

## **2021 TSI Testimony - LNS.pdf**

Uploaded by: Achar, Carunya

Position: FAV



January 20, 2021

**Testimony on SB 199 –  
*Maryland Transit Safety & Investment Act*  
Budget & Taxation**

**Position: Favorable**

The Labor Network for Sustainability supports SB 199, the Transit Safety & Investment Act.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. At current funding levels, the maintenance backlog will grow. The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more often than the MTA's peer agencies, and in some cases, more often than any transit agency in the nation. In fact, MTA buses break down twice as often as buses in other major Northeast cities despite the fact that Baltimore has one of the most transit-reliant populations in the country.

The General Assembly must seize the opportunity to ensure that the administration fulfills its responsibility to the people of Maryland. As labor advocates, we especially emphasize the interconnected relationship between essential workers and the transit system. TransitCenter found that 40% of transit commuters in Baltimore City work in essential job sectors, with hospital and health care being the largest share of riders. However, despite the incalculable contribution frontline workers have made to the public's health and well-being in these trying times, Maryland has thanked them with delayed service, broken-down buses, and cancelled improvements. The road to recovery is long but it must start with a safe transit system for our essential workers. Additionally, if the road to recovery is to lead to a prosperous destination, investment in transit is critical to ensuring economic dividends. Transit spending creates good local jobs with family-sustaining wages and benefits, which will have a multiplier effect in the broader economy.

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. This bill is not a radical reorganization of the MTA; it is simply the opportunity to ensure that the MTA has the funding, capacity, and resources to grow into the functional transit system it's meant to be.

We encourage a FAVORABLE report for this important legislation.

## **SB0199 - Balt Sustain Comm.pdf**

Uploaded by: Avins, Miriam

Position: FAV

**BALTIMORE COMMISSION ON SUSTAINABILITY**  
*People ♦ Planet ♦ Prosperity*

January 25, 2021

Senator and Committee Chair Guzzone  
Members of the Senate Budget and Taxation Committee

RE: Support for SB 0199, Maryland Transit Administration - Funding (Transit Safety and Investment Act)

Dear Chair Guzzone and Members of the Senate Budget and Taxation Committee,

I am writing in support of SB 0199, the Maryland Transit Administration - Funding (Transit Safety and Investment Act). Last year this bill, known as SB424 / HB368, passed the house but did not make it to the Senate due to Coronavirus.

The Baltimore Commission on Sustainability is a body appointed by the Mayor to oversee the creation and implementation of the Baltimore Sustainability Plan. The 2019 Baltimore Sustainability Plan addresses a wide range of social, economic and environmental goals for the City, and it does so through an equity lens.

The Baltimore Commission on Sustainability has a strong interest in the success of SB 0199 given our mandate to advance sustainability and equity to benefit all of the residents of Baltimore. The MTA serves the entire State of Maryland, but its services are most concentrated in Baltimore City, where it is most used by low-income residents, many of whom do not have access to a vehicle. For these residents the MTA provides critical means of transportation to job opportunities and services around the city and beyond. Degradation of MTA services caused by budget shortfalls are felt most acutely by these residents. As such, adequate funding for MTA is an equity priority for Baltimore City and for many low-income residents across the State.

We urge the Committee to support SB 0199.

Sincerely,

Miriam Avins  
Mia Blom  
Co-chairs, Commission on Sustainability

Cc: Senators McCray and Zucker



# **TESTIMONY FOR SenateMTA\_MCA.pdf**

Uploaded by: Bailey, Joyce

Position: FAV

**TESTIMONY FOR SB 199**  
**Maryland Transit Safety and Investment Act**

**Committee:** Budget and Taxation

**Organization Submitting:** Montgomery Countryside Alliance

**Person Submitting:** Joyce Bailey, Education Chair

**Position:** FAVORABLE

The Montgomery Countryside Alliance supports SB 199, the Transit Safety and Investment Act.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

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

The Montgomery Countryside Alliance was founded to promote sound economic, land-use and transportation policies that preserve the natural environment, open spaces and rural lands in Montgomery County's Agricultural Reserve for the benefit of all Washington Metropolitan area residents. Some residents of the Agricultural Reserve commute to work daily, traveling to larger urban areas including Rockville, Bethesda and Washington D.C. Many of these commuters rely on the MARC train station and trains to make this commute. Their ability to take the train removes numerous automobiles from our regions overcrowded interstates and highways, automobiles which spew carbon dioxide and particulates into the air and exasperate the climate crisis. Funding for the upkeep and improvements needed to maintain the MARC train system is essential. Some of these train stations are in need of upgrades. For example, the Barnesville MARC station is in need of several safety upgrades including sidewalks between the center of town and the station so residents can walk safely to and from the train station and also traffic calming measures on the entrance and exit to the station.

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 for this important legislation.

# **TESTIMONY FOR SenateMTA\_MCA.pdf**

Uploaded by: Bailey, Joyce

Position: FAV

**TESTIMONY FOR SB 199**  
**Maryland Transit Safety and Investment Act**

**Committee:** Budget and Taxation

**Organization Submitting:** Montgomery Countryside Alliance

**Person Submitting:** Joyce Bailey, Education Chair

**Position:** FAVORABLE

The Montgomery Countryside Alliance supports SB 199, the Transit Safety and Investment Act.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

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

The Montgomery Countryside Alliance was founded to promote sound economic, land-use and transportation policies that preserve the natural environment, open spaces and rural lands in Montgomery County's Agricultural Reserve for the benefit of all Washington Metropolitan area residents. Some residents of the Agricultural Reserve commute to work daily, traveling to larger urban areas including Rockville, Bethesda and Washington D.C. Many of these commuters rely on the MARC train station and trains to make this commute. Their ability to take the train removes numerous automobiles from our regions overcrowded interstates and highways, automobiles which spew carbon dioxide and particulates into the air and exasperate the climate crisis. Funding for the upkeep and improvements needed to maintain the MARC train system is essential. Some of these train stations are in need of upgrades. For example, the Barnesville MARC station is in need of several safety upgrades including sidewalks between the center of town and the station so residents can walk safely to and from the train station and also traffic calming measures on the entrance and exit to the station.

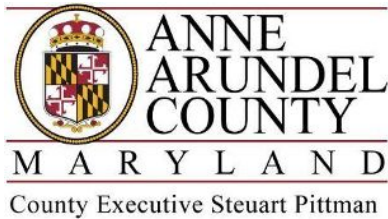
The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

We encourage a FAVORABLE report for this important legislation.

# **Anne Arundel County\_FAV\_SB199.pdf**

Uploaded by: Baron, Peter

Position: FAV



January 27, 2021

**Senate Bill 199**  
**Maryland Transit Administration - Funding (Transit Safety and Investment Act)**  
**Committee: Budget and Taxation**

**Position: FAVORABLE**

The Anne Arundel County Administration **SUPPORTS** Senate Bill 199 - 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.

Transit is the key to economic development, smart environmentally sustainable growth, and economic justice. SB 199 will guarantee that critical investments are made to strengthen and protect our transit system. 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 199.

# **SB0199-FAV-DTMG-1-27-21.pdf**

Uploaded by: Bartlett, Olivia

Position: FAV



**Olivia Bartlett, Co-Lead, DoTheMostGood Maryland Team**

**Committee:** Budget and Taxation

**Testimony on:** SB0199 Maryland Transit Administration - Funding (Transit Safety and Investment Act)

**Position:** Favorable

**Hearing Date:** January 27, 2021

**Bill Contact:** Senators McCray and Zucker

DoTheMostGood (DTMG) is a progressive grass-roots organization with more than 2000 members who live in a wide range of communities in Montgomery and Frederick Counties, from Bethesda near the DC line north to Frederick and from Potomac east to Silver Spring and Olney. DTMG supports legislation and activities that keep all the members of our communities healthy and safe in a clean environment. DTMG strongly supports SB199 because mass transit is the way of the future in a world warming due to greenhouse gas-induced climate change, and it is imperative that the buses and trains that provide mass transit for workers all over the state are well-maintained, reliable, and safe.

A Capital Needs Inventory by the Maryland Department of Transportation (MDOT) last year showed that the Maryland Transit Administration (MTA) needs a capital budget of at least \$462 million per year for the next 10 years just to maintain basic safety and repair of our buses and trains, plus another \$100 million for essential upgrades. However, MDOT's capital program did not meet that minimum last year and its proposed capital program for this year does not meet that minimum either. In fact, lower funding levels are proposed, which would only make the maintenance backlog worse and result in a transit system that breaks down at an alarmingly high frequency.

The saying goes "an ounce of prevention is worth a pound of cure". SB0199 will ensure that MDOT does the right thing now, rather than making future taxpayers pay higher costs for worse service later. Even MDOT Secretary Greg Slater said that maintaining a state of good repair is a case of pay now or pay more later. Funding adequate maintenance and upkeep of our public buses and rail systems is not an extravagance or a favor to riders -- it's the state's fundamental responsibility. This investment now will save money in the long run and create jobs now. Studies have shown that money spent on maintaining the transportation system creates more jobs per dollar than money spent on new capacity.

MARC commuter rail provides critical transit service connecting Montgomery, Prince Georges, and Howard Counties to Washington DC and the Baltimore Region. We need safe and reliable MARC



service to connect workers to their jobs. This is especially important if we want to have a strong economic recovery. However, our commuter rail system has the fourth worst record of breakdowns in the country. A large percentage of the capital funding proposed in SB0199 will be used for safety systems for the trains to operate properly to protect transit riders and workers and to improve accessibility to MARC stations.

SB0119 will also make funds available for locally operated transit systems across the state, including RideOn buses in Montgomery County, The Bus in Prince Georges County, RTA in Howard County, and ADOT in Anne Arundel County. Support for these local bus and transit systems is not just about money – it's also about equity. A large percentage of transit system riders is from low-income neighborhoods, front-line workers, disabled riders, and communities of color who have no other way to get to work, shopping, doctor and family visits. TransitCenter found that 40% of transit commuters in Baltimore City work in essential job sectors, with hospital and health care being the largest share of riders. Baltimore residents are one of the most transit-reliant populations in the country. We must support all members of our communities and ensure that they have safe and reliable transportation when they need it.

Funding for SB0199 will only come from the Transportation Trust Fund. Especially in a time of budgetary constraints, money in the Trust Fund should be focused on maintaining assets we have, rather than on expansion efforts. In particular, instead of spending \$43 million on a boondoggle for privatized toll lanes on I-270 and I-495 that were supposed to be built at no cost to Maryland taxpayers, these funds should be used to keep our current transit systems safe to use.

Baltimore legislators fought hard to pass Capital funding for WMATA. It is important that everyone comes together again now to support the state's transit system in the exact same way.

For all of the reasons mentioned above, DTMG strongly supports SB0199 and urges a **FAVORABLE** report on this bill.

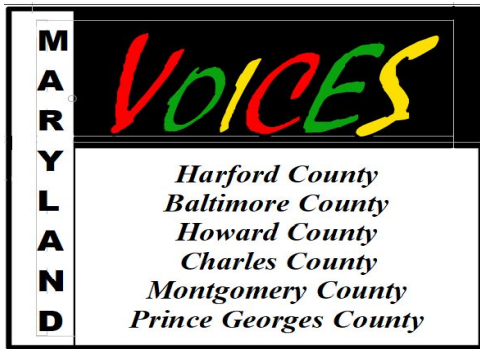
Respectfully submitted,

Olivia Bartlett  
Co-lead, DoTheMostGood Maryland Team  
[oliviabartlett@verizon.net](mailto:oliviabartlett@verizon.net)  
240-751-5599

# **SB0199-Favorable Testimony from Voices Maryland-MT**

Uploaded by: Benn, Sarahia

Position: FAV



**Voices Maryland**

**Committee: Budget & Taxation**

**Testimony on: SB0199-- "Maryland Transit Administration-Funding (Transit Safety and Investment Act)"**

**Organization: Voices Maryland**

**Person**

**Submitting: Sarahia Benn, Legislative Executive**

**Position: Favorable**

**Hearing Date: January 24, 2021**

Mr. Chairman and Members of the Committee,

Thank you for allowing testimony today in support of SB0199. Voices Maryland is a grassroots organization focused on State and County level legislation and policies that impacts marginalized communities and veterans affairs. Environmental and transit legislation is of massive importance to these communities in terms of quality of life.

**Public Transit Is A Difference Maker:** A one way 12 mile trip to a community college or minimum wage job that takes 21 minutes to drive in a car can turn into a three bus commute taking three hours or more. A late night grocery trip can turn into a choice between walking four miles with heavy groceries or spending an hour waiting for the bus to arrive while your hungry kids are alone home waiting. Equitable public transportation can make medical appointments accessible to a veteran who has no assistance and is unable to work within a stringent veteran system.

With equitable transit it has the potential to move large numbers of people from community to community throughout the state, connecting them with jobs, medical, economic, recreational, and other opportunities. In transit study after transit study, if you want to see economic upward mobility there is safe and reliable transportation that has a direct positive impact on the

community.

**Transit System At Risk:** Our current transit system is at risk in Maryland that serves the interests of all residents due to the following reasons:

In 2019, 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.

The result of such neglect is lower-income Marylanders who can't afford cars are disproportionately impacted by these service interruptions. For low income and essential workers, public transportation is not an option, it is 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.

**MTA Benefits Harford County:** The MTA is valuable to all Marylanders. For instance, MARC Commuter rail provides critical service connecting Harford County to the Baltimore and the Washington DC Region. A large percentage of this capital funding will be used for safety systems for the trains to operate properly to protect transit riders and workers and improve accessibility to MARC stations. Our commuter rail system is the 4th worst in the country for breakdowns. We need safe and reliable MARC service to connect workers to their jobs. This is especially important if we want to have a strong economic recovery. The Transit Safety & Investment Act will also make funds available for locally operated transit systems across the state including Harford Transit Link.

**Reliable Transit Needed for Jobs and the Economy:** 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 has no future if we can't get people to their jobs

Simply put, "an ounce of prevention is a pound of cure."

For these reasons we urge you to vote favorably for SB0199.

# **SB0199 MD NARAL SUPPORT.pdf**

Uploaded by: Blalock, Isabel

Position: FAV



**SB0199 Maryland Transit Administration - Funding (Transit Safety and Investment Act)**

Presented to the Honorable Senator Guy Guzzone and Members of the Senate Budget and Taxation Committee  
January 20, 2021 1:00 p.m.

---

**POSITION: SUPPORT**

NARAL Pro-Choice Maryland urges the Senate Budget and Taxation Committee to issue **a favorable report on SB0199 - Maryland Transit Administration - Funding (Transit Safety and Investment Act)**, sponsored by Senators Cory McCray and Craig Zucker.

Our organization is an advocate for reproductive health, rights, and justice. Safe, reliable, and accessible public transportation is an essential component of healthcare access and reproductive rights. MTA is not provided sufficient funding which has resulted in neglected maintenance and repairs, and has contributed to the frequent breakdown of buses, light rail vehicles, subway trains, and MARC commuter trains.

Access to reproductive healthcare services such as contraceptive care, sexually transmitted infection (STI) prevention and treatment, pregnancy-related healthcare, and obstetrical care is a human fundamental right. Equitable and dependable access to this care by patients through public transportation is a matter of reproductive justice. Low-income individuals and people of color rely most on public transportation to access these essential services<sup>1</sup>; transportation policies which provide inadequate funding for public transit services facilitate inequitable access to care and exacerbate reproductive health disparities. It is also important to note that healthcare workers rely on public transportation to jobs that provide this timely and essential healthcare.

Additionally, well-maintained and reliable vehicles are essential to encourage the overall use of public transit, which is a critical component to reducing the effects of climate change. There is mounting evidence of the adverse reproductive health outcomes associated with pollution and extreme weather conditions<sup>2</sup>, including pregnancy loss, infertility, and low birth weight among many other health consequences.

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to repair its systems in order to operate safely and reliably. It will also make funding available to the locally operated transit systems throughout Maryland. We support this effort because it will reduce reproductive health disparities directly and indirectly by improving access to care and reducing the effects of climate change. For these reasons, NARAL Pro-Choice Maryland **urges a favorable committee report on SB0199**. Thank you for your time and consideration.

---

<sup>1</sup> Sanchez, T., Stolz, R., & Ma, J. (2003). *Moving to Equity: Addressing Inequitable Effects of Transportation Policies on Minorities*. Cambridge, MA: The Civil Rights Project at Harvard University.

<sup>2</sup> Flavelle, C. (2020). Climate Change Tied to Pregnancy Risks, Affecting Black Mothers Most. *The New York Times*.

# **SB 199 - Transit Safety B&T 1-18 Fav.pdf**

Uploaded by: Bogdan, Henry

Position: FAV

January 18 2021

**Testimony on Senate Bill 199**  
**Maryland Transit Safety & Investment Act**  
**Senate Budget and Tax Committee**

**Position: Favorable**

Maryland Nonprofits is a statewide association of more than 1100 nonprofit organizations and institutions. We strongly urge you to support Senate Bill 199.

The Capital Needs Inventory released by the Maryland Transit Administration (MTA) in July 2019 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more often than the MTA's peer agencies, and in some cases, more often than any transit agency in the nation. 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 the service area. Poor and inadequate service is more than a budget problem – it has an enormous human, social and economic consequences to communities and the state as a whole. As nonprofit service providers tell us, 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.

For too many people, the problem is not finding a doctor, dialysis center, counseling, a job, child care, a place in training or school, or other services. **The problem is getting there.** We need to address that problem in the broad and comprehensive way necessary.

While it will not cure all of the State's transportation needs, we urge you to give Senate Bill 199 a favorable report and 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 at least operate safely and reliably.

