one source of greenhouse gas (GHG) emissions in Maryland and the USA. In order to combat climate change, the state must reduce its GHG emissions by investing more in transit to safely and efficiently move people around outside of their cars. The SB424 bill will provide a much-needed reprioritization of funds to make Maryland's transit systems more reliable, safe and efficient. These funds will increase Marylanders' confidence and security in using public transit as their preferred transportation mode. By investing in transit, the state secures protection of our valuable green spaces and waterways--as opposed to highway expansions, which would only degrade these precious spaces by incentivizing sprawl development patterns.

ANS has had a long history of opposing highway projects and supporting transit as the alternative to protect nature from sprawl. We opposed the ICC and the outer Beltway projects, both projects located in key wildlife corridor areas. ANS supports SB424 because under today's climate change crisis, investing in more transit is an equitable and sustainable solution. On behalf of ANS and our 28,000 members and supporters, we recommend that the Senate Budget and Taxation Committee support the passage of SB424.

Sincerely,
Denisse Guitarra, ANS Maryland Conservation Advocate

Woodend Sanctuary | 8940 Jones Mill Road, Chevy Chase, Maryland 20815 | 301-652-9188

Rust Sanctuary | 802 Childrens Center Road, Leesburg, Virginia 20175 | 703-669-0000

anshome.org

PG chamber of commerce_FAV_ SB 424

Uploaded by: Harrington, David

Position: FAV

2.11.2020

The Honorable Guy Guzzone, Chair
The Honorable Jim Rosapepe, Vice-Chair
Members of the Budget & Tax Committee
3 West
Miller Senate Office Building
Annapolis, Maryland 21401

***Re: Requesting a Favorable Report for SB424
(Transit Safety and Investment Act)***

Dear Committee Members,

The Prince George's Chamber of Commerce request a favorable report on SB 424, the Transit Safety and Investment Act, which 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.

The MTA transit system serves hundreds of thousands of employees and their families that rely on MARC, commuter bus and Baltimore metro transit services to access essential destinations throughout Maryland. Prince George's County has five MARC stations, several of which are in priority areas for the County. A well-functioning MARC well help spur economic development and improve regional connectivity.

SB 424 is important to ensure that the MTA system can be brought into a state of good repair as recommended by MTA's Capital Needs Inventory (CNI) report, released in the Summer of 2019, and position the state to act upon its MTA Cornerstone growth plans.

The Chamber represents businesses who employ thousands of Marylanders and we know that adequate investments in our transportation system are critical to the economic competitiveness of our county, state and region.

We request the Appropriations Committee to take action to ensure Maryland's transit system is adequately funded by issuing a favorable report on SB242.

Sincerely,

David C Harrington
President & CEO
Prince George's Chamber of Commerce

JC Hendrickson_FAV_SB424

Uploaded by: Hendrickson, JC

Position: FAV

J.C. Hendrickson
7305 Wood Rush Court
Elkridge, MD 21075

February 12, 2020

**Testimony on SB 424 –
Maryland Transit Safety & Investment Act
Budget & Taxation**

Position: Favorable

As a resident of Howard County, Maryland, and a commuter on the MARC Penn Line, I support SB 424.

In July 2019, pursuant to §7–309 of the Code of Maryland, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact it will add to the backlog.

As a daily commuter on the MARC Penn Line, frequency and reliability of service are extremely important to me. I need the trains to run on time to get to my place of employment in Washington, DC. Absent MARC's great service, I would have to drive to work, further congesting the region's roads, costing me additional hours away from both my job and my family, and contributing to air pollution by sitting in traffic. As a member of the MARC Riders' Advisory Council, I have a deep appreciation for the line's reliability and the dedicated public servants who ensure the trains run on time every day, and when there is a mishap, do their best to get service back on track while updating riders. Furthermore, as a member of the Central Maryland Regional Transit Plan Commission, I understand that our region and the MTA have some significant long-term challenges to keep Maryland a great place to live, work, and do business. Though I do not speak for either the Council or Commission today, it is clear to me that we simply cannot afford to add to the backlog, compromising reliability and potentially the long-term viability of public transit in our region.

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

I would appreciate your support of this vital legislation.

Sincerely,

J.C. Hendrickson

CCAN_FAV_SB424

Uploaded by: Hershkowitz, Steven

Position: FAV

Testimony in Support of Senate Bill 424: Transit Safety and Investment Act
Senate Budget and Taxation Committee | February 12, 2020

Steven Hershkowitz, CCAN Action Fund Maryland Director

The Chesapeake Climate Action Network (CCAN) Action Fund supports Senate Bill 424, legislation to ensure the Maryland Transit Administration (MTA) can meet its capital needs and continue operations without reducing service to Maryland transit riders. We thank Sen. Craig Zucker for sponsoring this legislation to fund public transit, keep more cars off the road, and prevent increases in vehicle-based greenhouse gas pollution.

CCAN Action Fund and our grassroots network throughout Maryland is dedicated to achieving a net zero greenhouse gas emission economy by 2045, as is recommended by the United Nations Intergovernmental Panel on Climate Change (IPCC). To create this future, we must invest in frontline and historically disadvantaged communities, protect workers, create good-paying union jobs, and result in greater wealth and income equality.

According to the Maryland Department of Environment (MDE), greenhouse gas emissions from the transportation sector make up 40% of the state's climate pollution, making it the top climate change contributor in the state. The vast majority of emissions within the transportation sector come from fossil-fuel powered vehicles, making up roughly one-third of all emissions in the economy.

In MDE's draft climate plan, as required by the Greenhouse Gas Reduction Act, "fiscally unconstrained" transit expansion is credited with an expected reduction of 250 million miles driven in 2030, equivalent to removing 25,000 vehicles from the road in 2030. It is a core component of the agency's plan to reduce emissions 44% by 2030 -- enough to comply with state law, but well short of the 60% reduction recommended by the world's leading climate scientists in the Intergovernmental Panel on Climate Change. That means we will likely need to hit much higher goals for reducing vehicle travel to meet key climate benchmarks.

This legislation is essential for preparing our transit system for that needed expansion in the future. Without a properly maintained and functioning system, it will be difficult to expand service. This is a fiscally responsible plan to erase MTA's capital needs shortfall -- a very necessary first step to reducing transportation-based climate pollution. CCAN Action Fund urges the Committee to give SB 424 a favorable report.

CONTACT

Steven Hershkowitz, Maryland Director
steven@chesapeakeclimate.org or (310) 941-7886

SB424 1199SEIU Support

Uploaded by: jones, ricarra

Position: FAV

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CHIEF FINANCIAL OFFICER &
DIRECTOR OF ADMINISTRATION
Michael Cooperman

1199SEIU

United Healthcare Workers East

Testimony of Ricarra Jones, Political Director of 1199SEIU on SB 424 – Maryland Transit Safety & Investment Act

Position: Support

February 12, 2020

Chairman Guy Guzzone and Members of the Senate Budget and Taxation Committee:

1199SEIU Healthcare Workers East is the largest healthcare union in the country with, with over 450,000 members throughout Massachusetts, New York, New Jersey, Maryland, Florida and Washington, D.C. **We fully support SB 424.**

In July 2019, pursuant to Section 7-309 of Transportation Articles, Annotated Code of Maryland, the Maryland Transit Administration (MTA) released its first ever CNI to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years; of which \$1.5 billion is an accumulated backlog of deferred maintenance. The CTP does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact, it will add to the backlog.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more than the MTA's peer agencies. This leads to poor service which leads to drops in ridership, and a negative spiral.

