

TO: The Honorable Maggie McIntosh, Chair
House Appropriations Committee

FROM: Elizabeth Hafey, Esq.
Associate Director, State Affairs

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Johns Hopkins University and Medicine urges a favorable report on **HB 114**, the **Transit Safety and Investment Act**, which requires an appropriation for the “state of good repair needs” for the Maryland Transit Administration for fiscal years 2023-2028 and provides for reductions only if the total appropriation exceeds the prior fiscal year. It would further ensure an efficient, reliable, safe, and equitably-funded regional transportation system.

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. HB 114 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 July 2019, which identified approximately a \$2 billion gap to fund all the state of good repairs and enhancement needs, such as station enhancements, MARC Train’s Penn Line and Camden Line Stations, local bus modes, among others.

The Transit Safety and Investment Act mandates no less than \$361 million per year be appropriated for MTA’s identified “state of good repair” and enhancement needs for six years beginning from FY 2023 to FY 2028. The bill requires the funding floor to increase MTA’s capital funding over the next six years: \$361 million in FY 2023; \$414 million in 2024; \$453 million in 2025; \$566 million in FY 2026 and FY 2027; and, \$531 million in FY 2028. These annual funding floor increments would increase MTA’s capital funding, starting at \$30 million or more per year compared to the Consolidated Transportation Program (CTP), which is approximately \$326 million on average per year. In doing so, it begins to meet the minimum of “state of good repair” funding requirements identified in the CNI, which identified an average of \$462 million per year to meet those repairs, and provides additional funding for critical enhancement needs, averaging approximately \$100 million per year over the next ten years.

As the State’s largest private employer, with more than 53,000 Marylanders in our employ, Johns Hopkins knows that adequate investments in Maryland’s transportation system are critical to the economic competitiveness and livelihood of our state and region and in the lives of all our employees, students, patients, and visitors. Every day, they rely on it to get to work or school, to access healthcare, or to meet their needs.

We urge the Appropriations Committee to take action to ensure Maryland’s transit system is adequately funded by issuing a **favorable report on HB 114**.

cc: Members of the Appropriations Committee
Delegate Brooke Lierman