Henry Bogdan  
Director of Public Policy  
hbogdan@mdnonprofit.org





1500 Union Avenue | Suite 2500 | Baltimore, MD 21211  
410.727.6367 | 800.273.6367 | Fax 410.235.2190



*Maryland Nonprofits' mission is to strengthen organizations and networks for greater quality of life and equity.*

# **Support Letter (TC) 1.20.21.pdf**

Uploaded by: Budish, Robin

Position: FAV



516 N. Charles Street, Suite 312 - Baltimore, Maryland 21201

January 20, 2021

**Testimony on SB 199 –  
*Maryland Transit Safety & Investment Act*  
Budget & Taxation**

**Position: Favorable**

Transit Choices supports SB 199, the Transit Safety & Investment Act.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more often than the MTA's peer agencies, and in some cases, more often than any transit agency in the nation. 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.

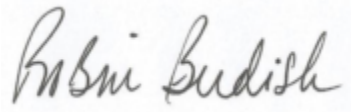
The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

Now is the time to redirect our public investment towards a 21<sup>st</sup> century public transit system that will carry people throughout the region to their destinations quickly and efficiently. Now is the time for change.

We encourage a FAVORABLE report for this important legislation.

Thank you.

Sincerely,

A handwritten signature in dark ink, reading "Robin Budish". The signature is written in a cursive, flowing style. The first name "Robin" is written with a large, looped 'R' and the last name "Budish" follows in a similar cursive script.

Robin Budish  
Director

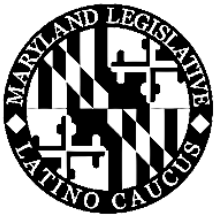
Phone: 410.340.4878

Email: [robin@transitchoices.org](mailto:robin@transitchoices.org)

# **SB199 Transit Safety and Investment Act.pdf**

Uploaded by: Caucus, MD Latino

Position: FAV



## MARYLAND LEGISLATIVE LATINO CAUCUS

Lowe House Office Building, 6 Bladen Street, Room 200 · Annapolis, Maryland 21401  
Phone 410-841-3374 | 301-858-3374 · 800-492-7122 Ext. 3374 · Fax 410-841-3342 | 301-858-3342  
latino.caucus@house.state.md.us · www.mdlatinocaucus.org

DAVID FRASER-HIDALGO, CHAIR  
JOSELINE A. PEÑA-MELNYK, VICE-CHAIR  
GABRIEL ACEVERO, TREASURER  
JESSE T. PIPPY, SECRETARY  
CESIAH FUENTES, EXECUTIVE DIRECTOR

### MEMBERS

ALFRED CARR  
ALONZO WASHINGTON  
ANNE HEALEY  
ARIANA B. KELLY  
BEN BARNES  
BENJAMIN KRAMER  
BONNIE CULLISON  
BROOKE LIERMAN  
CAROL L. KRIMM  
CHARLOTTE CRUTCHFIELD  
CHERYL KAGAN  
CRAIG ZUCKER  
DAVID MOON  
DIANA FENNELL  
EMILY SHETTY  
EREK BARRON  
ERIC LUEDTKE  
GERALDINE VALENTINO-SMITH  
GUY GUZZONE  
HEATHER BAGNALL  
J. SANDY BARTLETT  
JAMES ROSAPEPE  
JARED SOLOMON  
JAZZ LEWIS  
JEFF WALDSTREICHER  
JEN TERRASA  
JESSICA FELDMARK  
JHEANELLE WILKINS  
JILL P. CARTER  
JIM GILCHRIST  
JULIAN IVEY  
JULIE PALAKOVICH CARR  
KAREN LEWIS YOUNG  
KEN KERR  
LESLEY LOPEZ  
LILY QI  
LISA BELCASTRO  
LORIG CHARKOUDIAN  
MAGGIE MCINTOSH  
MALCOLM AUGUSTINE  
MARC KORMAN  
MARY A. LEHMAN  
MARY WASHINGTON  
MELISSA WELLS  
MIKE ROGERS  
NICOLE WILLIAMS  
PAMELA BEIDLE  
PAMELA QUEEN  
REGINA T. BOYCE  
ROBBYN LEWIS  
SHANE PENDERGRASS  
SHANEKA HENSON  
SHEILA RUTH  
SHELLY HETTLEMAN  
STEPHANIE SMITH  
SUSAN C. LEE  
TERRI HILL  
VAUGHN STEWART  
WANIKA FISHER  
WILL SMITH

TO: Senator Guy Guzzone, Chair  
Senator Jim Rosapepe, Vice Chair  
Budget and Taxation Committee Members

FROM: Maryland Legislative Latino Caucus (MLLC)

DATE: January 20, 2021

RE: SB199 Maryland Transit Administration – Funding (Transit Safety and Investment Act)

### **The MLLC supports SB199 Maryland Transit Administration – Funding (Transit Safety and Investment Act).**

The MLLC is a bipartisan group of Senators and Delegates committed to supporting legislation that improves the lives of Latinos throughout our state. The MLLC is a crucial voice in the development of public policy that uplifts the Latino community and benefits the state of Maryland. Thank you for allowing us the opportunity to express our support of SB199.

Residents use Maryland Transit Administration (MTA) services every day. The MTA serves almost 70% of the state's population and they average 320,000 weekday trips and 95 million trips per year. Due to underfunding, the MTA is underserving its riders and that has serious consequences for our communities.

MTA services experience more shutdowns, delays, and breakdowns compared to transit systems in other major cities. Black and Brown communities and low-income families are more likely to be directly impacted by underfunded public transportation systems. Lack of public transportation for these families restricts their access to essential destinations, such as work, school, and health-related appointments. It becomes difficult for these affected individuals to reach employment and academic opportunities without adequate transit. With a rapidly growing Latino community and a population that relies heavily on our public transit system, it is critical that MTA obtains the necessary funds for the years to come.

SB199 extends provisions of the Maryland Metro/Transit Funding Act (Chapters 351 and 352 of 2018), through 2028, that require increased operating and capital spending for the Maryland Transit Administration (MTA). This bill provides critical funding annually for capital improvements so that MTA can meet state of good repair and enhancement needs. All Marylanders should have access to reliable public transportation.

The MLLC supports this bill and urges a favorable report on SB199.

# **SB 199 - Clarissa Chen Testimony.pdf**

Uploaded by: Chen, Clarissa

Position: FAV

January 27, 2021

**Testimony on SB 199 –  
*Maryland Transit Safety & Investment Act*  
Budget & Taxation**

**Position: Favorable**

I, Clarissa Chen, support SB 199, the Transit Safety & Investment Act.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more often than the MTA's peer agencies, and in some cases, more often than any transit agency in the nation. Paratransit service also continues to malfunction. This leads to poor service which leads to drops in ridership, and a negative spiral.

As a resident of Baltimore City that is unable to own a car due to financial constraints, I rely on the public transit system to get to most places, including work, the doctor's office, to public green spaces, and to homes of friends and family. Anytime I think about riding the bus, I have to account for at least 1 hour to get somewhere that would take 20 minutes to drive to. I know that this is deeply unjust - the freedom of mobility is an essential right that our failing MTA has taken away from many Baltimoreans. We cannot allow Maryland to become a state built for cars and those who have access to them. If we want Maryland to be for everyone, we need to build a transit system that everyone can access with ease, safety, and dignity.

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 encourage a FAVORABLE report for this important legislation.

Sincerely,

Clarissa Chen  
Baltimore City Resident, District 40



# **SB 199\_CBF\_SUPPORT\_RobinClark.pdf**

Uploaded by: Clark, Robin Jessica

Position: FAV



# CHESAPEAKE BAY FOUNDATION

*Environmental Protection and Restoration  
Environmental Education*

## Senate Bill 199

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

Date: January 27, 2021

To: Senate Budget & Taxation Committee

Position: Support

Contact: Robin Clark, [rclark@cbf.org](mailto:rclark@cbf.org)

Chesapeake Bay Foundation (CBF) **SUPPORTS** SB 199, which would provide funds needed to support Maryland's transit systems in pursuit of climate and clean water goals.

### **Transit reduces pollution that would otherwise damage our climate and our waterways.**

Maryland has committed to cut nitrogen pollution by 15% within the next five years and greenhouse gas emissions by 40% by 2030. At the same time, the state must ensure that residents, businesses and institutions have access to a variety of safe and dependable transportation choices. Robust public transportation, from light rail and metro to buses and rural shuttle service, provides access while supporting goals to reduce carbon and nitrogen emissions that would otherwise impair our waterways and harm our climate.

### **SB 199 would address deteriorating system conditions brought to light by prior General Assembly action.**

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 reveals an unfunded \$2 billion backlog of deferred maintenance and important system upgrades. SB 199 builds on the General Assembly's prior actions to ensure that MTA has access to capital funding that is in step with system needs. The bill would result in an average increase of about 35% for capital projects required to keep the systems safe, dependable and in service to the needs of Maryland's residents and businesses.

### **Maryland must invest in safe and dependable transit to fulfill climate and clean water commitments.**

When system reliability and access suffer, public transit becomes a less effective alternative to higher-polluting transportation modes, such as highways. Maryland's Clean Water Blueprint 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 199 ensures that Maryland's public transit system continues to support efforts to meet clean water and climate goals.

### **CBF urges the Committee's FAVORABLE report on SB 199.**

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 109,000 in Maryland alone, CBF works to educate the public and to protect the interest of the Chesapeake and its resources.

# **BaltimoreCounty\_FAV\_SB0199.pdf**

Uploaded by: Conner, Charles

Position: FAV



JOHN A. OLSZEWSKI, JR.  
*County Executive*

CHARLES R. CONNER III, ESQ.  
*Director of Government Affairs*

JOEL N. BELLER  
*Deputy Director of Government Affairs*

**BILL NO.: SB 199**

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

**SPONSOR:** Senator McCray

**COMMITTEE:** Budget and Taxation

**POSITION:** **SUPPORT**

**DATE:** January 20, 2021

Baltimore County **SUPPORTS** Senate Bill 199 - Maryland Transit Administration – Funding (Transit Safety and Investment Act). This bill would require the Governor to appropriate necessary additional funds in the State budget to the Maryland Transit Administration for operation and capital needs for each fiscal year 2023 through 2028.

This funding request is in response to recent findings by the MTA that identified substantial budget gaps required for the agency to maintain operations and keep transit in a state of good repair. Underfunding and compounding deferred maintenance has resulted in Maryland's buses, light rail vehicles and subway trains to constantly break down. Many Baltimore County residents rely on public transportation to get to work, access medical care and obtain other essential services throughout the Baltimore Metro area. County Executive Olszewski has prioritized improving public transit in the region and understands the value of low-cost transportation services in improving the lives of residents and supporting a strong local economy.

This legislation requires that budget appropriations directed to the MTA address the needs identified in order to get Maryland's transportation infrastructure back to a level that residents deserve. This will be accomplished through additional funding provisions for fiscal years 2023 through 2028 that will go toward the state of good repair needs of the administration.

Accordingly, Baltimore County requests a **FAVORABLE** report on SB 199. For more information, please contact Chuck Conner, Director of Government Affairs, at [cconner@baltimorecountymd.gov](mailto:cconner@baltimorecountymd.gov).

# **SB199\_Preservation Maryland\_FAV.pdf**

Uploaded by: Cowan, Eleanor

Position: FAV

Testimony of Elly Colmers Cowan  
Director of Advocacy, Preservation Maryland

Before the  
Senate Budget and Taxation Committee  
January 20, 2021

Pertaining To: SB119, Maryland Transit Safety and Investment Act

***SUPPORT***

---

On behalf of the staff and Board of Directors of Preservation Maryland and our thousands of statewide supporters, I thank you for the opportunity to provide testimony on the value of smart growth in Maryland.

Preservation Maryland is the statewide voice for historic preservation that works to protect the best of Maryland. Since 1931, we have worked tirelessly to protect the places, stories and communities in Maryland that matter. Through our Smart Growth Maryland program, we advocate for a more environmentally and economically sustainable future that creates opportunities for all Marylanders through better development patterns.

**SUPPORT FOR SENATE BILL 119**

Preservation Maryland supports SB119, which would require the state to invest in improving public transportation across Maryland. Access to reliable and safe public transit is a cornerstone of smart growth, and we believe that SB119 will go far in furthering the goal of an environmentally and economic sustainable future that creates opportunities for *all* Marylanders.

There is much work to be done. In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

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

By mandating that MTA's capital budget be at a level that allows it to address all of the needs identified, the Transit Safety & Investment Act will go far in getting the system back into a state of good repair so that it can operate safely and reliably.

We therefore encourage a FAVORABLE report for this important legislation.

**1897\_02042020\_113026-942.pdf**

Uploaded by: DeMarco, Jamie

Position: FAV

**Testimony in Support of Senate Bill 199: Transit Safety and Investment  
Act Senate Budget and Tax Committee | 1/27/2021**

**Jamie DeMarco, CCAN Action Fund Policy Director**

The Chesapeake Climate Action Network (CCAN) Action Fund supports House Bill 368, 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 Del. Brooke Lierman 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 199 a favorable report.

**CONTACT**

Jamie DeMarco, Federal and Maryland Policy Director  
[jamie@chesapeakeclimate.org](mailto:jamie@chesapeakeclimate.org) (443)-845-5601





# **1-27-21 SB199MTA-Funding PDF.pdf**

Uploaded by: Ditzler, Barbara

Position: FAV



## **TESTIMONY TO THE SENATE BUDGET AND TAXATION COMMITTEE**

### **SB 199 Maryland Transit Administration - Funding (Transit Safety and Investment Act)**

**POSITION: Support**

**BY: Lois Hybl and Richard Willson – Co-Presidents**

**Date: January 27, 2021**

The League of Women Voters of Maryland (LWVMD) supports SB 199 believing in the importance of maintaining current infrastructure for the benefit of all Maryland residents. Our positions clearly state that an integrated transportation system should be efficient, safe, clean, and accessible; all with a lens on equity for all residents.

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; it maintains what the Maryland public has already paid for. To allow any state service, let alone our transit services that directly benefit residents, to decay is not in the public interest.

The state of Maryland, counties, municipalities and very few private entities provide essential transportation links for residents to employment, healthcare, schools, and necessary places. Transit links were assessed in the "Capital Needs Inventory" and there are specifics as to what exactly needs to be fixed or maintained within the Maryland Transit Administration (MTA) system. MTA 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 as well as the everyday lives of residents.

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.

LWVMD strongly urges you to vote favorably on SB 199.

## **Favorable Testimony on Maryland Transit Safety In**

Uploaded by: DUMAIS, BRIG

Position: FAV



**Testimony on SB 199**  
***Maryland Transit Safety & Investment Act***  
**Position: FAVORABLE**

To the Members of the Budget & Taxation Committee,

My name is Brig Dumais, and I am a Political Organizer with 1199SEIU United Healthcare Workers East. 1199 is the largest healthcare workers union in the country. We represent 10,000 hospital and long term care workers in Maryland alone. Our union supports SB199, the Maryland Transit Safety & Investment Act because many of our members rely on public transportation.

For far too long, MTA has not been properly funded, resulting in neglected maintenance of buses, light rail, subways, and trains breaking down. This puts riders' safety at risk contributes to poor service, that ultimately leads to a drop in ridership with makes MTA's funding crisis even worse. Without additional funding for MTA to maintain its vehicles and provide better service, this negative spiral will continue.

1199SEIU members save lives on the frontlines of the COVID19 pandemic. Their ability to provide high quality care for millions of Marylanders is often negatively impacted by unreliable public transportation. Many of our members have no "grace period" for tardiness, which leads to them being disciplined if they are only one minute late to work. Healthcare workers must arrive on time every day, not only for their job security but additionally for patient care.

The Transit Safety & Investment Act will mandate that MTA's capital budget be set at a level that allows MTA to address all of the maintenance needs identified and get the public transportation system back into a state of good repair so it can operate more reliably. We strongly encourage the Committee to issue a FAVORABLE report on this bill.

Thank you for reading our testimony. Respectfully,

Brig Dumais  
Political Organizer  
1199SEIU United Healthcare Workers East  
443-243-2078, [brigitte.dumais@1199.org](mailto:brigitte.dumais@1199.org)

# **SB0199 Written Testimony FOR A Dupuy 012521.pdf**

Uploaded by: Dupuy, Andrew

Position: FAV

January 25, 2021

147 W. Lafayette Ave.  
Baltimore, MD 21217  
(410) 513-9062

The Honorable Guy J. Guzzone  
Chair, Senate Budget & Taxation Committee  
Miller Senate Office Building, 3 West Wing  
11 Bladen Street  
Annapolis, MD 21401-1991

Dear Chair Guzzone:

I write in support of Senate Bill 199, the Transit Safety and Investment Act, by Senator McCray.

Last year, I traveled (pre-pandemic) to Annapolis to testify in front of the House Appropriations Committee in favor of Delegate Lierman's version of this bill. In my testimony, I described how a lack of maintenance caused my MARC train to break down, stranding hundreds of people on a platform in weather in the 20s. My Baltimore City to Washington, DC commute took 4 hours and 10 minutes (one way) that day.

At the time, I had moved to Baltimore (and to Maryland) only a few months prior, and I explained that I would not have made that move had I not believed MARC to be reliable.

The inadequacy of Baltimore's transit system has been the single biggest shock for myself and my husband since moving to Baltimore. We chose a central-city neighborhood not only to be close to Penn Station and MARC, but also to be able to bike, walk, and use public transit. Unfortunately, long headways, frequent breakdowns, and inaccurate "next train" signage make Baltimore's bus, light rail, and subway systems less than useful. Thankfully, I have other options when Baltimore's intracity transit is unreliable, but about one-third of Baltimore City residents rely on transit.

For this city – and Maryland at large – to attract new residents, support economic development, and thrive, it needs a functional, vibrant public transit system. MTA has the worst breakdown and reliability rates across various modes in the country.

The Transit Safety and Investment Act is a vital piece of legislation Maryland needs to build Maryland transit back to a satisfactory level.

