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Patrick Moran - President

**Testimony**  
**HB 114 Maryland Transits Administration – Funding**  
**(Transit Safety and Investment Act)**  
**Appropriation Committee**  
**February 3rd, 2021**  
**Support**

AFSCME Council 3 which representing 30,000 state and Higher Education employees supports **the Transit Safety and Investment Act HB 114**, a bill that will improve service for Marylanders including thousands of state employees who rely on the state's transit systems. Maryland's working families cannot participate in an economic recovery in the wake of a deadly pandemic, if we fail to address significant investment shortfalls in our public transit and commuter rail services.

With a more than \$1 billion State of Good Repair backlog, and cuts to the Maryland Transit Administration's (MTA) capital program in each of the last three capital budgets, conditions on the MTA's services have become increasingly unsafe and unreliable. These services, including BaltimoreLink service, commuter bus, MARC, and paratransit, will see conditions that rapidly worsen without immediate action.

Implementation of the Central Maryland Regional Transit Plan and the MARC Cornerstone Plan remains only a distant possibility so long as the state of good repair crisis goes unaddressed.

In fact, the current state of underinvestment results in MTA having the most frequent breakdowns in bus and rail service among peer agencies in the U.S., according to the Federal Transit Administration. These conditions are unsafe for workers and unfair to the residents and employers who rely on the system every day. Moreover, if we fail to act, we will be choosing to idle significant job creation opportunities during a time when so many in Maryland are suffering.

For our members, a reliable transits system is a crucial part of providing for their families. We need not look to far at how we have allowed the Washington Metropolitan Area Transit Authority's (WMATA) system to decline to an unsafe and unreliable system. Let us be better than that. We must prevent a similar fate for MTA's statewide services and allot additional funding to bring the much-needed investments to our transit network.

For these reasons, we ask for your favorable support on HB 114.

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An employee has the right to a union representative if requested by the employee.  
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