Everyday, the members of 1199SEIU save lives, deliver babies and care for the sick, seniors and people with disabilities. We are nurses, nurse aides, techs, lab workers, clerks, housekeepers, dietary workers, transporters, pharmacists, social workers and many other types of medical professionals. Unfortunately, our ability to provide care for millions of Marylanders is often affected by unreliable public transportation. Many of our members have no grace period and are disciplined if they are even a minute late for work. As healthcare workers that rely on public transportation, it is crucial **that we arrive on time, every time to provide quality care.**

The Transit Safety & Investment Act under SB 424 will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably. **We encourage a favorable report.**

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1199 SEIU_Favorable_SB424

Uploaded by: Jones, Ricarra

Position: FAV

1199SEIU

United Healthcare Workers East

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February 4, 2020

Testimony of Ricarra Jones, Political Director of 1199SEIU on SB 424 – *Maryland Transit Safety & Investment Act*

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Barbara Rosenthal
Helen Schaub
Allan Sherman
Minerva Solla
Katherine Taylor
Celia Wcislo

Position: Favorable

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In July 2019, pursuant to §7–309 of the Code of Maryland, the MTA released its first ever CNI to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The CTP does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact it will add to the backlog.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more often than the MTA's peer agencies. This leads to poor service which leads to drops in ridership, and a negative spiral.

Every day, the members of 1199SEIU United Healthcare Workers East save lives, deliver babies and care for the sick, seniors and people with disabilities. We are nurses, nurse aides, techs, lab workers, clerks, housekeepers, dietary workers, transporters, pharmacists, social workers and many other types of medical professionals. Unfortunately, our ability to provide care for millions of Marylanders is often affected by unreliable public transportation. Many of our members have no grace period and are disciplined if they are even a minute late for work. As healthcare workers that rely on public transportation, it is crucial **that we arrive on time, every time to provide quality care.**

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably. We encourage a favorable report.

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Cheseapeake PSR_FAV_SB424

Uploaded by: Khanna, Nishanth

Position: FAV



February 12, 2020

**Testimony on HB 424–
Maryland Transit Safety & Investment Act
Budget & Taxation**

Position: Favorable

Chesapeake Physicians for Social Responsibility supports HB 424.

In July 2019, pursuant to §7–309 of the Code of Maryland, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA’s ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation’s FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact it will add to the backlog.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more frequently than the MTA’s peer agencies, resulting in poor service and a drop in ridership.

As physicians, we are deeply concerned about the negative health consequences of reduced MTA usage. Specifically, the widespread use of public transportation reduces vehicle emissions, which are known to impair lung function and exacerbate a variety of pulmonary diseases we encounter in our patients. Children in particular are most vulnerable to their effects. Furthermore, the use of public transportation generally necessitates more physical activity than driving. Even a few short walks to and from a bus stop or metro station are integral to mitigating the risk of cardiovascular disease and diabetes, which are among the most commonly encountered diseases in our practices and extremely costly to our economy.

We strongly feel that safe and reliable public transportation is a critical part of the ensuring health of Marylanders, and that passage of the Transit Safety & Investment Act is a substantive step in reaching our shared goal.

We encourage a favorable report.

SB 424_CityOfGaithersburg_Support_JessKwasny

Uploaded by: Kwasny, Jess

Position: FAV



Wednesday, February 12, 2020

Chairman Guzzone and members of the Senate Budget and Taxation Committee
3 West
Miller Senate Office Building
Annapolis, Maryland 21401

Re: SB 424 (Senator Zucker) Maryland Transit Administration – Funding (Transit Safety and Investment Act)

Dear Chairman Guzzone and Members of the Senate Budget and Taxation Committee:

Located in the geographic center of Montgomery County, Maryland, Gaithersburg residents enjoy the best of both worlds - the familiarity and comfort of a small-town community within the exciting metropolitan area of the nation's capital. As such, the City of Gaithersburg supports SB 424, which would provide an estimated increase of \$100 million annually for the capital needs of the Maryland Transit Administration (MTA) to address the maintenance backlog.

The City of Gaithersburg is served by the MARC Brunswick Line with stops in Olde Towne Gaithersburg and Metropolitan Grove; boarding a combined average of 500 riders each workday. There is also a commuter stop in the adjacent community of Washington Grove. Additionally, the MARC Brunswick Line carries 22 percent of all MARC passengers and has the second largest share of average annual passengers throughout the MARC Train system.

The MARC Brunswick Line is an important element to the City's on-going economic growth and residents rely on the MARC Train to travel to work, access services, and enjoy activities and recreation that improve their quality of life. The [MDOT MTA's Capital Needs Inventory](#) outlines various funding needs for the MARC Brunswick Line that would be used to address facility maintenance and station renovations, to ensure riders a safe, reliable and pleasant experience.

For these reasons, the City of Gaithersburg respectfully requests your support for SB 424.

Please do not hesitate to contact me with any questions or concerns that you may have. You may also contact Jessica Kwasny, the Legislative Affairs manager for the City of Gaithersburg. She can be reached at 301.805.1090 or jess.kwasny@gaithersburgmd.gov.

Sincerely,

Jud Ashman
Mayor

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038
301-258-6300 • FAX 301-948-6149 • cityhall@gaithersburgmd.gov • gaithersburgmd.gov

MAYOR
Jud Ashman

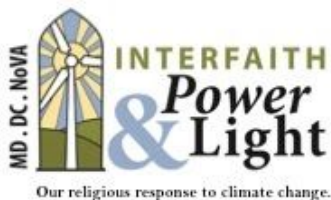
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Ryan Spiegel
Robert T. Wu

CITY MANAGER
Tony Tomasello

IPL_FAV_ SB 424 Testimony

Uploaded by: Lacock-Nilsy, Jonathan

Position: FAV



Interfaith Power & Light (MD,DC,NoVA)
100 Allison St NW
Washington, DC 20011
202-709-7641 • program@gwipl.org

Jonathan Lacock-Nisly, Director of Faithful Advocacy
February 12, 2020

**Testimony on SB 424 –
Maryland Transit Safety & Investment Act
Appropriations**

Position: Favorable

Interfaith Power & Light (DC,MD,NoVA) supports SB 424.

In July 2019, pursuant to §7–309 of the Code of Maryland, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA’s ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation’s FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact it will add to the backlog.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more often than the MTA’s peer agencies. This leads to poor service which leads to drops in ridership, and a negative spiral.

This past fall, over 50 congregations of many different faiths all across Maryland celebrated Climate in the Pulpits. Pastors, rabbis, imams, and other clergy joined together in a call to focus on the moral duty we have to respond to climate change. Those congregations gave special attention to the harm done to our neighbors by an overreliance on automobiles. The pollution from our traffic-snarled streets and highways damages our climate and steals breath from the lungs of vulnerable populations, like children and the elderly.

When we choose instead to invest in good, reliable public transportation, we are investing in the health of our climate and our neighbors. Public transportation gives access to jobs, healthy food, and medical care. It connects our neighborhoods and builds community. Hundreds of people of faith in those congregations signed a petition asking their legislators to protect the blessings of clean air by shifting our transportation system away from fossil fuels and towards public transportation.

The Transit Safety & Investment Act will mandate that MTA’s capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

We encourage a favorable report.

GW_Partnership_FAV_SB424

Uploaded by: McAndrew, Joe

Position: FAV

SB 424
Maryland Transit Safety & Investment Act
Senate Budget and Taxation Committee
February 12, 2020

Position: Support

Chairman Guzzone and Members of the Budget and Taxation Committee—

Thank you for the opportunity to testify today about a critical issue impacting millions across our region.

The Greater Washington Partnership (“Partnership”) is a civic alliance of the Capital Region’s leading employers and entrepreneurs stretching from Baltimore to Richmond that together employ more than 200,000 residents. Our transportation system is a priority for the Partnership as it is essential to ensuring the Capital Region is one of the best places to live, work and build a business.