Sincerely,

Andrew N. Dupuy

# **SB 199 - Transit Safety and Investment Act.pdf**

Uploaded by: Edwards, Donna

Position: FAV



# MARYLAND STATE & D.C. AFL-CIO

AFFILIATED WITH NATIONAL AFL-CIO

7 School Street • Annapolis, Maryland 21401-2096

Office. (410) 269-1940 • Fax (410) 280-2956

*President*

**Donna S. Edwards**

*Secretary-Treasurer*

**Gerald W. Jackson**

**SB 199 – Maryland Transit Administration – Funding (Transit Safety and Investment Act)  
Senate Budget and Taxation Committee  
January 20, 2021**

## **SUPPORT**

**Donna S. Edwards**

**President**

**Maryland State and DC AFL-CIO**

Chairman and members of the Committee, thank you for the opportunity to provide testimony in support of SB 199 – Maryland Transit Administration - Funding (Transit Safety and Investment Act). My name is Donna S. Edwards, President of the Maryland State and DC AFL-CIO. On behalf of the 340,000 union members in the state of Maryland, I offer the following comments.

The condition of public transportation in Maryland is poor. With three consecutive Capital Budgets cutting the MTA capital program, and a \$1 Billion backlog of repairs needed to existing MTA assets, the trajectory of public transit in our State is unsustainable. We need to prioritize public transportation, and the time is now to invest in Maryland's workers, businesses, students, and consumers. Residents need reliable public transportation to meet their needs. Businesses need reliability in transportation for their customers and their workers. Students depend on public transportation to get to and from school. The environment needs safe, accessible, and affordable public transportation for our future.

Increased funding for public transit also transcends mobility of the individual. One of the best ways to address climate change is to invest in public transportation. According to a joint study by Cornell University and the New York AFL-CIO, Bus and light rail systems are much more energy-efficient than cars and trucks, producing 33 percent and 62 percent less greenhouse gas emissions per passenger mile than an average single-occupancy vehicle, respectively<sup>1</sup>. Simply put, we need to start thinking about ways to *move more people with less energy* to decrease our carbon footprint. Increased investment into our public transportation system is paramount in combating anthropogenic climate change.

---

<sup>1</sup> <https://archive.ilr.cornell.edu/sites/default/files/InequalityClimateChangeReport.pdf>



Our movement has a rich tradition of advocating for a first-class public transportation system. We have a long history of fighting to ensure public transportation is safe, supports middle class jobs, lives up to high labor standards, and ensures equitable access for working people and all Marylanders no matter where they live or where they work. Our current public transit systems are failing to meet these critical objectives.

Increased funding for public transit creates potentially thousands of good jobs. We are not talking about bus and train operators, exclusively. Investment in public transit creates a wide array of jobs in manufacturing, construction, and the operations, maintenance, and repair of public transit systems. In these uncertain economic times, a bold investment into public transit will pay dividends in sustainable careers for Marylanders and stimulate economic development.

Looking ahead to the economic recovery that we hope will follow in the wake of COVID-19, our state must step up and stop the deterioration of our public transit systems. Maryland's working families simply will not be able to participate in an economic recovery if we fail to address these significant investment shortfalls in our public transit and commuter rail services and assets. Further, if we fail to act, we will be walking away from the potential to create good-paying, middle class jobs as so many people in our state continue to suffer through this severe pandemic-inspired economic downturn.

Greater access and reliability for commuters, workers, businesses, and consumers, coupled with a cleaner environment through reduced carbon emissions, all while creating good family-sustaining jobs for thousands more Marylanders: These are the benefits that the Transit Safety Investment Act will bring to our State. The time to act is now. For the residents of Maryland, our environment, and the people who create value in our economy, the workers.

**For these reasons, we urge a favorable report on SB 199.**

# **SB199-TSIA-Feighner.pdf**

Uploaded by: Feighner, Liz

Position: FAV

**Testimony on SB 199 – Maryland Transit Safety & Investment Act**

**Bill Sponsor: Senators McCray, Zucker**

**Hearing Date: January 27, 2021**

**Committee: Budget & Taxation**

**Submitting: Liz Feighner**

**Position: Favorable**

As a resident of Howard County in District 13, I applaud Howard County Executive, Dr. Calvin Ball, for supporting this legislation that will fund a stronger, more equitable regional transit system. As he said at a [news conference](#) on January 11 in Baltimore, we will need “both a well-run and adequately funded system if we want to improve the quality of life and opportunities for all residents and businesses.” He also said that “nearly 60% of our residents commute in and out of Howard county each and every day,” and that “alleviating traffic is important to our quality of life and is vital to protecting our environment by reducing the number of cars on the road.”

As a person concerned about the climate crisis, I fully support funding a safe, reliable and accessible transit system for all residents. Transportation is the #1 contributor to climate pollution in Maryland. As a critical component for addressing the climate crisis, a reliable transportation system will cut greenhouse gas emissions as well as the air pollution that exacerbates respiratory diseases such as COVID-19. Adequate funding will also help alleviate the inequities for communities of color, persons with disabilities, and low-income communities disproportionately harmed by our lack of reliable transportation options

It is unacceptable that the Maryland Transit Administration (MTA) has failed to provide sufficient funding to address the annual maintenance and repairs identified in the Capital Needs Inventory (CNI) in July 2019. The accumulated \$1.5 billion backlog of deferred maintenance will only worsen at current funding levels. The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more often than the MTA’s peer agencies, and in some cases, more often than any transit agency in the nation.

Paratransit service also continues to malfunction, causing poor service that leads to drops in ridership and a downward spiral. Again, this exacerbates the inequities for communities of color, persons with disabilities, and low-income communities who are disproportionately harmed by lack of reliable transportation options. One third of transit riders in the state are essential workers. The pandemic has highlighted the need to provide these workers with a safe and reliable mode of transportation.

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

I encourage a FAVORABLE report for this important legislation.

Liz Feighner  
District 13  
Laurel, MD 20723

# **SB199-TSIA-HoCoCA.pdf**

Uploaded by: Feighner, Liz

Position: FAV



**HoCoClimateAction.org**  
Howard County, Maryland

**Testimony on SB 199 – Maryland Transit Safety & Investment Act**

**Bill Sponsor: Senators McCray, Zucker**

**Hearing Date: January 27, 2021**

**Committee: Budget & Taxation**

**Submitting: Howard County Climate Action**

**Position: Favorable**

[HoCo Climate Action](#) -- a [350.org](#) local chapter and a grassroots organization representing more than 1,450 subscribers, a member of the Howard County Climate Collaboration -- supports SB 199, the Transit Safety & Investment Act, and encourages a favorable report from the Committee.

We applaud Howard County Executive, Dr. Calvin Ball, for supporting this legislation that will fund a stronger, more equitable regional transit system. As he said at a [news conference](#) on January 11 in Baltimore, we will need “both a well-run and adequately funded system if we want to improve the quality of life and opportunities for all residents and businesses.” He also said that “nearly 60% of our residents commute in and out of Howard county each and every day,” and that “alleviating traffic is important to our quality of life and is vital to protecting our environment by reducing the number of cars on the road.”

As an organization concerned about the climate crisis, we fully support funding a safe, reliable and accessible transit system for all residents. Transportation is the #1 contributor to climate pollution in Maryland. As a critical component for addressing the climate crisis, a reliable transportation system will cut greenhouse gas emissions as well as the air pollution that exacerbates respiratory diseases such as COVID-19. Adequate funding will also help alleviate the inequities for communities of color, persons with disabilities, and low-income communities disproportionately harmed by our lack of reliable transportation options

It is unacceptable that the Maryland Transit Administration (MTA) has failed to provide sufficient funding to address the annual maintenance and repairs identified in the Capital Needs Inventory (CNI) in July 2019. The accumulated \$1.5 billion backlog of deferred maintenance will only worsen at current funding levels. The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more often than the MTA’s peer agencies, and in some cases, more often than any transit agency in the nation.

Paratransit service also continues to malfunction, causing poor service that leads to drops in ridership and a downward spiral. Again, this exacerbates the inequities for communities of color, persons with disabilities, and low-income communities who are disproportionately harmed by lack of reliable transportation options. One third of transit riders in the state are essential workers. The pandemic has highlighted the need to provide these workers with a safe and reliable mode of transportation.

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

HoCo Climate Action encourages a FAVORABLE report for this important legislation.

HoCo Climate Action

[hococlimateaction@gmail.com](mailto:hococlimateaction@gmail.com) - Submitted by Liz Feighner, Steering and Advocacy Committee  
[www.hococlimateaction.org](http://www.hococlimateaction.org)

# **SB0199 - 1.27.21 -- Maryland Transit Administratio**

Uploaded by: Fry, Donald

Position: FAV



**TESTIMONY PRESENTED TO THE SENATE BUDGET & TAXATION COMMITTEE**

**SENATE BILL 199 -- MARYLAND TRANSIT ADMINISTRATION - FUNDING  
(TRANSIT SAFETY AND INVESTMENT ACT)**

**Sponsor – Senator Cory McCray**

**January 27, 2021**

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

**Position: Support**

The Greater Baltimore Committee (GBC) supports Senate Bill 199. This legislation sets minimum capital funding level for the Maryland Transit Administration (MTA) each year for FY2023-2028 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. Analysis of the Maryland Department of Transportation (MDOT) budget performed by the Department of Legislative Services (DLS) in 2020 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.

The current level of disinvestment of state dollars in the Greater Baltimore region's transit network is unacceptable. In July of 2019, 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. Despite the capital needs outlined in the report, MDOT continues to propose deep cuts to the MTA's capital budget. Absent a capital funding requirement for the MTA that complements the structure in place for WMATA, recent policy and budget decisions suggest that under the current Administration, MTA will continue to face deep cuts to capital while the State's contribution to WMATA are fully funded. The GBC supports Senate Bill 199 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](http://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).*

Finally, the Greater Baltimore Committee’s [2021 Legislative Priorities](#) encourage policymakers to implement balanced transportation and mobility policy and funding priorities that create interconnected, multimodal transportation networks and promote equitable investment in systems across regions, modes, and communities. The 2021 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. The priorities also call for opposition to efforts to disproportionately direct state dollars to other regions in the state and increased transparency to ensure that all capital and operating funding decisions are data-driven and examined through an equity lens.

**For these reasons, the Greater Baltimore Committee urges a favorable report on Senate Bill 199.**

*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 66-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.*



# **SB0199\_Gallardo\_Favorable.pdf**

Uploaded by: Gallardo, Justin

Position: FAV

Justin Gallardo  
SB0199  
Favorable  
January 27, 2021

**Testimony on SB0199**  
**Maryland Transit Administration – Funding (Transit Safety and Investment Act)**  
**Budget & Taxation**

Mr. Chairman and Members of the Committee:

Thank you for receiving this testimony in support of SB0199. As a resident of Parkville, Maryland in Baltimore County, I am fortunate to have a car. This is my primary mode of transportation for my source of income – delivery driving. 3 years ago, I was an employee of Shuttle UM and understood the importance of public transportation in our 21<sup>st</sup> Century economy as well as its cornerstone in providing a functional economy. While we are in a housing crisis and multifamily housing construction is more evident in suburbs like Parkville, Towson, and Perry Hall – it comes with the coexisting urgency for efficient public transit. Public transit mitigates the expenses that would adversely affect low-income, people of color, and disabled residents.

While I was a student at University of Maryland, College Park, I depended greatly on public transit as I was able to finish school, get to my job, and attend other functions. Even in my relatively modest income neighborhood, I notice that public transportation is greatly important for the local economy to thrive. I live directly north of Oak Crest retirement community and many employees walk two miles by foot from the bus stop on Harford Road. Many of our grocery stores and convenient stores are staffed by residents of Baltimore City who depend on MTA buses to get to work. In fact, I hope more MTA funding comes to improve transportation connecting the Joppa Road corridor as more and more Americans depend on suburban-to-suburban transportation.

From the COVID-19 pandemic to the Black Lives Matter protests last summer, we are seeing how economically segregated our country is and how sensitive the economy is – it does not have to be like this. In our 21<sup>st</sup> Century economy, we need to recognize that we can have a thriving economy with a clean environment and systems that will help those who are disadvantaged. Not everyone can afford an automobile and that is not always a feasible option for many households. We cannot allow system that put more people into debt, while adversely damaging our climate.

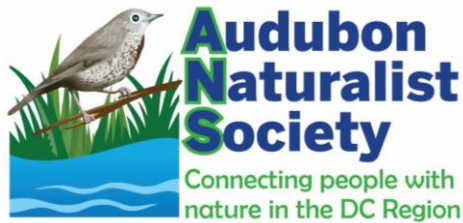
I ask for a FAVORABLE report for this important legislation!

Thank You,  
Justin Gallardo

## **2021-01-20-MTA Bill - SB199- ANS Senate Testimony.**

Uploaded by: Guitarra, Denisse

Position: FAV



January 18, 2021

**Written Testimony for [SB199](#)- Maryland Transit Administration Funding (Transit Safety & Investment Act)**

**Position: Favorable**

**Submitted by Denisse Guitarra**

Maryland Conservation Advocate, Audubon Naturalist Society (ANS)

---

Dear Senate Budget and Taxation Committee,

For 124 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 SB199 - Maryland Transit Administration Funding (Maryland Transit Safety & Investment Act).

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 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

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, and in some cases, more often than any transit agency in the nation. This leads to poor service which leads to drops in ridership. SB199 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.

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](http://anshome.org)

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. SB199 will provide a much-needed reprioritization of funds to make Maryland's transit systems more reliable, safe, and efficient. 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. ANS supports SB199 because under today's climate change, public health, social, and economic crises investing in more transit is an equitable and sustainable solution to move forward. On behalf of ANS and our 28,000 members and supporters, we recommend that the Senate Budget and Taxation Committee supports the passage of SB199.

Sincerely,

Denisse Guitarra  
Audubon Naturalist Society  
Maryland Conservation Advocate

# **Johns Hopkins University and Medicine Testimony –**

Uploaded by: Hafey, Elizabeth

Position: FAV

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

FROM: Elizabeth Hafey  
Associate Director, State Affairs

DATE: January 20, 2021

Johns Hopkins University and Medicine urges a favorable report on **SB 199**, 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. SB 199 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 Budget and Taxation Committee to take action to ensure Maryland’s transit system is adequately funded by issuing a **favorable report on SB 199**.

cc: Members of the Budget and Taxation Committee  
Senator Cory McCray

# **SB199 - Transit Safety and Investment Act - Maryla**

Uploaded by: Harbeson, Kristen

Position: FAV





January 20, 2021

## **SUPPORT SB199: Transit Safety and Investment Act**

### **Maryland League of Conservation Voters**

Lynn Heller, Board Chair  
Maris St. Cyr, Vice Chair  
Michael Davis, Treasurer  
Hon. Virginia Clagett  
Stuart Clarke  
Candace Dodson-Reed  
Verna Harrison  
Melanie Hartwig-Davis  
Ed Hatcher  
Hon. Steve Lafferty  
Bonnie Norman  
Katharine Thomas

Kim Coble  
Executive Director

30 West Street  
Suite C  
Annapolis, MD 21401

410.280.9855  
mdlcv.org  
marylandconservation.org

Mr. Chairman and Members of the Committee:

Maryland League of Conservation Voters strongly supports SB199: Transit Safety and Investment Act and we thank Senators McCray and Zucker for their leadership on this issue. This bill is priority legislation for the Maryland League of Conservation Voters and the environmental community.

The Transit Safety and Investment Act was introduced in 2020, and the need to adequately fund our public transit was clear: the transportation sector represents the single largest contributor to our carbon emissions; our public transit system faces a \$2 billion shortfall in funding to maintain the state of good repair; our public transit system is one of the least reliable systems in the country; the communities most reliant on public transit are those that are the most economically disadvantaged and that are most negatively impacted by the effects of climate change, making it even harder for them to pull themselves out of poverty.

As the world faced a global pandemic, the need for this bill came into even sharper relief than when it was introduced in 2020. While public transit across the country saw a decline in ridership, the MTA had significantly less of a drop than other comparable systems. More than a third of Maryland's transit riders continued to rely on our buses, trains, subway, and light rail to get to their essential jobs. Health care workers represent the single largest share of MTA riders.

Marylanders depend on essential workers who are counting on unreliable public transit. They, and we, deserve better.

In the face of a global fiscal emergency, it is vital that Maryland put its dollars where it will yield the best results. Money spent on public transit supports twice the number of good, family sustaining jobs than the same amount of money spent on highway and road investments, and those jobs are held primarily by women and people of color – the same people most disproportionately negatively impacted by the financial impacts of COVID-19. Additionally, a 2015 Harvard study demonstrated that access to reliable transit is one of the key factors for people successfully moving out of poverty.

For the sake of the environment, our public health, our economy, and basic justice, we simply can not wait any longer to pass this important legislation.

Maryland LCV urges a favorable report on SB199.

## **SB-199 Testimony.pdf**

Uploaded by: Hebbar, Sachin

Position: FAV

January 20, 2021

**Testimony on SB 199 – *Maryland Transit Safety & Investment Act*  
Budget & Taxation**

**Position: Favorable**

I Sachin Hebbar, am a member of the **Maryland Transit Administration’s Citizen Advisory Committee**. I am also a member of the **Baltimore County Pedestrian and Bicycle Advisory Committee**. In addition, I also server as the Co – Chair of the **Baltimore County Department of Aging Transportation Subcommittee**. I am strongly in **favor of SB 199**, the Transit Safety & Investment Act.

The Baltimore Sun on January 11<sup>th</sup> of this year reported that “The MTA had forecast a \$2 billion shortfall in maintenance funding over the next decade — and that was before the pandemic tanked MTA ridership and other state transportation revenues.” The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down at a rate higher than its peer agencies.

Many transit – dependent residents of Baltimore area rely on a safe and smooth functioning public transit network to get to their jobs. The General Assembly must ensure that this critical service continues to operate optimally so that they can continue to keep their jobs in these trying times.

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 for this important legislation.

Thank you,

Sachin Hebbar  
135 Dublin Dr  
Lutherville  
MD-21093  
sachin@sachinhebbbar.com

## **SB 199 - Testimony - Jakuta(1).pdf**

Uploaded by: Jakuta, Joseph

Position: FAV

January 20, 2021

**Testimony on SB 199 –  
Maryland Transit Safety & Investment Act  
Budget & Taxation**

**Position: Favorable**

Joseph Jakuta, as resident of District 47A, supports SB 199, the Transit Safety & Investment Act.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more often than the MTA's peer agencies, and in some cases, more often than any transit agency in the nation. Paratransit service also continues to malfunction. This leads to poor service which leads to drops in ridership, and a negative spiral.

While I no longer regularly use MTA because I typically need to take WMATA in order to get to work and other locations, I understand first hand the need for MTA from when I lived in Bel Air and in Charles Village in Baltimore. For several months after college I moved back to my childhood home and would commute using the MARC train every day to downtown Washington, DC. If it were not for the MARC train service I never could have accepted the work and achieved the success I have as a Marylander. I also lived in Baltimore for several years and regularly commuted, visited my family near Owings Mills and Parkville, and traveled to leisure activities using the MTA buses, light rail, and subway.

While this was just my experience with the MTA, I also experienced the benefits of MTA growing up. My mother became a regular user of the MTA to get from Bel Air to Baltimore City in order to travel to work every day, and when she later moved to Baltimore County took the MTA subway every day to work. Unfortunately, her eyesight was never very good and it would have been very unsafe for her to drive such distances day in and day out, and she could not have supported our family without this work.

Though I don't use MTA as much as I used to, it is still a crucial service to allow for travel to the BWI airport on business trips and to occasionally visit my friends and family that remain in Baltimore. More so, it is vital for many other communities that rely on it just as my family had in order to get to work and survive. Even with the impacts of Covid-19 many families still rely on

this vital service and it will be needed even more as we recover from the current health crisis over the next years.

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 encourage a FAVORABLE report for this important legislation.

# **Testimony SB-199 Transit Investment Act 2021.pdf**

Uploaded by: Kasecamp, Larry

Position: FAV

LARRY KASECAMP  
Legislative Director

THOMAS CAHILL  
Assistant Director

JOHNNY WALKER  
Secretary



11505 Caboose Road, SW  
Frostburg, MD 21532  
PH: 301-697-2695  
[utusldmd@gmail.com](mailto:utusldmd@gmail.com)

ANNAPOLIS OFFICE  
176 Conduit St., Suite 206  
Annapolis, MD 21401-2597

January 20, 2021

The Honorable Guy Guzzone and  
Members of the Senate Budget & Tax Committee

**RE: Support SB-199**

REPRESENTATIVES

CUMBERLAND  
Local 430  
VACANT

Local 600  
JASON WEAVER

BRUNSWICK  
Local 631  
TOM CAHILL

EDMONSTON  
Local 1470  
KENZELL CRAWFORD

BALTIMORE  
Local 610  
JOHNNY WALKER

Local 1949  
ERIC BILSON

As State Legislative Director for the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Worker's I am urging your committee to **support SB-199**, "*Maryland Transit Administration - Funding (Transit Safety and Investment Act)*."

SB-199 would require the Governor to include certain appropriations in the State budget from the Transportation Trust Fund to the Maryland Transit Administration. The MTA funding has been reduced over the past several years and has resulted in an unreliable system in disrepair. The increase in dedicated funding to the MTA is sorely needed to update and improve the operating and capital needs of the system.

A successful transit system requires that the traveling public can get to and from their jobs, their appointments, and other travel needs on time and conveniently. When the system is unreliable as a result of operational and mechanical problems, ridership suffers. More importantly, the traveling public who have no other choice for transportation are inconvenienced and sometimes put in precarious positions or even stranded.

A successful transit system is good for the environment. The number one emitter of greenhouse gases is the automobile. The number one complaint from the traveling public is roadway congestion. The proper investment in transit systems goes a long way towards helping to solve these problems by reducing the number of automobiles on the road which in turn reduces congestion and pollution.

A successful transit system provides many good paying jobs with health care benefits and a good pension for their workers.

A successful transit system is great for businesses by improving the business climate as it expands the pool of employees, expands the public's access to the businesses and reduces sprawl when transit-oriented development projects locate based on access to a successful transit system.

A successful transit system requires foresight and the proper level of investment. SB-199 is a great start to turning the Maryland transit system into a success!

We urge your support and a favorable report on SB-199.

Sincerely,

Lawrence E. Kasecamp  
MD State Legislative Director  
SMART Transportation Division



# **SB 199 Transit Safety and Investment Act (Support**

Uploaded by: Kerr, Cait

Position: FAV

**Wednesday January 20, 2021**

**TO:** Guy Guzzone, Chair of Budget and Taxation Committee and Committee Members  
**FROM:** Caitlin Kerr, The Nature Conservancy, Conservation & Climate Policy Analyst  
**POSITION:** Support SB 199 – Maryland Transit Administration – Funding (Transit Safety and Investment Act)

The Nature Conservancy (The Conservancy) supports SB 199 offered by Senators McCray and Zucker. SB 199 directs a set amount of revenues from the Transportation Trust Fund to address the current backlog of public transit maintenance, repairs, replacements, and upgrade projects as identified by the Maryland Transit Authority's Capital Needs Inventory. In the summer of 2019, the Capital Needs Inventory (CNI) identified a \$1.5 billion accumulated backlog of deferred maintenance projects and an additional \$4.2 billion of capital needs over the next ten years. The Maryland Department of Transportation's (MDOT) 2021-2026 Consolidated Transportation Program does not include sufficient funding for the Maryland Transit Authority (MTA) to meet these high maintenance and repair demands. If funding continues only at the current level, the maintenance backlog will increase over the coming years.

The transportation sector is the largest contributor to climate change in Maryland and air pollution caused by increased congestion and reliance on personal vehicles harms respiratory health in heavily trafficked areas. These respiratory health problems, including asthma, disproportionately impact Black and brown communities and low-income neighborhoods. A safe, reliable, accessible, and well-connected transit system is crucial to promoting public health, equity, and jobs.

When compared to its peer agencies in other states across the nation, the MTA transit system, including subway, light rail, buses, and MARC commuter trains, each rank among the worst for breakdown rates. Our MTA buses break down approximately twice as frequently as buses in many major Northeast cities, which also poses an equity issue as the majority of riders who use our core and commuter bus services are Black or Asian according to the MTA's ridership demographics. Failures in our paratransit services leaves riders with disabilities late or stranded, potentially missing necessary healthcare and treatment appointments.

In addition to posing a safety risk to transit workers and riders, these maintenance and repair issues cause low reliability and restrict access for those riders who depend on our public transit system to commute to job centers, schools, healthcare facilities, childcare, grocery stores, and recreational activities. More than a third of transit riders in Maryland are essential workers. Lack of reliable transportation could put their jobs at risk and taking less frequent, more crowded buses and trains when breakdowns or emergency repairs occur put riders' health at risk.

We commend Senators McCray and Zucker on introducing this bill, which will raise MTA's capital budget to a level at which we can reverse the record of high breakdown rates, better ensure the safety of our transit workers and riders, promote equitable access to jobs and other necessities, and protect the health of our citizens.

**Therefore, we urge a favorable report on SB 199.**

# **Cincinnati Streetcar Development Tracker since 201**

Uploaded by: Klump, Jennifer

Position: FAV

E. 6th Street 126-128		\$11,557,315.00	
15th & Pleasant		\$357,821.00	
2nd and Walnut office		\$92,000,000.00	
308 Main St Hotel			
3CDC Court St mixed use development		\$9,000,000.00	
6th Street 130-132 E.		\$4,530,463.00	
7th St E 124 apartment conversion		\$2,000,000.00	
8th and Main residential		\$28,302,564.00	
8th and Sycamore		\$45,000,000.00	
509 E. 12th		\$1,260,000.00	
ATS80		\$40,000,000.00	
Boys & Girls Building (Logan St, half block off route.)		\$1,000,000.00	Purchase price, total development cost not announced yet.
Charles Street Developmest Co.		\$40,000,000.00	12th and Sycamore, developer specifcly mentioned streetcar
Cincinnati Shakespeare Co. Theatre		\$17,000,000.00	
Cobblestone			
Custom Pro Logistics		\$1,000,000.00	
Duttenhofer Building		\$27,500,000.00	
Eleven40 Main & the Tower Building		\$10,000,000.00	
ELM INDUSTRIES		\$7,000,000.00	
Ensemble Theatre		\$4,200,000.00	
E 19 discotheque		\$1,000,000.00	
Fallon Thatcher Office			
Fillo Bake Shop			
Film Center Project		\$10,700,000.00	Urban Sites credits streetcar \$25k/yr to streetcar operations
Findlay Markey Logan St		\$650,000.00	
Freeport Row		\$25,000,000.00	
Future House (Art Academy		\$8,300,000.00	
Gallery OTR		\$25,000.00	
Glassmeyer		\$256,730.00	
Gwynne Building / NuovoRE		\$53,500,000.00	
Jobs Cafe at Findlay Market		\$26,700,000.00	
Kimpton Hotel 432 Walnut		\$48,300,000.00	
Kroger aka COURT AND WALNUT		\$90,582,000.00	
Maestro/Daniels Townhomes		\$10,000,000.00	
The Blonde Main St. 719-721		\$52,000,000.00	
Market Square Phase I		\$23,000,000.00	
Market Square Phase II		\$24,000,000.00	
Market Square Phase III		\$10,000,000.00	
Mazunte Centro		\$350,000.00	This was purchase price, still researching investment.
226 Mohawk		\$1,500,000.00	Off the route but kicking in \$56,555 to the streetcar fund
Monk Oriental Restaraunt			
Neyer 126 E Sixth Street		\$20,000,000.00	
Neyer 130 E Sixth Street		\$4,530,000.00	
OTR Rental Projects		\$568,000.00	
Over-the-Rhine Boutique Hotel		\$7,400,000.00	
PNC Tower renovation		\$103,500,000.00	A block away but will contribute \$4.8 million to streetcar operations
Private homes/projects		\$45,984,786.00	
Race 1505		\$850,497.00	
Race St retail 1505 + 1536 Race		\$2,296,591.00	
Race St offices 1537		\$15,997,073.00	
Renaissance		\$50,000,000.00	
Rennen & Beecher Flats		\$7,200,000.00	
Rhinegeist Expansion		\$2,200,000.00	
Ron Hamilton Photo		\$1,420,000.00	
Holiday Spirits and Tacos		\$1,446,094.00	
Second National Bank Building 830 main St		\$20,000,000.00	
Spatz Health Foods Bldg		\$725,000.00	
Strietmann Biscuit Co.		\$15,000,000.00	Not directly on line, but owners give credit to streetcar
Stett Logistics		\$1,000,000.00	
Taco Bell Catina		\$1,245,000.00	
The Allison		\$6,400,000.00	
The Exchange		\$22,000,000.00	
The Glassmeyer		\$3,600,000.00	
The Rhined Group (real estate)		\$900,000.00	
The Transept		\$4,700,000.00	
Woods Hardware		\$2,180,000.00	
Woolpert		\$100,000.00	
Walnut 180, un-named at the Banks.		\$90,000,000.00	
		\$1,204,799,720.00	
Fourth and Walnut Centre	on hold/canceled		\$100,000,000.00

<a href="https://www.downtowncincinnati.com/doing-business-downtown/developments?fbclid=IwAR3UapC_hwc5xkkLN6dCaP8nCtz2xz7qpqXx_b5U_y1Vpn0HCsR1IX8JERs">https://www.downtowncincinnati.com/doing-business-downtown/developments?fbclid=IwAR3UapC_hwc5xkkLN6dCaP8nCtz2xz7qpqXx_b5U_y1Vpn0HCsR1IX8JERs</a>			
<a href="https://www.facebook.com/cincystreetcar/posts/10156729938916675?comment_id=10156788520991675">https://www.facebook.com/cincystreetcar/posts/10156729938916675?comment_id=10156788520991675</a>			
Streetcar ground breaking Feb 2012			

# **SB 199 - JKK Testimony.pdf**

Uploaded by: Klump, Jennifer

Position: FAV

January 25, 2021

**Testimony on SB 199 –  
Maryland Transit Safety & Investment Act  
Budget & Taxation**

**Position: Favorable**

Jennifer Kessler Klump, Baltimore resident and small business owner, supports SB 199, the Transit Safety & Investment Act.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more often than the MTA's peer agencies, and in some cases, more often than any transit agency in the nation. Paratransit service also continues to malfunction. This leads to poor service which leads to drops in ridership, and a negative spiral.

I moved to Baltimore in 2014 after a decade of living and working in Cincinnati, Ohio. I was deeply involved in community organization and corralling citizen and corporate support for the Cincinnati Streetcar Project and the then-burgeoning neighborhood of Over-the-Rhine.

Despite fierce opposition to this fully funded project, including two ballot measures and a mayoral race, the citizens of Cincinnati came together to support this 3.5 mile infrastructure project. Supporters have tracked the development revenue in the blocks surrounding the streetcar line and found that over \$1B in development has occurred between 2007 (when the project was announced) to 2019 (three years after its completion.)

What was a neglected, bottomed out, dangerous neighborhood has transformed into the biggest tax revenue generator in the city and is a national example of how transit-oriented development can change the trajectory of an entire region.

Streetcar supporters' rallying cry was "Transit Drives Development". When I was preparing to move to Baltimore, I was excited to live in a city with "real" transit. From 500 miles away, Baltimore appeared to have everything - a light rail system, Amtrak access, AND a subway! Imagine my confusion and dismay when I took the light rail down Howard Street for the first time - a slow, complicated ride on old cars weaving through clearly neglected streets and running through a neighborhood that immediately conjured images of my beloved Cincinnati before

development came in. It was astounding - how could a large city like Baltimore abandon one of its most central, connected neighborhoods, brimming with breathtaking architecture and serving as the connection point for its subway, light rail, and bus systems?

Where was the development?

No matter - the Red Line project was coming. And in yet another blow, the newly elected governor erased over a decade of work, and a fully funded project through the stroke of his pen. Like Ohio Governor Kasich rerouted money intended for a high speed rail project connecting Columbus, Cincinnati, and Cleveland to a rural bus project in the northern part of the state, Governor Hogan inexplicably kneecapped what would've been a game-changing project for Baltimore and the rest of Maryland.

The Governor's transit plan that was presented after his inauguration left Baltimore City completely off the map. Literally. Over and over and over again, we've seen how little this administration values the powerhouse of Maryland's economy, holding the entire state back, and exacerbating the extreme inequality between Baltimore City and, literally, the rest of the State.

I have seen first-hand the power of investing in quality public transportation. It is a boon for small business, improves corporations' chances of recruiting new graduates, and lifts the tide of all its citizens. Unfortunately the scale of the existing infrastructure and the scattershot state investments into Baltimore and Maryland's transit systems means that only a significant government investment into repairing, restoring, and building up how the region connects to each other - WITHOUT relying on private cars.

Climate change is accelerating. Inequality is skyrocketing. The unfortunate trend of elected officials' tendency to push large scale (high cost) infrastructure investments off in favor of re-election has exacerbated the problem and made it exponentially more expensive. You had chances over and over and over again to make repairs and build out at a lower cost, potentially extending the life of these systems. But ignoring these necessary costs has pushed us to a tipping point - one that can no longer be overlooked.

I venture to say that your chances of being elected are MUCH higher if you take the chance on investing in your constituents and listening to our needs and pleas for assistance. No more excuses. No more hiding behind worries and arguments about cost - particularly from leaders who have held office for many years. You had the opportunity to make changes early. Now we all are paying the bill.

Baltimore is on the brink of change - but we can't do it alone. We need support and investment at the state level. Our incredible delegates have wrangled a coalition of supporters surpassing my wildest dreams. The diversity of locations, classes, races, and organizations throwing their support behind this bill is not something to be overlooked. You have the power to transform Maryland for the better.



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 encourage a FAVORABLE report for this important legislation.

Jennifer Kessler Klump  
Baltimore City

\*\*\*\*\*

# **IPL SB 199 Testimony - Transit Safety & Investment**

Uploaded by: Lacock-Nisly, Jonathan

Position: FAV

Jonathan Lacock-Nisly, Director of Faithful Advocacy

January 18, 2021

**Testimony on SB199 –  
Maryland Transit Safety & Investment Act  
Budget & Taxation**

**Position: Favorable**

Interfaith Power & Light (DC.MD.NoVA) supports SB199.

In the fall of 2019, over 50 congregations of diverse 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.

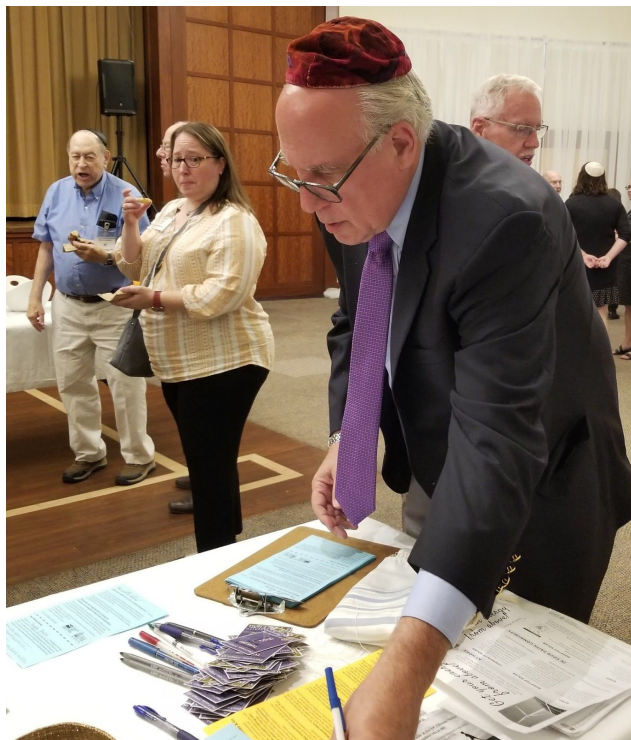
We encourage a favorable report on SB199.