We are fortunate to have dedicated public officials and active stakeholders working hard to make our transportation system the best it can be here in the Capital Region. For the business community, this is important because we require an efficient, multimodal transportation system that connects employees to jobs, students to class and patients to health care appointments.

Our transportation system must include a high-quality transit system. Unfortunately, the existing transit system in Maryland places the state and region at a competitive disadvantage because for too many the existing service is infrequent, unreliable and doesn’t connect residents to where they need to go. According to the Maryland Transit Administration’s Central Maryland Regional Transit Plan analysis, less than 25 percent of all households and jobs in the Baltimore metro area are located within walking distance of frequent all-day transit service. This ratio is too low, and is why the Regional Transit Plan – the first one created for Central Maryland in more than a quarter century – must be bold to position the transit system as a key asset for the region’s economy and its workers.

As we work to finalize the Regional Transit Plan in fall 2020, we cannot afford to let the existing system fall into further disrepair. Therefore, the Partnership supports Senate Bill 424.

SB 424 will fully fund the state’s identified capital investment needs for the Maryland Transit Administration, position the state to capitalize on the Central Maryland Regional Transit Plan and execute on the long-stalled MARC Growth & Investment Plans. This bill also provides additional funding in FY2022-2027 that can support other key enhancement priorities such as the Southern Maryland Rapid Transit project, the Corridor Cities Transitway, the replacement of the Civil War era B&P Tunnel in Baltimore and the redevelopment of Baltimore Penn Station.

We urge your support this year for SB 424. Our workforce, our economy, and our quality of life cannot afford to kick the can down the road. Thank you in advance for your leadership.

Sincerely,

Joe McAndrew
Director for Transportation Policy
Greater Washington Partnership



GW_Partnership_SB424_Supporting Testimony

Uploaded by: McAndrew, Joe

Position: FAV

SB 424
Maryland Transit Safety & Investment Act
Senate Budget and Taxation Committee
February 12, 2020

Position: Support

Chairman Guzzone and Members of the Budget and Taxation Committee—

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Sincerely,

Joe McAndrew
Director for Transportation Policy
Greater Washington Partnership



Susan Nerlinger_FAV_SB424

Uploaded by: Nerlinger, Susan

Position: FAV

Susan Nerlinger
snrlinger@earthlink.net
301-570-5219

February 12, 2020

**Testimony on SB 424 –
Maryland Transit Safety & Investment Act
Budget & Taxation.**

Position: Favorable

Susan Nerlinger, Resident of Olney, Maryland and member of the Maryland Sierra Club supports SB 424.

In July 2019, pursuant to §7–309 of the Code of Maryland, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. **The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA with sufficient funds over the next six years to address the annual maintenance and repairs in the CNI.** In fact it will add to the backlog. This is unacceptable.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more often than the facilities of MTA's peer agencies. This leads to poor service which leads to drops in ridership, and a negative spiral. This is not the direction in which we want to go.

Transportation, primarily the personal automobile, is the number 1 contributor of greenhouse gas emissions in Maryland. Also, scientists are increasingly aware of the damage to human health caused by tailpipe emissions from gasoline and diesel-powered vehicles. Heart disease, asthma, emphysema and other respiratory disease are directly related to the emissions from vehicles burning fossil fuels.

It is urgently necessary that emissions be reduced and building a network of public transit options that citizens of Maryland can use to get to work, school, doctors' appointments and other destinations is the main way in which emissions can be limited. In Montgomery County, students were allowed to use Ride On and Metro buses free of charge and ridership increased by 57% from 2019 to 2020. This is a testament to the potential of efficient, reliable and affordable public transit in Maryland. (<https://bethesdamagazine.com/bethesda-beat/government/youth-ride-on-usage-has-doubled-since-kids-ride-free-expansion/>, retrieved on 1/30/20)

Failing to fully fund the MTA's capital budget would be going backwards at a time when Maryland should be increasing public transit options and expanding its public transit network. It

makes no sense. There should be a public transit option for traveling from the metro D.C. area to the Eastern Shore across the Chesapeake Bay Bridge and for traveling to Annapolis as well. The western part of the state should be incorporated into a public transit network.

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably and attract new riders, not lose them.

I encourage a favorable report.

Thank you for your attention to this critical issue.

Indivisible MD FAV SB 424 (1)

Uploaded by: Okeffe, Carol

Position: FAV



February 12, 2020

**Testimony on SB424-
Maryland Transit Safety & Investment Act
Budget and Taxation**

**Position: Favorable
Indivisible Howard County Supports SB 424**

In 2004, Richard White, the then Chief Executive Officer of the Washington Metropolitan Area Transit Authority (WMATA/Metro) stood before his Board of Directors and warned that the system was facing a death spiral due to deferred maintenance if the WMATA contributing jurisdictions did not increase capital funding so that the enormous Metro infrastructure could achieve a state of good repair. This followed a capital needs inventory that showed alarming deficiencies. That threat has remained an ever present possibility in the intervening years and Maryland has joined with the other WMATA jurisdictions to ensure adequate capital funding to a profoundly valuable regional asset. The rest of Maryland's transit systems' infrastructure deserve the same consideration and support because the same threat exists for those systems if they are not provided the funds identified as necessary to achieve and maintain a good state of repair.

In July, 2019, the Maryland Transit Administration (MTA) released its own first ever Capital Needs Inventory (CNI) to assess MTA's ongoing unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation's FY2020-2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact, the backlog will increase.

The result of the neglected maintenance will be buses, light vehicles, subway trains and commuter trains that break down far more frequently than is the case with MTA's peer agencies. This leads to poor service which, in turn, leads to a drop in ridership and a negative spiral, trends that are very difficult to reverse.

Indivisible Howard County believes that robust transit systems are vital to the economic and environmental health of Maryland. Climate change is the existential threat we now face and transportation is the #1 contributor to climate pollution in Maryland. It is essential to first adequately maintain and then expand Maryland's public transit systems to reduce congestion and cut the emissions that cause climate change. It is hoped that Maryland will be a signatory to the Memorandum of Understanding that will underpin the Transportation and Climate Initiative which recognizes that a cleaner more efficient transportation and transit sector will "improve public health, create new economic opportunities and provide enhanced mobility for all communities." The Transit Safety & Investment Act will mandate that MTA's capital budget be funded at a level that allows it to address all of the needs identified and return the system to a state of good repair so that it can operate safely and reliably.

We encourage a favorable report.

Indivisible Howard County

Carol B. O'Keeffe

Central Maryland Transportation Alliance_FAV_SB424

Uploaded by: O'Malley, Brian

Position: FAV

Board of Directors:

Central Maryland Transportation Alliance

Chair James L. Shea

Chairman Emeritus, Venable LLP

Vice Chair Matt Gallagher

President & CEO, The Goldseker Foundation

Vice Chair Laura Gamble

Regional President Greater Maryland, PNC Bank

William Baker

President, Chesapeake Bay Foundation

Dr. Celeste Chavis

Associate Professor, Morgan State University

Liz Cornish

Executive Director, Bikemore

Kirby Fowler

President and CEO, Downtown Partnership

Donald Fry

President & CEO, Greater Baltimore Committee

Ronald Hartman

Consultant

Mike Heslin

Baltimore Market Manager, Lyft

Tiffany Majors

President and CEO, The Baltimore Urban League

Ryan O'Doherty

Vice President, Mercy Medical Center

Sallye Perrin

Senior Vice President, WSP USA, Inc.