*Photos from Climate in the Pulpits 2019, when over 50 congregations across Maryland lifted up the need for good public transit and electric vehicles.*



*Members of Emmanuel Lutheran Church in Bethesda worship together, then hold an outdoor Creation care festival.*





*Members of Temple Shalom in Chevy Chase sign petitions in support of public transit funding.*



*North Baltimore Mennonite hosts IPL-DMV's Jonathan Lacock-Nisly, who speaks about transit investments as a way to care for both neighbors and Creation.*



*In Frederick, people of faith pledge to act on climate and sign petitions in support of public transit funding.*



# **Leas - Transit Funding SB199.pdf**

Uploaded by: Leas, Stephen

Position: FAV



**January 25, 2021**

**Testimony on SB199**  
***Maryland Transit Safety & Investment Act***  
***Budget & Taxation***

**Position: Favorable**

I am writing as a member of Sunrise Movement, a youth movement fighting to create millions of jobs to address the climate crisis, I am urging you to support the Transit Safety and Investment Act, SB0199.

In our local Baltimore hub, we endorse this measure because we understand that climate justice cannot be achieved without funding, maintaining, and modernizing a transit system that serves all the people of our city, particularly people of color. Climate justice means our governments and communities must address the climate crisis through environmentally friendly emissions reductions while prioritizing communities who have traditionally been left behind in our country - people of color, low wage earners, and in MD - folks in Baltimore who don't have access to reliable transit.

In Maryland we are far from achieving climate justice in the transportation sector. Neither from an environmental perspective nor with an eye towards equity does our transit system measure up. It doesn't even measure up to other metropolitan cities' systems - much less the type of system that science and justice require. MD certainly is not leading the charge to a Green New Deal in the transit sector.

The transportation sector is the largest contributor to greenhouse gas emissions in the state. This can only be solved by investments into efficient public transit. We should be expanding a net-zero system of trains and electric buses that connect every community. Instead we are fighting for the administration to pay for basic safety maintenance of the assets we already have.

Furthermore, this is a racial justice issue in Baltimore especially. In our majority black city, many residents rely on buses that break down frequently - or commuter trains that fail for weeks at a time. In a city where jobs are moving to the suburbs and people often travel over 45 minutes to reach their job - sustainable employment for Baltimore residents requires a functioning transit system.



As a young person concerned with climate and efficiency, I want to reduce emissions and congestion. I want to ride public transit - but I also want to make it to my destination on time. In one of the wealthiest states in the country, this should not be a tradeoff, but in Baltimore, it is. The state of MD must end the neglect and join other cities on the east coast in providing a basic necessity of urban life - reliable public transit.

I encourage a FAVORABLE report for this important legislation.

## **2021.01.18 CSG Testimony - SB 199 - MTA Funding Ac**

Uploaded by: Lyons, Jane

Position: FAV



---

January 18, 2021

Budget and Taxation Committee  
Miller Senate Office Building, 3 West  
Annapolis, MD 21401

**SB 199, Maryland Transit Administration – Fund (Transit Safety and Investment Act)  
(Support)**

**Testimony for January 20, 2021**

**Jane Lyons, Maryland Advocacy Manager**

Chair Guzzone, Vice Chair Rosapepe, and committee members, thank you for the opportunity to provide testimony on SB 199, the Transit Safety and Investment Act. Please accept these comments on behalf of the Coalition for Smarter Growth, the leading organization in the D.C. region advocating for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way to grow and provide opportunities for all.

We strongly support the Transit Safety and Investment Act because Maryland's public transit is in peril. Maryland transit systems face a \$5.7 billion in capital needs over the next ten years, including a \$1.5 billion accumulated backlog in deferred maintenance, according to the first ever Capital Needs Inventory. Currently, the Maryland Department of Transportation's FY 2021-2026 Consolidated Transportation Program does not provide anywhere near the funding necessary to address this critical backlog in maintenance and repairs.

We desperately need to fill this gap to provide working Marylanders the connection to jobs and amenities that they deserve. This backlog will not disappear – it will only get worse, and in the process thousands of people will be waiting for buses and trains that have broken down, missing out on work, shopping, and time spent with family.

During the COVID-19 pandemic, we have seen the importance of transit as essential workers have particularly relied on bus service to get to their vital jobs. Most of these workers are lower-income and people of color. Ensuring these residents have safe and reliable transit is important for working toward a more equitable society and keeping the economy running.

Therefore, we urge you to support SB 199 to get the Maryland Transit Administration back into a state of good repair. Let's fix our existing service and then move forward with the service expansion necessary to meet our climate, economic development, and equity goals. Thank you for your consideration.

# **BWG14 Testimony SB 199.pdf**

Uploaded by: MacMillan, Jackie

Position: FAV

**Testimony on SB 199 –  
Maryland Transit Safety & Investment Act  
Budget & Taxation**

**Position: Favorable**

**Bus Workgroup14 supports SB 199, the Transit Safety & Investment Act.**

Try to Imagine living in a household where no one has a car. This is the case for members of one in three Baltimore City households.

For bus-dependent riders, each trip—to work, school, day care (many working parents drop off and pick up their children by bus), grocery stores, medical appointments, family outings—is a logistical challenge.

According to MTA’s own data, more than one of every four buses fails to arrive on time, and the on-time performance data does not even include scheduled buses that MTA “pulls” to fill other routes, sometimes because of bus breakdowns. MTA has the worst record among comparable agencies in other states for the major mechanical failure of buses. Most regular bus riders have been on an MTA bus when it broke down.

Many of us who commute to work by bus catch the scheduled bus two buses before the one that should get us to work on time, in order not to be late. A high school teacher in Bus Workgroup14 documented the personal experiences of dozens of his students getting to and from school late due to unreliable MTA and dedicated school “tripper” buses.

Waiting for buses that come too early or late, or fail to arrive at all, or taking an earlier bus to avoid being late, results in lost time—time on the job, time in school, homework time, family time, leisure after a day’s work. The time spent waiting outside at a bus stop, which can be 40 or 50 minutes or more, maybe with a toddler in tow, is a different, more tiring experience than sitting in a car in traffic, with the heater or air conditioner running. The time lost waiting for late or missing buses is taken away from bus riders and the public by a state agency that advertises a schedule and fails to deliver.

The answer is not for everyone to get a car, but to create an effective public transit system that we can all use. And that requires investment. MTA has many competent professionals who are capable of running effective transit systems, but the agency must have the necessary resources to do so, and it does not.

Bus Workgroup14 (BW14) strongly supports SB 199, which will ensure adequate funding for MTA’s core transit services for the coming decade.

BW14 is a grassroots group of neighborhood leaders in Baltimore City’s 14<sup>th</sup> Councilmanic District. We came together in 2017 to give input on bus route changes proposed by MTA through its Baltimore Link project. For many months we held public forums with bus riders, met with neighborhood associations, and talked with riders waiting at bus stops. And as bus riders ourselves, we have first-hand experience with MTA’s transit system.

\*\*\*\*\*

# **BWG14 Testimony SB 199.pdf**

Uploaded by: MacMillan, Jackie

Position: FAV

**Testimony on SB 199 –  
Maryland Transit Safety & Investment Act  
Budget & Taxation**

**Position: Favorable**

**Bus Workgroup14 supports SB 199, the Transit Safety & Investment Act.**

Try to Imagine living in a household where no one has a car. This is the case for members of one in three Baltimore City households.

For bus-dependent riders, each trip—to work, school, day care (many working parents drop off and pick up their children by bus), grocery stores, medical appointments, family outings—is a logistical challenge.

According to MTA’s own data, more than one of every four buses fails to arrive on time, and the on-time performance data does not even include scheduled buses that MTA “pulls” to fill other routes, sometimes because of bus breakdowns. MTA has the worst record among comparable agencies in other states for the major mechanical failure of buses. Most regular bus riders have been on an MTA bus when it broke down.

Many of us who commute to work by bus catch the scheduled bus two buses before the one that should get us to work on time, in order not to be late. A high school teacher in Bus Workgroup14 documented the personal experiences of dozens of his students getting to and from school late due to unreliable MTA and dedicated school “tripper” buses.

Waiting for buses that come too early or late, or fail to arrive at all, or taking an earlier bus to avoid being late, results in lost time—time on the job, time in school, homework time, family time, leisure after a day’s work. The time spent waiting outside at a bus stop, which can be 40 or 50 minutes or more, maybe with a toddler in tow, is a different, more tiring experience than sitting in a car in traffic, with the heater or air conditioner running. The time lost waiting for late or missing buses is taken away from bus riders and the public by a state agency that advertises a schedule and fails to deliver.

The answer is not for everyone to get a car, but to create an effective public transit system that we can all use. And that requires investment. MTA has many competent professionals who are capable of running effective transit systems, but the agency must have the necessary resources to do so, and it does not.

Bus Workgroup14 (BW14) strongly supports SB 199, which will ensure adequate funding for MTA’s core transit services for the coming decade.

BW14 is a grassroots group of neighborhood leaders in Baltimore City’s 14<sup>th</sup> Councilmanic District. We came together in 2017 to give input on bus route changes proposed by MTA through its Baltimore Link project. For many months we held public forums with bus riders, met with neighborhood associations, and talked with riders waiting at bus stops. And as bus riders ourselves, we have first-hand experience with MTA’s transit system.

\*\*\*\*\*

## **01.18.2021\_Support for Transit Safety & Investment**

Uploaded by: McAndrew, Joe

Position: FAV

January 18, 2020

The Honorable Adrienne A. Jones  
House Speaker  
Maryland State House, H-101  
State Circle  
Annapolis, MD 21401

The Honorable William C. Ferguson IV  
President of the Senate  
Maryland State House, H-107  
State Circle  
Annapolis, MD 21401

The Honorable Nicholas R. Kipke  
House Minority Leader  
House Office Building, Room 212  
6 Bladen Street  
Annapolis, MD 21401

The Honorable Bryan W. Simonaire  
Senate Minority Leader  
James Senate Office Building, Room 320  
11 Bladen Street  
Annapolis, MD 21401

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

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

Dear Speaker Jones, President Ferguson, Minority Leaders Kipke and Simonaire, and Chairs McIntosh and Guzzone:

The undersigned business organizations **urge you to support the Transit Safety and Investment Act (HB 114 and SB 199)**, a bill that will reduce the state transit system's more than \$1 billion State of Good Repair backlog and position the state to implement the Central Maryland Regional Transit Plan and the MARC Cornerstone Plan.

For Maryland's business community to thrive, we require an efficient, multimodal transportation system that connects employees to jobs, students to class, patients to their doctors, and residents to our rich cultural assets. This must include a high-quality, well-functioning transit system.

Unfortunately, the existing transit system in Maryland places the state at a competitive disadvantage because for too many the existing service is infrequent, unreliable and does not connect residents to where they need to go. The unfunded State of Good Repair needs for MTA's transit system – including Baltimore's Link services, commuter bus, MARC, and paratransit – present a challenge to expanding service and making it more competitive, equitable, and reliable. 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 impose real costs on the residents and employers who rely on the system every day.

We learned our lesson the hard way when we allowed the Washington Metropolitan Area Transit Authority's (WMATA) system to decline to unsafe and unreliable conditions, and we urge you to prevent a similar fate for MTA's statewide services. Therefore, we ask for your favorable support of the Transit Safety and Investment Act this General Assembly session.

Sincerely,

Donald C. Fry  
President & CEO  
Greater Baltimore Committee

JB Holston  
CEO  
Greater Washington Partnership

Leonardo McClarty, CCE  
President and CEO  
Howard County Chamber of Commerce

Kristen Mitchell  
Executive Director  
Market Center Merchants Association

Jack McDougle  
President and CEO  
Greater Washington Board of Trade

Laurie Schwartz  
President  
Waterfront Partnership of Baltimore

Shelonda Stokes  
President  
Downtown Partnership of Baltimore

Kendrick Tilghman  
President  
Greater Baltimore Black Chamber of Commerce

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

Allie Williams, IOM  
President & CEO  
The Greater Bethesda Chamber of Commerce

CC: Honorable Brooke Lierman, Delegate  
Honorable Cory McCray, Senator  
Gregory Slater, Maryland Secretary of Transportation



# **SB 199 Maryland Transit Administration - Funding (**

Uploaded by: McCray, Cory

Position: FAV

CORY V. MCCRAY  
Legislative District 45  
Baltimore City

Budget and Taxation Committee

Capital Budget Subcommittee  
Health and Human Services Subcommittee



James Senate Office Building  
11 Bladen Street, Room 221  
Annapolis, Maryland 21401  
410-841-3165 • 301-858-3165  
800-492-7122 Ext. 3165  
Cory.Mccray@senate.state.md.us

THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

**Vote Yes on Senate Bill 199**

**Bill Title: Maryland Transit Administration - Funding (Transit Safety and Investment Act)**

**Hearing Date: January 20, 2021, Budget & Taxation**

**Chair: Guy Guzzone, Vice-Chair: James Rosapepe**

I write to you today to urge a favorable report on Senate Bill 199, which would provide emergency capital funding to the Maryland Transit Administration (MTA) to maintain safe, reliable transit operations throughout the state of Maryland.

This bill is a response to the capital funding crisis faced by Maryland's transit system. In the past several years, public transit services provided by MTA, including statewide MARC commuter train and commuter bus, as well as Baltimore regional transit services, have increasingly been marred by breakdowns, shutdowns, and service delays. In fact, according to data from the Federal Transit Administration, the MTA ranks worst in the nation for breakdowns among transit agencies of similar size.

The reason for this is simple: MTA's capital needs have been chronically underfunded. MTA's 2019 Capital Needs Inventory demonstrated that by failing to provide adequate capital funds, MDOT has built a large and growing backlog of State of Good Repair needs, or maintenance projects needed for safe and reliable operation of the existing system.

We all pay a steep price when public transit is neglected. Shutdowns and delays mean that essential workers cannot get to jobs, seniors cannot access healthcare, and students cannot get to the classroom. Investments in public transit help maintain safe conditions for the workers who operate those services, and create living wage careers for Marylanders. A strong public transit system is a must-have if our region is going to compete nationally and globally with other regions who are prioritizing public transit as a source of competitive advantage.

For these reasons, I ask you for your support in moving for a favorable report of Senate Bill 199.

Respectfully,

A handwritten signature in blue ink, appearing to read "Cory V. McCray".

Cory V. McCray  
State Senator

## **Transit Safety Investment Act\_**

Uploaded by: McCray, Cory

Position: FAV

# Transit Safety & Investment Act

*Fund the Gap!*



THIS STATION  
IS TEMPORARILY  
CLOSED

THIS STATION  
IS TEMPORARILY  
CLOSED

THIS STATION  
IS TEMPORARILY  
CLOSED



# Entire Baltimore Metro system to close for a month for emergency repairs



By COLIN CAMPBELL  
THE BALTIMORE SUN

FEB 11, 2018 | 8:30 PM



ADVERTISEMENT



Other Sites



Automatic  
emergency braking  
now standard  
Four-cylinder or V-6  
power

Six-year/72,000  
mile bumper-to-  
bumper warranty  
8-speed automatic  
w/OD and  
auto-manual

235-hp. 2.0-liter I-4  
(regular gas)  
Passenger vanity  
mirror  
Seatback storage

4 Doors  
Automatic  
emergency braking  
now standard  
Four-cylinder or V-6  
power  
Six-year/72,000  
mile bumper-to-  
bumper warranty



# MTA rail service interrupted on all but one weekday in September



By COLIN CAMPBELL  
BALTIMORE SUN | OCT 19, 2019 | 2:40 PM



A north bound MTA light rail train travels up Howard Street at Mulberry in Downtown Baltimore. (Jerry Jackson/Baltimore Sun) (Jerry Jackson / Baltimore Sun)

It took two days.