Walter D. Pinkard, Jr

Senior Advisor, Cushman & Wakefield

Shanaysha Sauls

President & CEO, Baltimore Community Foundation

Dru Schmidt-Perkins

Principal, DSP Policy Advocates

Laurie Schwartz

President, Waterfront Partnership of Baltimore, Inc.

Jane Shaab

Executive Director UM BioPark, University of Maryland, Baltimore

Greg Smith

Associate Director of Transportation Services, The Johns Hopkins University

Scot Spencer

Assoc. Dir. for Advocacy & Influence, The Annie E. Casey Foundation

Gina Stewart

Executive Director, BWI Business Partnership

C. William "Bill" Struever

Managing Director, Cross Street Partners

Brian Walter

Group Vice President, M&T Bank

Michele Whelley

President and CEO, Economic Alliance of Greater Baltimore

Scott Wilkinson

Founder and CEO, AlphaVu

Caryn York

CEO, Job Opportunities Task Force



Transportation Alliance

February 12, 2020

Testimony on SB 424 – *Transit Safety & Investment Act* Budget & Taxation

Position: Favorable

The Central Maryland Transportation Alliance supports SB 424.

In July 2019, MTA released its first ever Capital Needs Inventory (CNI) to assess the Administration's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. According to the report, in order to provide safe, reliable transit services the Administration would need, on average, \$462 million per year in capital funding for state of good repair needs over the next ten years.

However, MDOT's FY 2020–2025 Consolidated Transportation Program (CTP) fails to provide enough funding. As the CNI itself states: "At current funding levels, MDOT MTA is unable to fully address the 10-year capital investment needs identified."

The CTP's proposed funding levels for MTA is insufficient to address its current capital needs and will exacerbate future capital needs. Infrastructure becomes more expensive to operate and maintain if maintenance is deferred.

SB 424 will remedy this by providing the MTA with a funding level sufficient to begin fully addressing critical state of good repair needs and partially address other needed enhancements as identified in the CNI.

We encourage a favorable report.

Nick Orrick Testimony _FAV_SB 424

Uploaded by: Orrick, Nick

Position: FAV

Nicholas C Orrick of Riverdale, Maryland

Testimony on SB 424 –Maryland Transit Safety & Investment Act
Budget & Taxation

Position: Favorable

I support SB 424.

Lately, I have found myself going to Baltimore more often, usually to participate in meetings. I quickly learned that the MARC train is a convenient and economical way to get from Riverdale to Baltimore. This bill would help make MARC service more safe and reliable. On the MARC train, I can spend the time studying documents or answering email. If I drive, all the travel time is consumed with driving, and then when I arrive, I have to deal with the hassle and expense of parking.

Once I arrive in Baltimore, there is the problem of getting from the rail station to the meeting site. This is where the Baltimore bus system, another function of MTA comes into play -- or doesn't. If I cannot depend on the bus, then it is more expeditious to just walk, even for a couple of miles.

In the next decade, if we are to meet our goal of reducing greenhouse gas emissions by sixty percent, then there needs to be a large transition from individuals driving in automobiles to people using public transportation.

As public transit becomes more attractive, more people will ride, and frequency of service can increase, attracting more patrons. At the same time, congestion and maintenance issues on our highways will ease, attracting still more patrons and thus reducing greenhouse gas emissions and other pollution.

For many people, owning and operating an automobile is too much of a financial burden, and they must depend on public transit to get to work and other important destinations. In many ways, we depend on the work of these people to provide us with the goods and services that we expect and depend on.

MD LCV_FAV_SB424

Uploaded by: Palencia Calvo, Ranon

Position: FAV



MARYLAND LEAGUE
OF CONSERVATION VOTERS

30 West Street, Suite C
Annapolis, MD 21401
410-280-9855
WWW.MDLCV.org

February 12, 2020

SUPPORT SB424: Maryland Transit Safety & Investment Act

Dear Chairman Guzzone, Vice Chair Rosapepe and members of the Committee:

Maryland League of Conservation Voters strongly urges a favorable report on SB424: Maryland Transit Safety and Investment Act. This bill is one of Maryland LCV's top priorities for this session.

Public transportation is the great equalizer. It has the potential to move large numbers of people safely and economically throughout the state, connecting them with jobs, community and medical resources. Additionally, it provides economic, educational and recreational opportunities. This is even more important for low-wealth groups and populations of color, where safe and reliable public transportation is an important factor in determining upward mobility.

However, a safe, reliable and affordable public transit system in Maryland that serves the interest of all residents is at risk. Last year the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory to assess the MTA's ongoing, unconstrained capital needs. The Inventory identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA enough funding over the next six years to address the annual maintenance and repairs identified in the CNI. In fact, the proposed program will add to the backlog.

The consequences of neglecting maintenance of buses, light rail vehicles, subway trains and commuter trains is that they break down much more frequently than the MTA's peer agencies. As a result, lower-income people who can't afford cars are disproportionately affected by these service interruptions.

Maryland LCV's Latino Outreach Program, Chispa Maryland, works with community members who identify public transportation as a necessity; these communities rely on public transportation to take their children to school, get themselves to work, grocery shop and fulfill other basic needs. They understand that public transit can expand the opportunities available to them to

advance in life. If we allow this system to fail, parents will wait for hours at a bus stop in the rain or scorching sun to take their children to school. The number of routes that connect people to good paying jobs, healthy food and healthcare will be cut back and in general, people relying on this public transportation will be restricted from access to economic opportunities and upward mobility, perpetuating inequalities within these communities.

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all the needs identified in the Capital Needs Inventory and get the system back into a state of good repair so that it can operate safely and reliably for all Marylanders.

Maryland League of Conservation Voters strongly urges your favorable report on this important bill.

Thank you.

Maryland League of Conservation Voters

No Boundaries Coalition_FAV_ SB424

Uploaded by: Parker, Ashiah

Position: FAV



February 4, 2020

**Testimony on SB 424 -
Maryland Transit Safety & Investment Act
Senate Budget and Taxation Committee**

Position: Favorable

No Boundaries Coalition supports SB 424.

In July 2019, pursuant to §7-309 of the Code of Maryland, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation's FY 2020-2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact, it will add to the backlog.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more often than the MTA's peer agencies. This leads to poor service which leads to drops in ridership, and a negative spiral.

The No Boundaries Coalition (the "Coalition") is a resident-led advocacy organization building a unified and empowered Central West Baltimore (CWB) across the boundaries of race, class and neighborhoods. The No Boundaries Coalition is the largest grassroots organization in West Baltimore, with over 200 individual members. The Coalition mobilizes residents from seven different neighborhoods in 21217 to address racial and economic inequality in Baltimore City and improve the quality of life for Central West Baltimore residents. Currently, the Coalition is advocating for increased police accountability, safer streets, more opportunities for young people, increased voter turnout and more healthy foods in our neighborhoods.

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

We encourage a favorable report.

In the service of the community,

Ashiah Parker

Ashiah S. Parker, Executive Director

"deconstructing boundaries, building commUNITY"

1808 Pennsylvania Avenue, Baltimore, MD 21217 | 410-800-2452 | www.noboundariescoalition.com



"deconstructing boundaries, building commUNITY"

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Rodolfo Perez_FAV_Testimony for HB 424

Uploaded by: Perez, Rodolfo

Position: FAV

Rodolfo E. Pérez, P.E.
Consulting Engineer
6 Manor Spring Court
Silver Spring, MD 20906

February 12, 2020

**Testimony on HB424–
Maryland Transit Safety & Investment Act
Budget & Taxation**

Position: Favorable

Rodolfo E. Pérez, P.E. supports SB 424.

In July 2019, pursuant to §7–309 of the Code of Maryland, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact it will add to the backlog.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more often than the MTA's peer agencies. This leads to poor service which leads to drops in ridership, and a negative spiral.