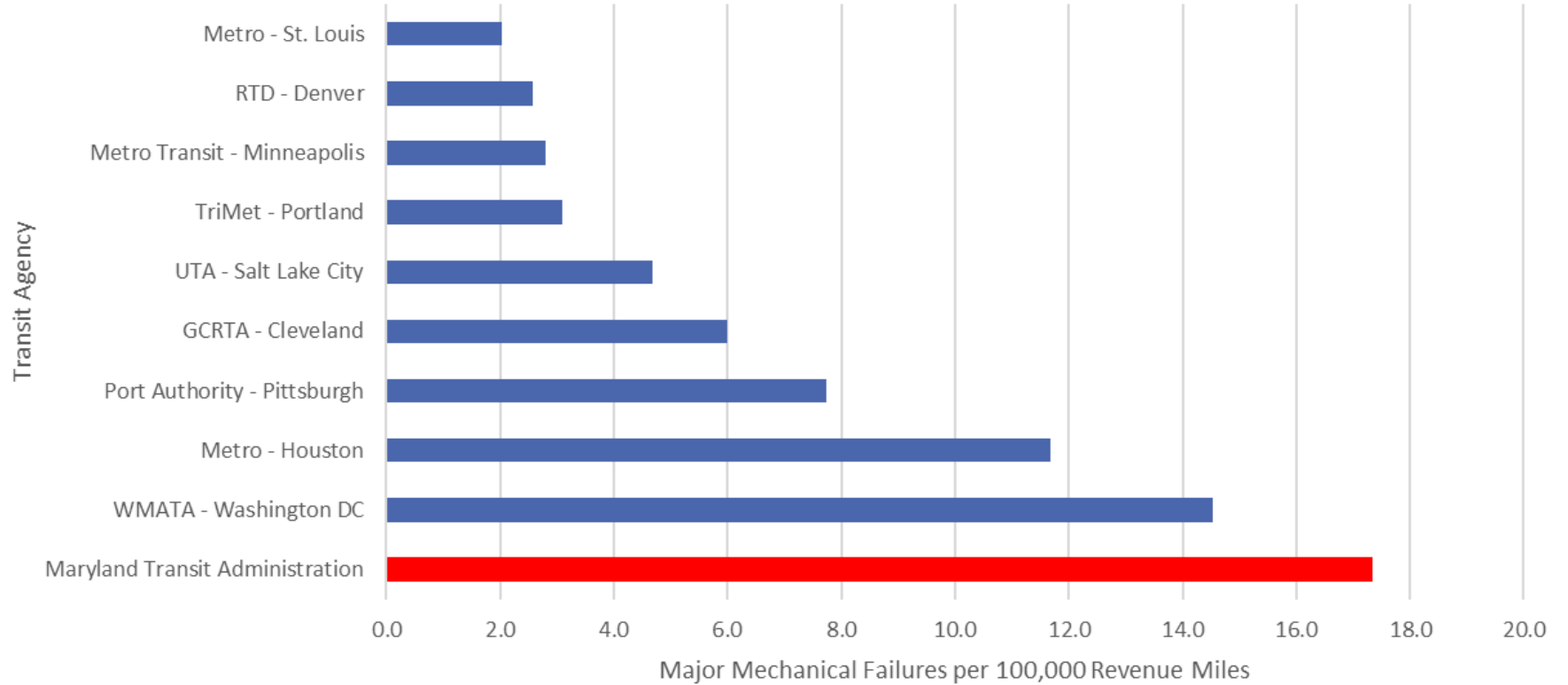
The Baltimore light rail had just resumed full service on Monday, Aug. 19, after a month-long outage caused by a broken water main near Camden Yards.

But by Wednesday Aug. 21, the Maryland Transit Administration was alerting passengers to another disruption: "Light RailLink is currently experiencing delays in service due to a disabled train at Westport Station. We are working diligently to restore normal service in both directions and appreciate your patience as we work to do so," the agency said in a statement.

Light rail service also experienced delays the next day. And the next day. And four out of the five weekdays the following week.

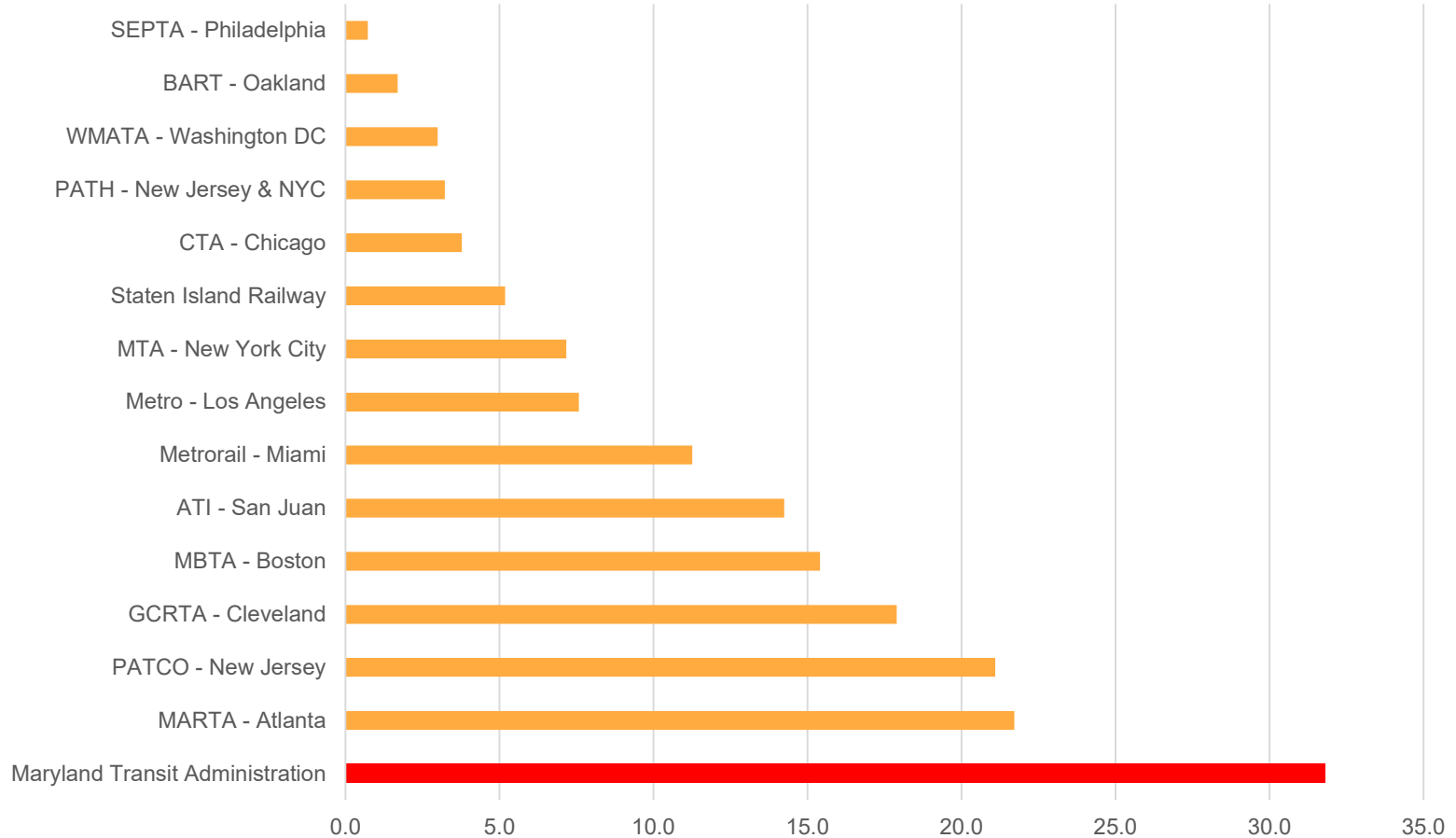
All told, service on the MTA's light rail or Metro Subway was disrupted on all but one weekday in September . . .

## Bus Breakdowns



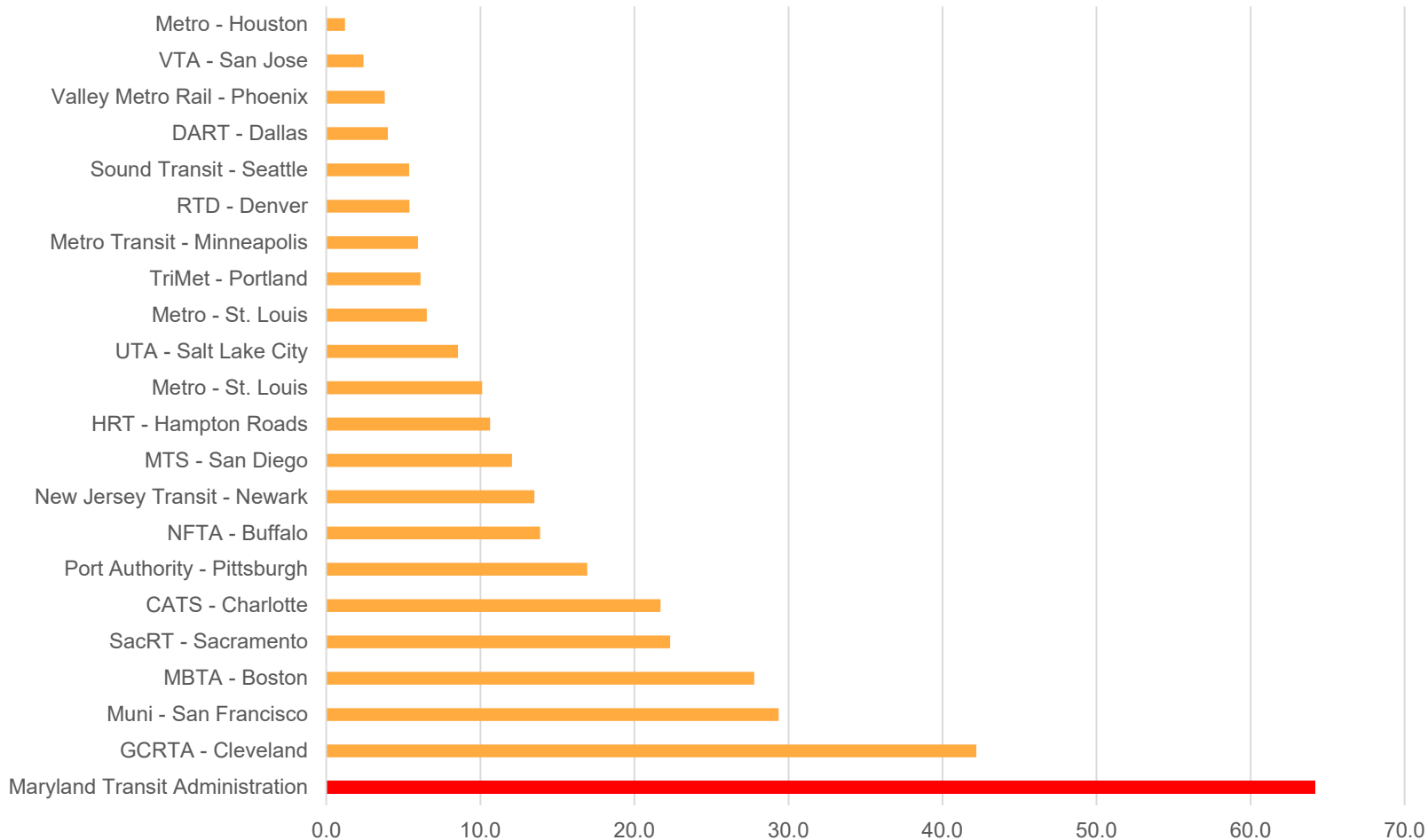


## Heavy Rail Breakdowns



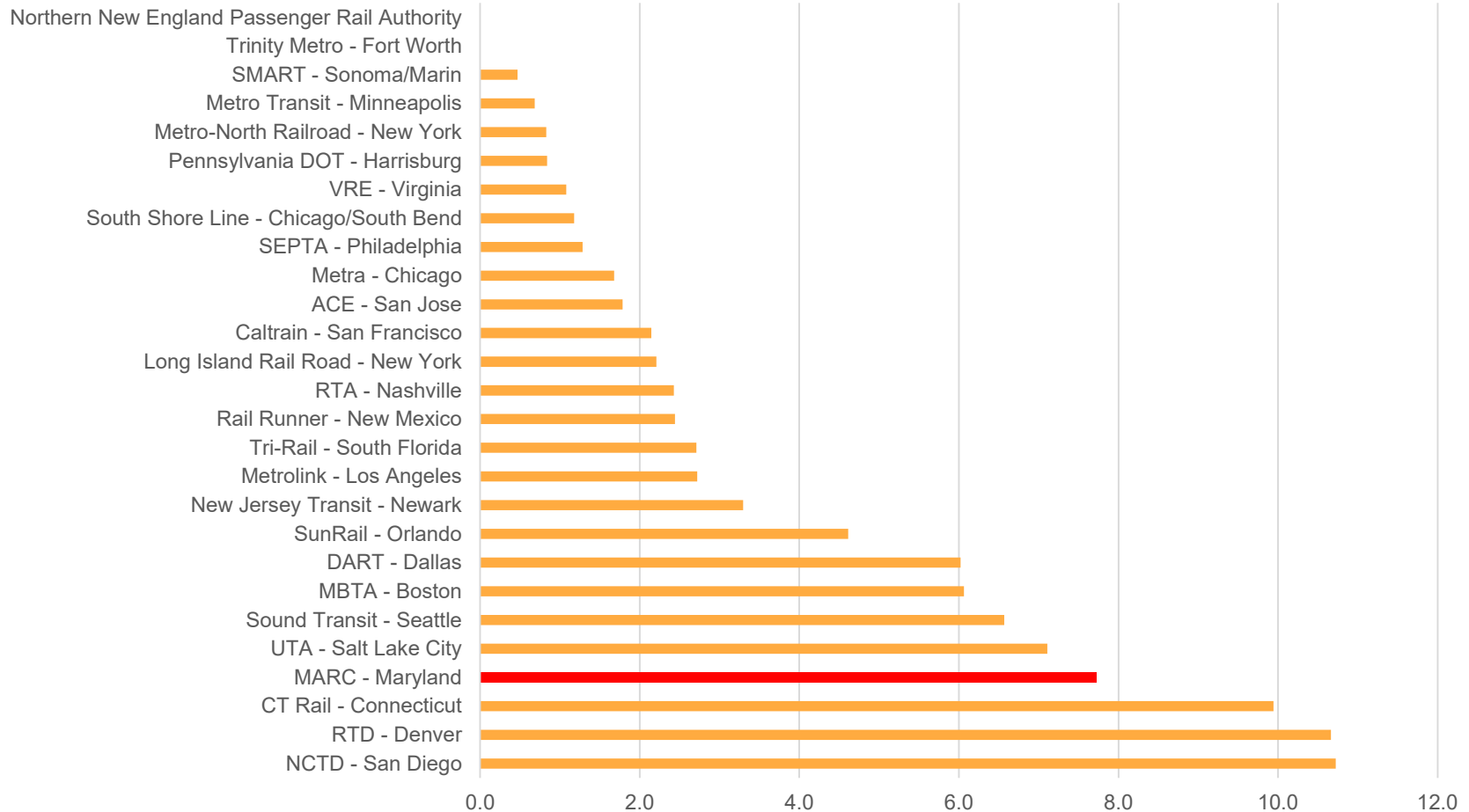
Source: Federal Transit Administration National Transit Database, 2019 Breakdowns

# Light Rail Breakdowns



Source: Federal Transit Administration National Transit Database, 2019 Breakdowns

## Commuter Rail Breakdowns



Source: Federal Transit Administration National Transit Database, 2019 Breakdowns

**How did we get here?**

# Maryland Transit Administration forecasts \$2 billion shortfall over next decade

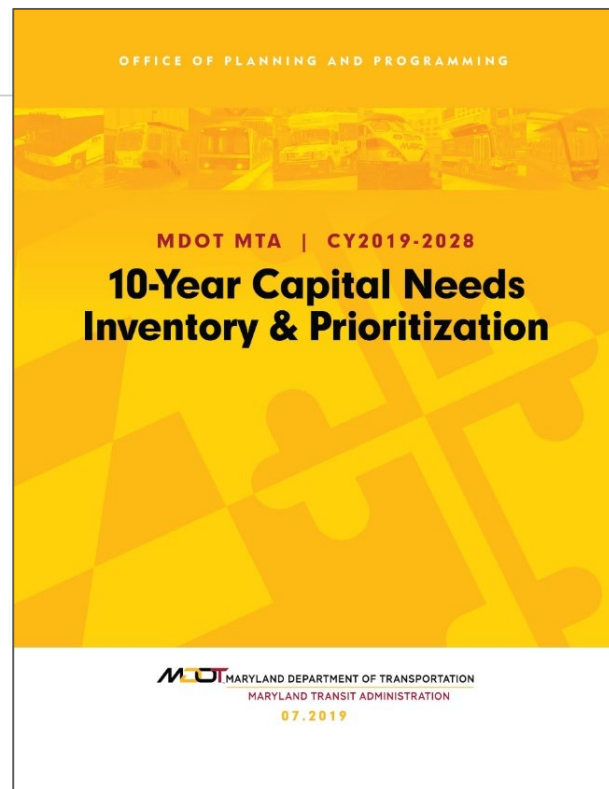


By COLIN CAMPBELL

BALTIMORE SUN | JUL 19, 2019 | 7:00 AM

The Maryland Transit Administration faces a funding shortfall of more than \$2 billion over the next decade — money that is needed to keep the agency's transit systems running safely, in compliance with regulatory requirements, and enhanced with new technology and mobility options, according to the agency's first Capital Needs Inventory.

The report, required as part of last year's Maryland Metro/Transit Funding Act following the [emergency shutdown of the Baltimore Metro Subway](#), identifies \$5.7 billion in necessary spending between now and 2028.



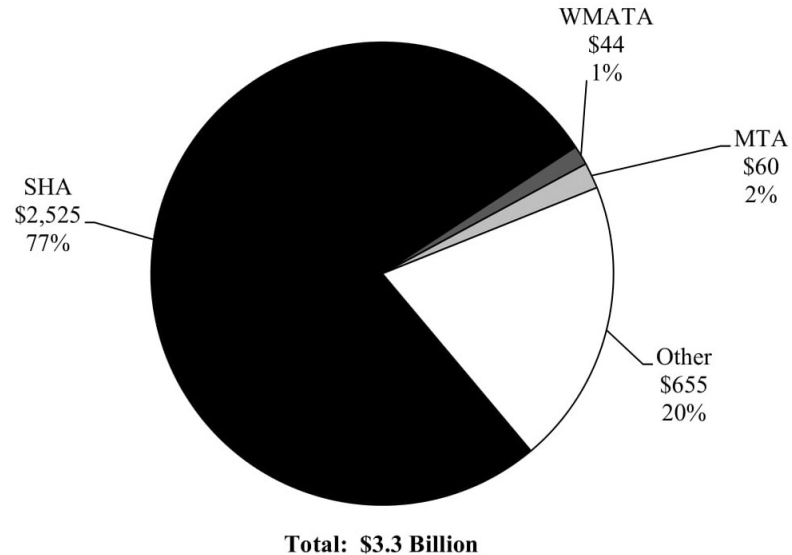
**“At current funding levels, MDOT MTA is unable to fully address the 10-year capital investment needs identified.”**

**MDOT MTA CY2019-2028 10-Year Capital Needs  
Inventory & Prioritization 07.2019, p. 31**

# MDOT Overview

MDOT has made its decision about how to spend TTF dollars over the past 5 years...