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

I offer my support to this Act in context with my professional credentials including my service as the Engineer Advisor in the Office of the Inspector General, US Department Of Transportation for over twenty years, and my pro bono service to the 2001 Montgomery County Transportation Policy Task Force. Furthermore, I have lived in Montgomery County for the last thirty years and I understand that this Act provides more sustainable transportation choices to our community.

ARCHPLAN_FAV_SB424

Uploaded by: Phillipsen, Klaus

Position: FAV

February 12, 2020

**Testimony on HB 424 –
Maryland Transit Safety & Investment Act
Budget & Taxation**

Position: Favorable

Klaus Philipsen, ArchPlan Inc. supports HB 368/ SB 424

A large portion of my time as President of ArchPlan Inc. was spent on transportation and transit planning and related projects, including the initial MTA light rail line and the abandoned Red Line.

During this time I could observe that the MTA did not have the funds to keep the existing transit system in good repair. This was confirmed in July 2019, when the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory to assess the MTA's ongoing, unconstrained capital needs pursuant to §7–309 of the Code of Maryland.

The Needs Assessment identified a whopping \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance.

The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA with sufficient funds over the next six years to address the issues listed in MTA's own report.

A poor state of repair leads to an unreliable and sometimes unsafe system. This results in poor service which explains the drop in ridership across all modes MTA has experienced especially on its flagship services, Metro and Light Rail. The first step out of this vicious cycle must be to put all existing systems into decent shape.

The Transit Safety & Investment Act will mandate that MTA's capital budget be boosted sufficiently to get the system back into a state of good repair that is industry standard, a precondition for safe and reliable operations.

We encourage a favorable report.

429 N. Eutaw Street/ 2S, Baltimore, Maryland 21201 T: 410.685.2002; F: 410.685.2003; E: kphilipsen@archplan.com

ArchPlan Inc. Philipsen Architects www.ArchPlan.Com

Anne Arundel County_FAV_SB424

Uploaded by: Pittman, Steuart

Position: FAV

February 12, 2020

Senate Bill 424

Maryland Transit Administration - Funding (Transit Safety and Investment Act)

Senate Budget & Taxation Committee

Position: FAVORABLE

The Anne Arundel County Administration **SUPPORTS** Senate Bill 424 - Maryland Transit Administration - Funding (Transit Safety and Investment Act). This Bill would mandate an ongoing appropriation from the Transportation Trust Fund for the operation and administration of the Maryland Transit Administration (MTA).

The MTA's Capital Needs Inventory, completed in July 2019, identified a \$2 billion funding shortfall over the next decade. This money is critical to keeping transit systems running smoothly, safely, and in compliance with regulatory requirements. As of the date of the Inventory, \$1.5 billion was required to bring the MTA's transit systems back into a state of good repair. That amount does not take into account projects to increase capacity or reduce transit times. As a result, Maryland's transit systems, which include buses, light rail vehicles, and subway trains, break down far more often than peer agencies in other states.

The 2017 American Community Survey identified Central Maryland and the Washington Metropolitan Area as having the seventh and second worst commute times, respectively, in the entire country. Far too many Marylanders are wasting their lives stuck in traffic due to a lack of reliable, rapid public transit. Unreliable public transit causes Marylanders to be late to work, appointments, and childcare and family obligations. As Maryland's population continues to grow, investing in the maintenance and expansion of the MTA systems is critical to attracting and retaining families, employees, and national and local businesses in Maryland, as well as reducing traffic congestion and commute times.

Accordingly, Anne Arundel County respectfully requests a **FAVORABLE** report on Senate Bill 424.

MD Leg Coalition_FAV_ SB 424

Uploaded by: plante, Cecilia

Position: FAV



TESTIMONY FOR SB0424

Maryland Transit Administration – Funding (Transit Safety and Investment Act)

Bill Sponsor: Senator Zucker

Committee: Budget and Taxation

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: FAVORABLE

I am submitting this testimony in favor of SB0424 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of individuals and grassroots groups with members in every district in the state. We have over 30,000 members across the state.

We support working Marylanders who need a good public transportation system to get to work and go about their daily lives. We support the environment and we know that putting more cars on the road only makes the environmental crisis we are facing that much more dire. We understand that not everyone lives in privilege and can't afford a car, even if building more roads was not such a fraught solution.

We need public transportation. Not just what we have, but a good infrastructure for the future. But how can we get that infrastructure if the one we have is crumbling from lack of funding? If we can't even manage to support the systems that we have already built, we have no foundation for the future.

Maryland has no future if we can't get people to their jobs. Jobs will locate in areas with good infrastructure. This is a problem that we've waited too long to solve.

We support this bill and we believe it is a very important key to our future. I recommend a **FAVORABLE** report in committee.

Miriam Schonebaum_FAV_SB424

Uploaded by: Schoenbaum, Miraim

Position: FAV

Miriam Schoenbaum
15004 Clopper Road
Boyds MD 20841
February 5, 2020

**Testimony on SB 424 –
Maryland Transit Safety & Investment Act
Budget & Taxation**

Position: Favorable

Please support SB 424.

As you know, last year the Maryland Transit Administration identified \$5.7 billion in capital needs over the next ten years, including \$1.5 billion in capital needs that were already previously deferred due to insufficient funding.

The Maryland Department of Transportation's FY 2020-25 Consolidated Transportation Program SHOULD fund these capital needs. But it doesn't.

As a twenty-year MARC Brunswick Line commuter between Boyds, Montgomery County and Union Station in DC, I experience the effects of the lack of funding almost every day traveling to and from work. People keep saying "This is no way to run a railroad" because it's true. Trains are late due to mechanical problems. Trains are canceled due to mechanical problems. Trains are crowded due to a shortage of cars due to mechanical problems. Trains have no restroom because the car with the restroom had mechanical problems. This happens all the time.

And that's just for maintaining the inadequate, insufficient service we have now, where far too many people are unable to take MARC because the limited MARC schedule simply does not fit their own transportation needs.

What Maryland really needs is expanded MARC service. All-day, two-way, seven-day service on the MARC Brunswick Line would benefit the state's transportation, budget, environment, and climate future.

But at the very minimum, MARC service should be at least be maintained.

That's why I ask you to report favorably on this bill.

Senator Craig J Zucker_Support_SB424

Uploaded by: Senator Zucker, Senator Zucker

Position: FAV

CRAIG J. ZUCKER
Legislative District 14
Montgomery County

Budget and Taxation Committee

Subcommittees

Vice Chair, Capital Budget

Chair, Education, Business and
Administration

Chair, Senate Democratic Caucus



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THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

Testimony of Senator Craig J. Zucker
Senate Bill- 424 – Maryland Transit Administration – Funding (Transit Safety and
Investment Act)
Senate Budget and Taxation Committee
February 12th, 2020
1:00pm
Position: SUPPORT

Good afternoon Chairman Guzzone, Vice Chairman Rosapepe, and distinguished members of the committee. It is my pleasure to testify today in **support of Senate Bill 424 – Maryland Transit Administration – Funding (Transit Safety and Investment Act).**

This bill will significantly benefit many of our constituents by investing in a crumbling transit infrastructure. As drafted, this legislation alters and extends provisions of the Maryland Metro/Transit Funding Act, requiring increased operating and capital spending for the Maryland Transit Administration (MTA). This provides an average annual increase of \$123 million for MTA capital needs over the next six years for a total of \$738 million. All that will help rehabilitate an aging system.

This legislation also provides funding for electronic enhancements, routine updates to software, positive train control, and needed upgrades that allows MTA to comply with The Clean Water Act requirements. This allows MTA to improve access to MARC and bus stations, bus shelter examinations, EV charging stations, and solar rooftops at bus depots.