**Exhibit 18**  
**Capital Spending Above Fiscal 2013 Base**  
**Fiscal 2014-2019**  
**(\$ in Millions)**



MTA: Maryland Transit Administration

SHA: State Highway Administration

WMATA: Washington Metropolitan Area Transit Authority

Source: Maryland Department of Transportation, Transportation Trust Fund Forecasts; Department of Legislative Services

So what  
do we  
need?

---

THE TRANSIT SAFETY &  
INVESTMENT ACT

**PHASE IN INCREASES  
TO MTA'S CAPITAL  
FUNDING LEVEL TO  
REACH AT LEAST  
\$500M BY FY26**

---



## What does the bill do?



- Requires a minimum funding level for MTA capital needs for fiscal years 2023 through 2028
- Requires an annual report to account for how the funds were spent to address projects in the Capital Needs Inventory

# MARC SYSTEM MAP WITH COMMUTER BUSES



MARC Train Frederick Line  
Grade Crossing Signals, \$2.2M

Brunswick Coach  
Maintenance Building, \$26M

MARC Train Brunswick Line  
Station Renovations, \$22M

Commuter Bus Park  
and Rides, \$43.7M

MARC Train Aberdeen  
Station Parking  
Expansion, \$2M

Light RailLink Trackwork -  
BWI Business Park to BWI  
Airport, \$7.4M

MARC Train Bowie Station  
Parking Expansion, \$5.8M

Commuter Bus Park  
and Rides, \$43.7M

- Accessible MARC Stations**  
All commuter buses are accessible and all park & rides have accessible parking.
- All MARC Stations and Park & Rides Have Parking**  
Parking fees vary by station or park & ride; most are free. Commuter bus stops located on streets or at shopping centers do not have parking.
- Many MARC Stations and Park & Rides Have Bike Racks**  
Some stations and park & rides do not have bike racks. Bikes are not permitted on commuter buses. Check the schedules to see which MARC trains permit full-size bikes.

Version 11.2.2019

mta.maryland.gov  
1-866-RIDE-MTA

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION  
MARYLAND TRANSIT ADMINISTRATION

# SaveMDTransit.org



# **Testimony in Support of SB199-MTA.pdf**

Uploaded by: McNair, Lee

Position: FAV

# Cedar Lane Unitarian Universalist Environmental Justice Ministry (EJM)

January 18, 2021

## Testimony in Support of SB-199: Maryland Transit Safety and Investment Act

Budget and Taxation Committee

**Position: Favorable**

**Submitted by:** Lee McNair and Nanci Wilkinson for EJM

Dear Senators,

Our faith teaches us to use the lens of our Principles (which include justice, equity, compassion, respect and love for the interdependent web of all existence of which we are a part) to view our legislative advocacy. Viewed with that lens, we are compelled to speak **in support of SB199, the Transit Safety and Investment Act**. Here are some of the reasons we support this bill:

- The 2019 Capitol Needs Inventory identified MTA's capitol needs over the next 10 years. Per the inventory, MTA needs a minimum Capitol budget of \$462 million per year **just to maintain basic safety and repair needs**. Another \$100 million is required for needed and past due upgrades.
- Minus needed funding for maintenance, repairs, and upgrades, our Transit System breaks down at

alarmingly high frequencies. In fact MTA transit has the **4th highest breakdown rate in the ENTIRE COUNTRY!** MTA buses break down at twice the rate of buses in other major Northeast cities. Metro Rail and Central Light Rail have undergone recent emergency **shutdowns that have lasted for weeks!**

- **Transportation is the NUMBER ONE contributor to climate pollution in both Maryland and the nation!** Safe, reliable public transit systems reduce traffic congestion by reducing vehicle trips thus reducing greenhouse gas emissions and unhealthy air pollution which exacerbates respiratory diseases like COVID-19, Asthma, and COPD.

Citizens of Maryland are paying high costs for terrible service and this situation can only worsen. Future taxpayers will pay even higher costs for even worse service.

- **An investment in Maryland's Transit NOW will save money in the long term.**
- **Investing in Maryland's Transit NOW** will create more jobs per dollar through maintaining the transportation system than will money spent on new capacity.
- **Investment in MTA NOW** will allow MTA to clear a critical maintenance backlog that threatens it's ability to operate! Further, this funding is urgently required for **safety** systems to protect riders and workers.

**Strong, safe, reliable public transit systems are essential to our state's ability to make a strong economic recovery, to our state's commitment to equity, and to our hope of clean air, water, energy for our state's future.**

- MARC commuter rail provides **critical service** connecting five counties (Montgomery, Prince Georges, Howard, Anne Arundel, and Frederick) to the Washington, DC and Baltimore Region. MTA operates transit systems in **every Maryland county and also in Baltimore City, Annapolis, and Ocean City.**
- More than 1 in 3 transit riders **work in essential jobs.** Many of these workers are among our **lowest paid** employees and can't afford other means of travel. Many work in our health care system, in our hospitals, and elder care facilities. Others rely on transit to reach jobs, go to school, purchase needed groceries and other supplies, get to critical medical appointments.
- **We need these workers for a healthy Maryland economy and they DEPEND ON A HEALTHY BUS AND TRAIN TRANSIT SYSTEM!**
- **Not funding MTA** will delay by years necessary repairs required for safety as well as needed upgrades and expansion of the system. This will result in even less reliable buses, trains, and mobility paratransit.
- **Not funding MTA** is a failure of our state to meet it's responsibilities to it's citizens.
- **Not funding MTA** is an equity issue as communities of color, persons with disabilities, and low-income

communities will be disproportionately harmed through greater and greater lack of reliable, affordable transportation.

- **Not funding MTA** is a health issue as riders may miss dialysis and other critical health appointments, hospitals and other health agencies may lose workers and paratransit users may be left stranded when it is late or doesn't arrive.
- **Not funding MTA** is an economic issue. Riders arrive late to work or can't get there at all which costs employers money and can lead to loss of jobs. AND we know transit repair and maintenance costs will rise above today's rates if we delay funding.

**The Transit Safety and Investment Act will avert MTA's funding cliff by providing the funds required to meet MTA's capitol needs.** Funding for this bill will **only come from the Transportation Fund and is a far wiser, far more practical use of these funds** than the ridiculous boondoggle of I-270 and I-495 boondoggle which will solve no problems and will end with costly outlay by taxpayers!

**For all of the above reasons, the Cedar Lane Unitarian Universalist Environmental Justice Ministry SUPPORTS a FAVORABLE report for SB199-The Maryland Safety and Investment Act.**

Thank you for allowing us this opportunity to express our views.



# **MD Transit Safety Testimony.pdf**

Uploaded by: McNary, Ethan

Position: FAV

January 20, 2021

**Testimony on SB 199 –  
*Maryland Transit Safety & Investment Act*  
Budget & Taxation**

**Position: Favorable**

I, Ethan McNary, on behalf of Sunrise Movement Baltimore, support SB 199, the Transit Safety & Investment Act.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more often than the MTA's peer agencies, and in some cases, more often than any transit agency in the nation. Paratransit service also continues to malfunction. This leads to poor service which leads to drops in ridership, and a negative spiral.

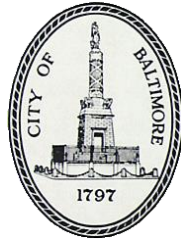
The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

We encourage a FAVORABLE report for this important legislation.

# **SB0199-B&T-FAV.pdf**

Uploaded by: Mehu, Natasha

Position: FAV



**BRANDON M. SCOTT**  
MAYOR

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

**SB 199**

January 20, 2021

**TO:** Members of the Budget and Tax Committee

**FROM:** Natasha Mehu, Director of Government Relations

**RE:** SENATE BILL 199 - 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) 199.

Senate Bill 199 looks to significantly increase the Maryland Transportation Administration's (MTA) capital budget through fiscal year 2028. The increased capital budget would be allocated from the State of Maryland's Transportation Trust Fund. The bill specifies that increased capital dollars would be in addition to capital money already set aside for MTA's Purple Line light rail project.

Ensuring that MTA receives adequate funding is critical to both Greater Baltimore's and the State of Maryland's Economy. Despite the ongoing COVID-19 pandemic, MTA's continues to serve as a vital means of transportation for hundreds of thousands of Marylanders each day. Riders include people going to school, work, visiting family, and conducting important errands. MTA's most recently published Capital Needs Inventory (CNI) report identifies a \$2 billion capital funding gap split evenly between state of good repair needs and system enhancement needs. Ensuring that MTA provides safe, affordable and reliable transportation is extremely important to both residents and businesses alike.

Though MTA is a state agency, it is worth noting that its core service area is the Baltimore Metropolitan Area. Recent census estimates put the population of the Baltimore Metropolitan Area at over 2.8 million people. Adequate investment in MTA is necessary for Greater Baltimore to realize its full transportation potential and prosper equitably with other regions of the state.

We respectfully request a **favorable** report on Senate Bill 199.

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

# **SB 199 - Sign On Testimony\_FINAL.pdf**

Uploaded by: Norton, Eric

Position: FAV



January 27, 2021

## **Testimony on SB 199 –** **Maryland Transit Safety & Investment Act** **Budget & Taxation**

### **Position: Favorable**

The undersigned organizations support SB 199, the Transit Safety & Investment Act, and encourage a favorable report from the Committee.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its ongoing 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

The result of this neglected maintenance is that buses, light rail vehicles, subway trains and MARC commuter trains break down more often than its peer agencies, and in some cases more often than any transit agency in the nation. This means that far too often riders are late or simply stranded. Paratransit services continue to malfunction, resulting in riders with disabilities missing dialysis or health appointments and being stranded when paratransit is late or fails to appear. This burden of less safe and reliable transit falls hardest on Marylanders that live in communities of color, low income communities, and people with disabilities. This would be bad enough in normal times, but the COVID-19 pandemic has revealed that a significant portion of

transit ridership is made up of the essential workers we all rely on. TransitCenter found that 40% of transit commuters in Baltimore City and 35% of transit riders in the state work in essential job sectors, with hospital and health care workers being the largest share of riders. A large number of essential workers – nurses, grocery store workers, child care professionals, nursing care staff, and so many more – rely on public transit to get to their jobs. The proposed cuts would make it harder for these vital workers to get to their jobs, which would threaten their employment and exacerbate the devastation of the pandemic.

It is not only riders who suffer from underfunding transit. The transportation sector is now the leading source of greenhouse gas emissions in the country and in Maryland. To reduce those emissions, the state will need strategies that reduce how much we all drive, including giving more people the option to take transit. But people cannot and will not choose transit if it is unreliable. Besides daily delays from disrepair, both the Metro Subway and Light Rail systems have experienced weeks-long emergency shutdowns in the last few years. We can't expect people to choose transit or be able to use it if it's going to suddenly disappear for weeks at a time.

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. 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. It will also make funding available to the locally operated transit systems throughout Maryland.

We encourage a FAVORABLE report for this important legislation.

Save Maryland Transit Coalition

350.org

Action Committee for Transit

American Council of the Blind of Maryland

ArchPlan

Audubon Naturalist Society

Baltimore Transit Equity Coalition

Bikemore

Bus Workgroup 14

Blue Water Baltimore

Campaign for Human Rights

Chesapeake Bay Foundation

CCAN

Cedar Lane Unitarian Universalist Church

Central Maryland Transportation Alliance

Chesapeake Physicians for Social Responsibility

Climate Justice Wing

Climate Stewards of Greater Annapolis  
Coalition for Smarter Growth  
Consumers for Accessible Ride Services  
Creation Care Action & Advocacy of the Baltimore-Washington Conf of UMC  
Disability Rights Maryland  
Downtown Residents Advocacy Network  
Emmanuel United Methodist Church, Laurel  
Fund for Educational Excellence  
Get Maryland Moving  
Green for All  
Greenbelt Climate Action Network  
Howard County Climate Action  
Indivisible Howard County MD  
Indivisible Towson  
Interfaith Partners for the Chesapeake  
Interfaith Power & Light (DC.MD.NoVA)  
Job Opportunities Task Force  
Labor Network For Sustainability  
League for People with Disabilities  
League of Women Voters of Maryland  
Maryland League of Conservation Voters  
Maryland Legislative Coalition  
Marylanders for Patients Rights  
Maryland Nonprofits  
Maryland PIRG  
Maryland Sierra Club  
Maryland ADAPT  
Maryland Advocates for Sustainable Transportation  
Maryland Center on Economic Policy  
Maryland Consumer Rights Coalition  
Mom's Organic Market  
Montgomery Countryside Alliance  
NAACP Maryland State Conference  
NARAL Pro-Choice Maryland  
Nature Conservancy Maryland/DC  
National Alliance on Mental Illness Maryland  
Nuclear Information and Resource Service  
Our Revolution Baltimore  
Progressive Maryland  
Safe Skies Maryland  
Smart Growth Maryland  
Solutionary Rail  
Strong Future Maryland  
Green Team at St. Vincent de Paul Church, Baltimore



Sunrise Movement Baltimore  
Sunrise Movement Howard County  
Takoma Park Mobilization  
Transit Choices  
Transition Howard County  
Unitarian Universalist Legislative Ministry of Maryland  
VOICES  
Washington Area Bicyclist Association  
WISE

# **January18(2)testimony.pdf**

Uploaded by: O'Keeffe, Carol

Position: FAV



January 20, 2021

**Testimony on SB 199**  
***Maryland Transit Safety & Investment Act***  
**Budget and Taxation**

**Position: Favorable**

Indivisible Howard County SB 199- an organization with over 700 members- supports SB199. The Transit Safety and Investment Act. Sixty percent of Howard County residents (pre-Covid) commute to work. A vital regional public transportation system is a key component for the ongoing economic and environmental health of the region of which Howard County is a part.

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 regional 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, stable and reliable capital funding for 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.

Sadly, the result of the years of underfunding is reflected in the performance metrics for the modal components of the MTA system which are the worst in the nation. Incredibly, given those metrics, MTA Bus ridership has fallen much less (60%) than the national average (up to 90% in some areas) during the Covid-19 pandemic. These statistics highlight the significant reliance that is placed on public transportation in the Baltimore area and cast into sharp relief the social equity considerations that should inform the Committee's work and the General Assembly's ultimate action.

Public transportation must be reliable, safe and affordable in order to keep its current riders and attract new riders. The result of the neglected maintenance will be buses, light vehicle, 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. Again, the fact that MTA Bus Ridership has not fallen as much as it has for other transit agencies speaks to the crucial role that public transit plays for the region. 29.5 % of Baltimore residents do not have access to vehicles. The people riding those buses are essential for keeping the area's businesses running and health care centers fully staffed. Equity demands that they be provided with safe and reliable public transportation.

Indivisible Howard County believes that robust transit systems are vital to the economic and environmental health of Maryland and of Howard County. This view is supported by a research paper published by the American Public Transportation Association titled: "2020 Update on the Economic Impact of Public Transportation Investment." There are a wide range of benefits discussed in the paper, but to name just two: 1) for every billion dollars of capital spending on

public transportation, 12,600 jobs are created and 2) \$1.80 of GDP value is added for every dollar of capital investment, both of which increase tax revenues for the funding entity.

Finally, 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, ultimately, 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 the critical needs identified in the 2019 CNI and return the system to a state of good repair so that it can operate safely and reliably and be a driver of equity and the economic health of the region.

**We encourage a favorable report.**

Carol B. O'Keeffe

**Indivisible HoCoMD**

# **Testimony - TSIA- 2021.pdf**

Uploaded by: O'Connor, Monica

Position: FAV

**Committee: Budget & Taxation**

**Testimony on: SB0199-- “Maryland Transit Administration-Funding (Transit Safety and Investment Act”**

**Organization: WISE**

**Person**

**Submitting: Monica O’Connor - Legislative Liaison**

**Position: Favorable**

**Hearing Date: January 20, 2021**

Mr. Chairman and Members of the Committee,

Thank you for allowing our testimony today in support of SB0199. WISE is a grassroots organization of 700 women members in Anne Arundel County. The environmental sub group of WISE is focused on getting State level climate justice legislation passed. Each bill for which we advocate is evaluated through an equity lens, with a particular focus on how disadvantaged communities are affected by the bill and the bill’s climate impact.

**Public Transit Lifts People Out of Poverty:** 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.

**Transit System At Risk:** However, a safe, reliable and affordable public transit system in Maryland that serves the interest of all residents is at risk. In 2019, 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. For low income and essential workers, public transportation is 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.

**Reliable Transit Needed for Jobs and the Economy:** 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 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.

For these reasons we urge you to vote favorably for SB0199.



# **SB199 LOS CMTA.pdf**

Uploaded by: O'Malley, Brian

Position: FAV



**Board of Directors:**

Central Maryland Transportation Alliance

**Chair Laura Gamble**

Regional President Greater Maryland, PNC

**Vice Chair Dr. Celeste Chavis**

Associate Professor, Morgan State University

**Vice Chair Ryan O'Doherty**

Vice President, Mercy Medical Center

**William Baker**

President, Chesapeake Bay Foundation

**Liz Cornish**

Executive Director, Bikemore

**Donald Fry**

President & CEO, Greater Baltimore Committee

**Matt Gallagher**

President & CEO, The Goldseker Foundation

**Ronald Hartman**

Consulting Partner, Mobitas Advisors

**Tiffany Majors**

President and CEO, The Baltimore Urban League

**Andrew Michael**

Administrative Vice President, M&T Bank

**Ryan O'Doherty**

Vice President, Mercy Medical Center

**Sallye Perrin**

Senior Vice President, Parsons Brinkerhoff

**Walter D. Pinkard, Jr**

Senior Advisor, Cushman & Wakefield

**Shanaysha Sauls**

President and 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

**James L. Shea**

Chairman Emeritus, Venable LLP

**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

**Shelonda Stokes**

President and CEO, Downtown Partnership

**C. William "Bill" Struever**

Managing Director, Cross Street Partners

**Michele Whelley**

President and CEO, Economic Alliance of Greater Baltimore

**Scot Wilkinson**

Founder and CEO, AlphaVu

**Caryn York**

Executive Director, Job Opportunities Task Force

January 27, 2021

**Testimony on SB 199 –  
Maryland Transit Safety & Investment Act  
Budget & Taxation**

**Position: Favorable**

The Central Maryland Transportation Alliance supports SB 199 and encourages a favorable report from the Committee.