Senate Bill 424 requires the Governor to submit the capital funds programmed, appropriated, and expended on each of the projects identified in the assessment of the prior fiscal year to the Senate Budget and Taxation Committee, The House Appropriations Committee, and the House Environment and Transportation Committee.

By funding the MTA, we ensure a safer and more reliable transportation system which this state desperately needs and our constituents demand. This legislation provides an opportunity to assist our constituents both professionally and personally. A safe and reliable public transportation system promotes a more environmentally-friendly state by keeping cars off the road and keeping Marylanders connected to opportunity.

I urge a favorable report on Senate Bill 424. Thank you for your kind consideration.

Tina Slater_FAV_ SB 424

Uploaded by: Slater, Tina

Position: FAV

Tina Slater
402 Mansfield Rd, Silver Spring, MD 20910
Slater.tina@gmail.com
240-687-1343

February 12, 2020

**Testimony on SB 424 –
Maryland Transit Safety & Investment Act
Budget & Taxation**

Position: Favorable

As a transit and environmental advocate, I support SB 424.

In July 2019, pursuant to §7–309 of the Code of Maryland, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact it will add to the backlog.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more often than the MTA's peer agencies. This leads to poor service which leads to drops in ridership, and a negative spiral.

When the WMATA station platform board says "5 minutes" and the train arrives in 5 minutes (give or take a minute or two) --- that's transit that's working. WMATA has invested heavily over the past few years in maintenance and equipment upgrades, while on a stringent budget, and it has paid off --- 88% of customer trips are on time and passenger trips increased 4% in 2019. WMATA is living up to its slogan "Getting Back to Good", running trains safely and on time. There is a lesson here for Maryland --- Let's Do It!

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

We encourage a favorable report.

BWI Buisness Partnership_FAV_SB424

Uploaded by: Stewart, Gina

Position: FAV



February 4, 2020

**Testimony on SB 424 –
Maryland Transit Safety & Investment Act
Budget & Taxation**

Position: Favorable

The BWI Business Partnership, a Transportation Management Association supports SB 424.

In July 2019, pursuant to §7-309 of the Code of Maryland, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact, it will add to the backlog.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more often than the MTA's peer agencies. This leads to poor service which leads to drops in ridership, and a negative spiral.

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

We encourage a favorable report.

Sincerely,

Gina Stewart

Executive Director

Sally Stolz_FAV_ SB 424 testimony

Uploaded by: Stolz, Sally

Position: FAV

Sally and Richard Stolz
5 Lochness Court
Rockville, MD 20850
(301)906-4908
sallystolz@aol.com

February 12, 2020

**Testimony on HB 424–
Maryland Transit Safety & Investment Act
Budget & Taxation**

Position: Favorable

Sally and Richard Stolz support SB 424.

In July 2019, pursuant to §7–309 of the Code of Maryland, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact it will add to the backlog.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more often than the MTA's peer agencies. This leads to poor service which leads to drops in ridership, and a negative spiral.

Almost two years ago we became part of an ever-growing number of people working for alternatives to widening I-270 and I-495 because we believe the research does NOT support widening roads as an effective way of relieving congestion. But getting cars OFF the roads because the public transportation options are efficient, reliable, convenient and inexpensive WILL relieve congestion. Public transportation is also much safer.

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

We encourage a favorable report.

Sincerely,

Sally and Richard Stolz

Sierra Club_FAV_ SB 424 testimony

Uploaded by: Tulkin, Josh

Position: FAV



7338 Baltimore Ave
Suite 102
College Park, MD 20740

Committee: Budget & Taxation
Testimony on: SB424 - "Maryland Transit Safety & Investment Act"
Position: Support
Hearing Date: February 12, 2020

The Maryland Sierra Club strongly **supports SB 424, one of our priority bills for this session.** This legislation would require the funding necessary to meet the capital needs of the Maryland Transit Administration (MTA) from the Transportation Trust Fund, from 2022 to 2027, so that the system can be in a State of Good Repair. The MTA operates local buses, commuter buses, light rail, MARC, and paratransit, and provides funding to locally operated transit systems in every Maryland county, Baltimore City, Annapolis, and Ocean City.

In July 2019, MTA released its first Capital Needs Inventory (CNI). The CNI identified \$5.7 billion in capital needs over the next ten years, including a \$1.5 backlog of deferred maintenance. Moreover, the Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) would not provide sufficient capital funding over the next six years to address MTA's maintenance and enhancement needs, which would further enlarge the backlog. The appropriation proposed by this legislation would provide an estimated annual increase of \$123 million to MTA over the CTP's proposed levels to address the gap and bring the system into a state of good repair, in order for the system to be able to operate safely and reliably.

The bill also would address enhancements identified by the CNI needed to improve access to MARC and bus stations, expand bus shelters, and promote sustainability (such as including EV charging at Baltimore metro and MARC stations, and adding rooftop solar at bus depots).

Transportation is the largest source of greenhouse gas emissions in Maryland and the leading contributor to premature deaths attributed to air pollution. Gasoline-powered vehicles on our roadways account for 70% of all these emissions, and total vehicle miles traveled on our roadways is expected to continue to increase faster than Maryland's population through 2030.

Investing in public transit provides critically needed transportation for those without cars, and is an essential part of the state's efforts to reduce climate, air, and water pollution by reducing Marylanders' reliance on gasoline-powered cars. MTA currently provides 320,000 rides a day to Maryland residents. One individual who commutes 20 miles roundtrip by car could lower their carbon footprint 4,800 pounds annually, equivalent to the emissions of 245 gallons of gasoline, if they instead make that trip each day on public transit.

Properly funding MTA's capital needs is critical to tackling climate-disrupting pollution and ensuring that people can use transit to safely and reliably get to jobs, education, healthcare, recreation, and other destinations each and every day. **We urge a favorable report on SB 424.**

Lindsey Mendelson
Transportation Representative
Lindsey.Mendelson@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Founded in 1892, the Sierra Club is America's oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has approximately 800,000 members.

Baltimore Buisness Mobility Roundtable_FAV_SB424

Uploaded by: Turner, Adrea

Position: FAV

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

The Honorable William C. "Bill" Ferguson
The Honorable Adrienne A. Jones
The Honorable Guy Guzzone
The Honorable Maggie McIntosh
February 3, 2020
Page 2

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
Chairman, President & CEO
The Harbor Bank of
Maryland

Jon Laria
Managing Partner
Baltimore, Ballard Spahr LLP

Jason S. Miller
CEO
Greater Washington
Partnership

The Honorable William C. “Bill” Ferguson
The Honorable Adrienne A. Jones
The Honorable Guy Guzzone
The Honorable Maggie McIntosh
February 3, 2020
Page 3

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
Chairman & CEO
Howard Bank

Jim Shea
Chairman Emeritus
Venable LLP

Gina Stewart
Executive Director
The BWI Business
Partnership

Aaron Tomarchio
Senior Vice President,
Administration & Corporate
Affairs
Tradepoint Atlantic

David L. Warnock
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

MD DDC_FAV_SB424

Uploaded by: WALMSLEY, KEITH

Position: FAV



Maryland Developmental Disabilities Council

EMPOWERMENT • OPPORTUNITY • INCLUSION

Budget & Taxation

SB 424: Maryland Transit Administration - Funding (Transit Safety and Investment Act)

February 12, 2020

Position: Support

The Maryland Developmental Disabilities Council (DD Council) is an independent, public policy organization that works to improve policies, programs and services that support people with developmental disabilities and their families in our communities. The DD Council is led by people with developmental disabilities and their families. From that perspective, the DD Council supports SB 424 which requires additional funds for the Maryland Transit Administration (MTA) based on MTA's assessment of unfunded capital needs.

WHY is this legislation important?

- **Transportation provides a vital lifeline for people with disabilities to access employment, education, healthcare, and community life.**
- **Yet, one of the most cited barriers for people with developmental disabilities in achieving full participation in community life is the availability, accessibility, and reliability of transportation.**

WHAT does this legislation do?

- Extends the *Maryland Metro/Transit Funding Act* by five years. That act requires increased operating and capital spending for the Maryland Transit Administration (MTA). For fiscal year 2023 through 2027, the appropriation for MTA's operating expenses may not be less than the fiscal 2022 appropriation.
- For fiscal 2022 through 2027, the Governor must include in the State budget an appropriation from the Transportation Trust Fund (TTF) of at least \$500 million for MTA's capital needs. The bill takes effect June 1, 2020.

Many people with disabilities rely on public transportation provided by the MTA to go grocery shopping, attend medical appointments, to socialize, and to spend time with family.

The additional funding required by SB 424 is essential so people with developmental disabilities maintain independence and meaningfully participate in all aspects of life.

Being able to move easily around our neighborhoods, cities, and towns is crucial to a high quality of life and supports smart growth for our economy. This legislation facilitates employment for all Marylander's, including people with developmental disabilities, and as a result, increases the visibility of people with developmental disabilities in the workforce.

Contact: Keith Walmsley, Director of Public Policy Initiatives
kwalmsley@md-council.org

217 E. Redwood Street, Suite 1300 • Baltimore, MD 21202 • 410.767.3670 • md-council.org

Kalani Brown, *Chairperson* • Rachel London, Esq., *Executive Director*

Bikemore_FAV_SB424

Uploaded by: Weeks, Jed

Position: FAV



February 12, 2020

The Honorable Guy Guzzone, Chair
The Honorable Jim Rosapepe, Vice-Chair
Members of the Budget and Taxation Committee
3 West
Miller Senate Office Building
Annapolis, Maryland

**Re: Requesting a Favorable Report for SB424
(Transit Safety and Investment Act)**

Dear Committee Members,

Bikemore urges a favorable report on SB424, the Transit Safety and Investment Act, which 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.

The MTA transit system serves hundreds of thousands of Maryland workers and their employers. SB424 is necessary to ensure that the MTA system can be brought into a state of good repair as recommended by MTA's Capital Needs Inventory (CNI) report, released in the Summer of 2019.

A third of Baltimoreans overall lack access to a car, and the majority of residents living in formerly red-lined communities of color lack access to a car. Access to reliable transportation is the most critical factor in social mobility, and transportation challenges are at the root cause of Baltimore's most visible issues including school attendance and success, crime, and employment.

Bikemore represents more than 5,000 engaged Baltimoreans as well as the hundreds of thousands of people who walk, ride, and roll through Baltimore who don't regularly engage with our advocacy. Our constituency needs reliable and accessible transit that is in a state of good repair. We can't fail our city's most vulnerable any longer.

We urge the Budget and Taxation Committee to take action to ensure Maryland's transit system is adequately funded by issuing a favorable report on SB424.

Sincerely,

Jed Weeks
Policy Director

College Park_FAV_SB424

Uploaded by: Wojahn, Patrick

Position: FAV



CITY OF COLLEGE PARK

OFFICE OF THE MAYOR & CITY COUNCIL

8400 BALTIMORE AVENUE SUITE 375 COLLEGE PARK MD 20740 | COLLEGE PARKMD.GOV

February 10, 2020

MAYOR

Patrick L. Wojahn

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Denise Mitchell

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Senator Guy Guzzone, Chair
Budget and Taxation
3 West
Miller Senate Office Building
Annapolis, MD 21401

Re: SB 424 Maryland Transit Administration – Funding (Transit Safety and Investment Act)

Dear Senator Guzzone and Committee Members:

During the Council Meeting on February 4, 2020 the City Council voted unanimously to support SB 424.

The Maryland Transit Administration (MTA) Capital Needs Inventory identified \$5.7 billion of capital needs over the next ten years, including \$1.5 billion of deferred maintenance. The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program does not provide the MTA enough funding to address the annual maintenance and repairs in the CNI—in fact, the deferred maintenance is expected to increase.

Neglected maintenance leads to more frequent service disruptions, poor overall service, and ultimately fewer riders. SB 424, the Transit Safety & Investment Act, will mandate that MTA's capital budget is at a level to address the identified needs and put the system back in good repair for safe and reliable operation. The City of College Park strongly supports investment in public transit to improve our regional economy and environment.

On behalf of the City Council and our residents, I respectfully request your support for this legislation.

Sincerely,

Patrick L. Wojahn
Mayor

cc: Maryland 21st District Delegation

Disability Rights Maryland_FAV_SB424

Uploaded by: Young, Lauren

Position: FAV

Testimony on SB 424
Maryland Transit Safety & Investment Act
Senate Budget and Taxation Committee
February 12, 2020

Favorable

Disability Rights Maryland (DRM) is the state's protection and advocacy system, mandated to advance the rights of people with disabilities. DRM supports a robust and adequately funded public transit system. Transportation plays a key role in the struggle for civil rights and equal opportunity in the disability community. According to a report from the Center for Disease Control, adults with disabilities are twice as likely as those without disabilities to have inadequate transportation. Over thirty percent of households in Baltimore City are non-vehicle. Public transit is the sole option for many people with disabilities. Affordable and reliable transportation allows people with disabilities access to education, employment, health care, housing, and community life.

DRM has particular knowledge about MTA's paratransit system, having been involved with paratransit riders for years and with systemic lawsuits for violations of the Americans with Disabilities Act. Individuals who cannot access other public transit options due to their disabilities rely on paratransit service.

This year, disruptions in paratransit services have been severe. On time performance fell to service levels below what is acceptable by the Federal Transit Administration and telephone response time has similarly been inadequate. There were instances when riders could not obtain any response from the service, leaving them unable to book rides and uncertain as to whether rides would come. Travel times can be exhausting.

The MTA's 2019 Capital Needs Inventory uses 2017 data to identify that paratransit provided **2 million rides**. However, this past year paratransit service provided approximately **3 million rides**. It is the fastest growing public transit sector. This calculus was not part of the CNI. Secretary Pete Rahn recently testified at a House Appropriations Committee hearing in November 2020, that there are no plans to acquire more vehicles, and he determined that \$9 million in appropriated capital funds to do so were **not** necessary. This despite the fact that two years ago, the legislative analyst pointed out that **MTA has historically underfunded paratransit services and the MTA fiscal 2019 budget shows a pattern of flat funding that is unusual compared with past years and more pronounced than in any of the other transit units.**

The consequences of people being ill served are serious: dialysis patients not getting life needed treatments, people waiting for 3-6 hours for rides, day programs for people with disabilities not able to ensure people get home timely for medications and support staff services, jobs at risk or not obtainable, and school classes missed. You have heard it before. These are not isolated instances, they are the result of a system which can and must do better. Resources are needed. Thank you for your time and consideration.

Contact: Lauren Young, Esq.
Director of Litigation
410-727-6352
laureny@disabilityrightsmd.org

MDOT TSO_UNF_SB0424

Uploaded by: HARTMAN, JACLYN

Position: UNF

February 12, 2020

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
3 West Miller Senate Office Building
Annapolis MD 21401

***Re: Letter of Opposition – Senate Bill 424 – Maryland Transit Administration –
Funding (Transit Safety and Investment Act)***

Dear Chair Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 424 due to its significant fiscal impact to the Transportation Trust Fund (TTF).

Senate Bill 424 requires a 4.4% increase in MDOT Maryland Transit Administration's (MDOT MTA) FY 2022 operating budget and establishes a minimum operating budget level for MDOT MTA from FY 2023 through FY 2027. MDOT has spent the last five years carefully assessing operating budget needs and controlling growth in the operating budget. Establishing minimum budget levels undermines this effort and reduces MDOT's ability to respond to changing market conditions. The increase in operating budget growth, combined with the associated impact on bonding capacity, requires a reduction in the six-year capital program of \$120 million.

Senate Bill 424 also requires an increase to the capital funding for MDOT MTA from FY 2022 through FY 2027. The bill requires minimum spending of \$529.1 million in FY 2022 and \$500 million for FY 2023 through FY 2027, exclusive of spending on the Purple Line. While MDOT recognizes the long-term needs at MDOT MTA, this requirement results in a reduction between \$525 and \$560 million for the other MDOT transportation business units (TBUs), which face similar backlogs.

MDOT gathers prioritized needs from performance data and asset management assessments, federal and State requirements (i.e. Bridge Program, Rail Safety, etc.), priorities developed by the counties, and customer needs, and scores projects against the scoring model established by Chapter 30 of 2017. MDOT then matches these projects with available funding to produce a multi-modal transportation capital program for the entire State. Nearly all projects are funded through the Transportation Trust Fund, a non-lapsing special fund that is first pledged to pay debt service on bonds, and then pays all operating expenses for MDOT and its five business units. Legislative mandates that increase funding for one mode of transportation come at the expense of all other modes of transportation. While MDOT MTA has a sufficient list of unfunded needs, transferring such a large amount to serve only the needs of one mode of transportation will result in a greater backlog of needs at the other TBUs.

There are currently unfunded capital needs throughout MDOT's statewide network. Shifting this large amount of funding from the other MDOT TBUs to MDOT MTA would have a substantial impact on the MDOT capital program and could result in significant reductions to system preservation and an ability to address serious safety deficiencies. According to U.S. Department of Transportation data, nationwide backlogs total \$836 billion in unmet capital investment needs for highways and bridges alongside a \$90 billion backlog for transit capital investment needs.

MDOT's system preservation program includes critical projects across the State to maintain the transportation network, including maintaining the runways at BWI Marshall Airport, dredging the shipping channels to keep goods traveling to and from the Port of Baltimore, maintaining a secure IT infrastructure for millions of driver and vehicle records, safeguarding the State's environmental assets, performing mid-life overhauls of transit vehicles, and ensuring that the State's bridges can safely operate without load or speed restrictions. It is also essential that MDOT have the resources to strengthen its Development and Evaluation program, which will help to develop projects in the out-years and deliver on MDOT's commitment to a statewide, multimodal, and integrated transportation network for the next generation.

For example, at MDOT SHA, decreasing the preventative maintenance activities for bridge rehabilitation and resurfacing programs will lead to higher future costs as more substantial repairs will be required. MDOT MPA has critical berth infrastructure that, in certain places, is approaching 100 years. Delays to repairs of this infrastructure could limit available space to process cargo, which would result in the loss of business at the Port. It is also likely that design, right-of-way, and construction on non-advertised major projects (e.g. MD 97 Montgomery Hills, MD 197 in Prince George's County, I-695 Transportation Systems Management and Operations and Triple Bridges in Baltimore County, and MD 295/MD175 interchange in Anne Arundel County) would be deferred.

The operating expense mandates in Senate Bill 424 will also have a significant impact on both the operating and capital program. Historically, the largest portion of the Department's operating expenses have gone to transit. Transit systems are much more costly to run, given the labor requirements and fuel needs especially as most maintenance is captured in the operating budget. MDOT MTA peer systems throughout the country, including the neighboring Washington Metropolitan Area Transit Authority (WMATA), have seen unmanageable operating increases. These increases limit the ability to fund important capital projects, including capital investments tied to maintaining critical state of good repair needs.

The current capital program funds highways at 46% of total spending, transit at 42%, and all other TBUs split the remaining 12%. Under Senate Bill 424, transit spending will consume nearly 50% of total capital dollars, highways drop to 38%, and all other TBUs make up the difference. Under the Fixing America's Surface Transportation (FAST) Act, federal surface

The Honorable Guy Guzzone
Page Three

transportation regulations require the implementation of performance management requirements ties the funding of projects and programs to improving measured performance and achieving targets set for future performance. This significant reduction will impede MDOT SHA's ability to maintain roads in a state of good repair and would jeopardize certain federal funding if safety standards are not met.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant Senate Bill 424 an unfavorable report.

Respectfully submitted,

Heather Murphy
Director of Planning and Capital Programming
Maryland Department of Transportation
410-865-1275

Jeff Tosi
Director of Government Affairs
Maryland Department of Transportation
410-841-2850

MAA_UNF_SB 424

Uploaded by: Klinefelter, Marshall

Position: UNF

CHAIRMAN:
Rob Scrivener
VICE CHAIRMAN
Brian Russell

MARYLAND ASPHALT ASSOCIATION



SECRETARY:
David Slaughter
TREASURER:
Jeff Graf
PRESIDENT:
G. Marshall Klinefelter

February 12, 2020

Senator Guy Guzzone, Chair
Budget and Taxation Committee
3 West, Miller Senate Office Building
11 Bladen Street
Annapolis, Maryland 21401

OPPOSE

Re: **SENATE BILL 424 – MARYLAND TRANSIT ADMINISTRATION – FUNDING
(TRANSIT SAFETY AND INVESTMENT ACT)**

Dear Chairman Guzzone and Committee Members:

The Maryland Asphalt Association is comprised of 18 producer members representing more than 47 production facilities, 21 contractor members, 24 consulting engineer firms and 39 other associate members. We proactively work with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members.

SB 424 would require the Governor to mandate appropriations each year from the Transportation Trust Fund to the Maryland Transit Administration. We strongly believe in the Governor's power to choose when and where funds should be allocated in regards to the transportation industry. Giving the Governor the discretionary power to distribute funds will allow more flexibility and support to needed projects like road repair. Mandating funds, and increasing the amount of mandated funds, may take away from impactful developments that would positively effect the greater good of Maryland.

We appreciate you taking the time to address this important issue and we urge an unfavorable report on Senate Bill 424.

Thank you,

A handwritten signature in black ink, appearing to read "Marshall Klinefelter", is written over the printed name.

Marshall Klinefelter
President
Maryland Asphalt Association

MTBMA_UNF_SB 424

Uploaded by: Sakata, Michael

Position: UNF



MTBMA

MARYLAND TRANSPORTATION BUILDERS
AND MATERIALS ASSOCIATION

February 12, 2020

Senator Guy Guzzone, Chair
Budget and Taxation Committee
3 West, Miller Senate Office Building
11 Bladen Street
Annapolis, Maryland 21401

OPPOSE

Re: **SENATE BILL 424 – MARYLAND TRANSIT ADMINISTRATION –
FUNDING (TRANSIT SAFETY AND INVESTMENT ACT)**

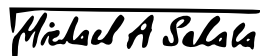
Dear Chairman Guzzone and Committee Members:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials.

SB 424 would require the Governor to mandate appropriations each year from the Transportation Trust Fund to the Maryland Transit Administration. We strongly believe in the Governor’s power to choose when and where funds should be allocated in regards to the transportation industry. Giving the Governor the discretionary power to distribute funds will allow more flexibility and support to needed projects like road repair. Mandating funds, and increasing the amount of mandated funds, may take away from impactful developments that would positively effect the greater good of Maryland.

We appreciate you taking the time to address this important issue and we urge an unfavorable report on Senate Bill 424.

Thank you,



Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association