At current funding levels the maintenance backlog at the Maryland Transit Administration (MTA) continues to grow.

The result of this neglected maintenance is that buses, light rail vehicles, subway trains and MARC commuter trains break down more often than at peer agencies, and in some cases more often than any transit agency in the nation. This means that far too often riders are late or simply stranded.

Paratransit services continue to malfunction, resulting in riders with disabilities missing dialysis or health appointments and being stranded when paratransit is late or fails to appear.

This burden of less safe and reliable transit falls hardest on Marylanders that live in communities of color, low income communities, and people with disabilities. This would be bad enough in normal times, but the COVID-19 pandemic has revealed that a significant portion of transit ridership is made up of the essential workers we all rely on.

It is not only riders who suffer from underfunding transit. The transportation sector is now the leading source of greenhouse gas emissions in the country and in Maryland. To reduce those emissions, the state will need strategies that reduce how much we all drive, including giving more people the option to take transit. But people cannot and will not choose transit if it is unreliable.

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. 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. It will also make funding available to the locally operated transit systems throughout Maryland.

We encourage a FAVORABLE report for this important legislation.

# **Testimony SB199.pdf**

Uploaded by: Parker, Ashiah

Position: FAV



January 27, 2021

**Testimony on SB 199 –  
Maryland Transit Safety & Investment Act  
Budget & Taxation**

**Position: Favorable**

No Boundaries Coalition supports SB 199, the Transit Safety & Investment Act.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more often than the MTA's peer agencies, and in some cases, more often than any transit agency in the nation. Paratransit service also continues to malfunction. This leads to poor service which leads to drops in ridership, and a negative spiral.

Our organization serves a population that uses public transportation. We need to ensure that the MTA's funding is large enough to service current maintenance needs and to reimagine what transportation should look like in the Baltimore Metro Area.

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 for this important legislation.

Sincerely,

**Ashiah S. Parker, MPA**  
Executive Director  
No Boundaries Coalition, Inc  
**1808 Pennsylvania Ave.**  
**Baltimore, Maryland. 21217**  
**Phone: 410.800.2452**

---

*"deconstructing boundaries, building commUNITY"*

1808 Pennsylvania Avenue, Baltimore, MD 21217 | 410-800-2452 | [www.noboundariescoalition.com](http://www.noboundariescoalition.com)



---

*"deconstructing boundaries, building commUNITY"*

1808 Pennsylvania Avenue, Baltimore, MD 21217 | 410-800-2452 | [www.noboundariescoalition.com](http://www.noboundariescoalition.com)

# **TransitInvestmentActSuppoprt 1-20-21.pdf**

Uploaded by: Philipsen, Klaus

Position: FAV

January 20, 2021

**Re: Testimony on SB 199 –  
Maryland Transit Safety & Investment Act  
Budget & Taxation**

**Position: Favorable**

Klaus Philipsen, President ArchPlan Inc. Baltimore.

I support SB 199, the Transit Safety & Investment Act.

As a long time transportation consultant I am acutely aware of the funding problems of the MTA and especially the need for a better state of repair for rail and bus transit.

The resulting inefficiencies cost the MTA more money for its day to day operations and reduce the reliability of the services which, in turn, results in diminished customer satisfaction. .

As an urban planner I understand that economic development and quality of life in metropolitan areas is to a large extent dependent of good access to reliable and frequent transit. The Baltimore metro area does not stack up in comparison to many similar size peer cities and metro areas with much stronger investment into their transit systems.

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 for this important legislation.



President ArchPlan Inc.

# **TESTIMONY FOR SB0199 Transit Safety and Investment**

Uploaded by: Plante, Cecilia

Position: FAV





## TESTIMONY FOR SB0199

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

**Bill Sponsor:** Senator McCray

**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 SB0199 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.

**Did you know that 70% of Maryland’s greenhouse gases come from the Transportation Sector, but most of the money we spend from the Transportation Trust Fund goes to the State Highway Administration?**

How wrong-headed is that? Maryland needs 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.

We have spent much of the past year talking about how much we rely on and support front-line workers. Most of them struggle to get to work because they can’t afford cars and our public transportation system is so behind on maintenance that it is one of the least reliable systems in the country! What kind of ‘support’ for front-line workers is that?

**We have to understand that public transportation is an investment, just like schools. It is an investment in our 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. Make the investment, not only for our environment, but for our people and our future.

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

# **IPC Testimony 2021 - Senate 199.pdf**

Uploaded by: Rose, Jodi

Position: FAV



*Forming Faithful Stewards,  
Caring for Sacred Waters*

PO Box 6791  
Annapolis, MD 21401

**TESTIMONY ON SB 199  
Position: FAVORABLE  
January 20, 2021  
Budget and Taxation Committee**

Chairman Guy Guzzone and Members of the Committee:

**We support the Transit Safety and Investment Act (SB 199) which will provide badly needed funds for maintenance of MTA buses, light and heavy rail, and commuter buses - all while creating middle class jobs likely to be held by women and people of color.**

Baltimore has a high public transit ridership and many people rely on public transit to get to work, access health care and go to school. By increasing funding for maintenance, Maryland will be putting underserved communities first and investing critical dollars to meet their transportation needs.

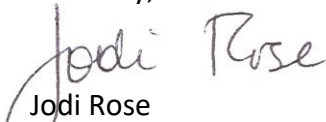
Additionally, this bill works to address climate change with cleaner public transit planning. As people of faith, we understand the moral urgency of addressing climate change to ensure all people can thrive, both today and tomorrow. We have a profound responsibility to reduce climate-impacting pollution, and one strategy for that is to strengthen our public transit system, thereby removing individual cars from the road.

The younger generation, too, is less inclined to drive individual cars or even get their own individual licenses<sup>12</sup>. In order to create a healthy environment for the next generation in which they have upward mobility opportunities, we must ensure a reliable public transit system.

**If ever there was a piece of legislation that addresses environmental concerns while also addressing inequities in access and opportunity, it is *this* bill that invests in clean transit.**

We hope you will join us in supporting SB0199.

Sincerely,

  
Jodi Rose  
Executive Director

---

<sup>1</sup> Meade, Edie, "American Teens are Driving Less...", Jan 13, 2020, [link here](#).

<sup>2</sup> Federal Highway Administration, Office of Transportation Policies, [link here](#).

## **Written Testimony SB0199.pdf**

Uploaded by: Santhanam, Maya

Position: FAV

January 18, 2021

**SUPPORT: SB0199 Maryland Transit Administration - Funding (Transit Safety and Investment Act).**

Dear Mr. Chairman and members of the Committee,

The Howard County Conservancy Student Climate Change Institute strongly supports SB0199 Maryland Transit Administration - Funding (Transit Safety and Investment Act).

Public transportation services provide nearly 320,000 daily rides to residents in more than half of Maryland's counties including Howard County. Although a significant portion of Maryland's population utilizes the public transit system, the overall efficiency of transportation in Maryland is substandard: Maryland ranks 3rd in public transit usage among all 50 states, yet 49th for average commute time. It is essential to address that our transit system must be met with equitable funding in order to enhance its safety and dependability. By supporting this legislation which will allow for a safer and more reliable transit system, you will be helping essential workers who endanger themselves every day for us. You will be helping regain the public's confidence in the transit system during these difficult and uncertain times, by addressing the devastating impacts of COVID-19 on public transportation. You will be helping all of the students like ourselves who rely on public transit to go to and from school. You will be helping the senior citizens who depend on public transit to get groceries, pick up prescriptions, and satisfy their basic needs. By supporting this bill, you will be helping all Maryland residents and bettering our daily lives.

Furthermore, the transportation system is critical to reducing Maryland's emissions and carbon footprint. Increased availability of zero-emission transit vehicles will help Maryland reach the goal of reducing greenhouse gas emissions by 40 percent by 2030. The need for environmentally-friendly technologies is pressing, and this legislation will provide the Maryland Transit Administration with the appropriate funding to adequately address environmental concerns within the transit system. As both students and environmental advocates, Maryland aiming for a 95% zero-emission fleet by 2045 will give youth like ourselves indescribable amounts of hope for a better climate. We are already facing the severe consequences of climate change from permafrost melting to wildfires, and in order for our generation to continue to live on a hospitable planet, immediate action is necessary. In order for us to live in a world that is not burdened by consistent extreme weather, widespread diseases, fatal heat waves, deadly flooding, lethal air quality, and constant civil unrest, immediate action is crucial. Widespread local action and legislation are key to combating the global climate change crisis, and the Transit Safety and Investment Act is a powerful step in the right direction. SB0199 demonstrates Maryland's commitment to fighting environmental, economic, and social issues, and shows Maryland's willingness to implement climate-friendly technologies.

We applaud Senator McCray for his commitment to transit equity and the environment, and we strongly urge a favorable report on this bill.

Thank you for your consideration on behalf of the Howard County Conservancy Student Climate Change Institute.

Maya Santhanam of Centennial High School, Saketh Sundar of River Hill High School, Evan Borodin of Reservoir High School, Victoria Benitez of Oakland Mills High School, Oliver Song of Wilde Lake High School, Zainab Zarnish of Reservoir High School

# **Document1.pdf**

Uploaded by: Seel, Brian

Position: FAV

As someone without a car, our transit system is critical to me getting around the region. I made this decision voluntarily, partly to save money and partly to save our environment. However, the state of Maryland should be trying to make it as easy as possible for people to use transit for the state to save money. Highway and road building is expensive, and more carbon emissions are having a catastrophic effect on our bay and natural resources.

We also need to be considering those who have no choice but to rely on transit because they are unable to afford transportation. Transportation is a huge expense to many, and car repairs can be huge, unexpected bills.

Please, support the MTA through this bill.

Thank you,

Brian Seel

District 46 resident

Baltimore City



# **Maryland Transit Safety & Investment Act Testimony**

Uploaded by: Sherman, Molly

Position: FAV



January 18, 2021

Testimony on SB 199  
*Maryland Transit Safety & Investment Act*  
Budget & Taxation

**Position: FAVORABLE**

Sunrise Movement Baltimore supports SB 199, the Transit Safety & Investment Act.

MD transportation is failing, and we cannot afford to let it fail any longer. [For the third year in row](#), the Central Maryland Transportation Alliance's 2020 report card gave. The current state of transportation is unacceptable, and it impacts all sectors of Maryland life. Transportation has asserted itself as the nexus of economic opportunity and racial justice across the country, and by neglecting it, we fail communities of minorities, hiring firms, and, ultimately, ourselves. By funding the basics of transportation, the system will become more efficacious to its users and the greater economy.

Amidst this growing disparity between income groups, the number of low income individuals that grow up in poor neighborhoods, isolated from job opportunities, has been rising. The inadequacy of Maryland's transportation infrastructure has allowed it to persist. Based on a rigorous study analyzed in the book *Poverty and Place* by Paul A. Jargowsky, job opportunities are found increasingly in outlying suburban areas that many minorities do not have access to, partly because of a lack of transportation accessibility and reliability. As it exists, public transportation does not provide adequate services to meet the existing demand for job seekers and employers.

Why is this impacting Black individuals, specifically, disproportionately? Minorities are more likely to live in areas composed of other members of their minority group. This phenomenon is known as residential segregation and may partly reflect living preferences of the group; however, racial segregation of residences reflects lower wealth levels, barriers to housing market integration, and discrimination by landlords and financial institutions due to the tendency of whites to exit changing neighborhoods.

According to [Dr. Rodgers in an article evaluating race in the labor market](#), low-income urban residents, especially minorities, have difficulties accessing job opportunities in suburban areas, where job growth is occurring. This spatial mismatch between jobs and job seekers limits employment opportunities for inner-city minorities. Applying Jargowsky's analysis, transportation barriers prevent minorities from accessing employment options in other neighborhoods. This is a reality for the Baltimore region wherein only 9% of jobs were reachable within an hour using public transportation in 2018 as cited by the prescribed report card, citing data from the Accessibility OBservatory at the University of Minnesota.

Legislators in the 2021 Maryland Legislative Session have an opportunity to remedy neglected transit systems and improve economic opportunity. [The Transit Safety and Investment Act](#) requires the State invest in transportation by compounding on the previous years' budget allocation from the Transportation Trust Fund. Funds generated over a 10-year period, starting in 2021, will go towards the operation of the Maryland Transit Administration for basic safety and accessibility upgrades for public transportation. This bill will enhance the reliability of transit services through maintenance and safety assessments, prioritization issues that arise, and accurate analysis will be uninhibited by funding constraints.



The transit recovery initiative reduces the spatial mismatch of job seekers to job opportunities. Beyond direct employment access, transportation to these neighborhoods will improve minority access to information and contacts. A large percentage of workers generate their jobs through friend and family contacts. Jargowsky found that by increasing transportation options, minorities will have the opportunity to partake in more activities near job opportunities, thus improving their access to employment information and contacts.

Beyond growing networks and connections, reliable transportation will strengthen job retention. [Currently, MTA buses have an on-time rate of only 70%](#), not including the buses that do not show up at all. With better transportation, employees can reduce the unnecessary stress of bated breath and wasted time, wondering and waiting for transportation to child care or employment, improving their well-being and efficacy.

Transportation investment is further incentivized by the benefit to employers. This initiative improves the labor supply for suburban institutions seeking employees as well by expanding the pool of potential hires by inviting everyone who is qualified, not just those who have the highest level of access given their living proximity and transportation provisions. Job candidates will be composed of everyone who can perform well at the job. These potential hires can be discovered within networks composed of individuals connected to firms and in the job places themselves. As reliable transportation enables workers to come to work consistently and on time and, with minds no longer pre-occupied by transportation issues, they can be more efficacious in their work in addition to improving their quality of life.

By improving the equity of transportation, Black individuals will be institutionally repositioned to reclaim income and wealth opportunities withheld from them as a result of being redlined into neighborhoods with fewer employment opportunities. More reliable transportation will improve transit user well-being, productivity, and labor supply at hiring institutions. In addition, an improvement in transportation will benefit us all, even those of us who are not daily public transportation users. As a young person living in the agricultural reserve, this public transit improvement will not affect me directly, but I believe the social and economic benefits of improved transportation are more than enough of a reason for me to take action.

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 for this important legislation.

# **Maryland Transit Safety & Investment Act Testimony**

Uploaded by: Sherman, Molly

Position: FAV



January 18, 2021

Testimony on SB 199  
*Maryland Transit Safety & Investment Act*  
Budget & Taxation

**Position: FAVORABLE**

Sunrise Movement Baltimore supports SB 199, the Transit Safety & Investment Act.

MD transportation is failing, and we cannot afford to let it fail any longer. [For the third year in row](#), the Central Maryland Transportation Alliance's 2020 report card gave. The current state of transportation is unacceptable, and it impacts all sectors of Maryland life. Transportation has asserted itself as the nexus of economic opportunity and racial justice across the country, and by neglecting it, we fail communities of minorities, hiring firms, and, ultimately, ourselves. By funding the basics of transportation, the system will become more efficacious to its users and the greater economy.

Amidst this growing disparity between income groups, the number of low income individuals that grow up in poor neighborhoods, isolated from job opportunities, has been rising. The inadequacy of Maryland's transportation infrastructure has allowed it to persist. Based on a rigorous study analyzed in the book *Poverty and Place* by Paul A. Jargowsky, job opportunities are found increasingly in outlying suburban areas that many minorities do not have access to, partly because of a lack of transportation accessibility and reliability. As it exists, public transportation does not provide adequate services to meet the existing demand for job seekers and employers.

Why is this impacting Black individuals, specifically, disproportionately? Minorities are more likely to live in areas composed of other members of their minority group. This phenomenon is known as residential segregation and may partly reflect living preferences of the group; however, racial segregation of residences reflects lower wealth levels, barriers to housing market integration, and discrimination by landlords and financial institutions due to the tendency of whites to exit changing neighborhoods.

According to [Dr. Rodgers in an article evaluating race in the labor market](#), low-income urban residents, especially minorities, have difficulties accessing job opportunities in suburban areas, where job growth is occurring. This spatial mismatch between jobs and job seekers limits employment opportunities for inner-city minorities. Applying Jargowsky's analysis, transportation barriers prevent minorities from accessing employment options in other neighborhoods. This is a reality for the Baltimore region wherein only 9% of jobs were reachable within an hour using public transportation in 2018 as cited by the prescribed report card, citing data from the Accessibility OBservatory at the University of Minnesota.

Legislators in the 2021 Maryland Legislative Session have an opportunity to remedy neglected transit systems and improve economic opportunity. [The Transit Safety and Investment Act](#) requires the State invest in transportation by compounding on the previous years' budget allocation from the Transportation Trust Fund. Funds generated over a 10-year period, starting in 2021, will go towards the operation of the Maryland Transit Administration for basic safety and accessibility upgrades for public transportation. This bill will enhance the reliability of transit services through maintenance and safety assessments, prioritization issues that arise, and accurate analysis will be uninhibited by funding constraints.



The transit recovery initiative reduces the spatial mismatch of job seekers to job opportunities. Beyond direct employment access, transportation to these neighborhoods will improve minority access to information and contacts. A large percentage of workers generate their jobs through friend and family contacts. Jargowsky found that by increasing transportation options, minorities will have the opportunity to partake in more activities near job opportunities, thus improving their access to employment information and contacts.

Beyond growing networks and connections, reliable transportation will strengthen job retention. [Currently, MTA buses have an on-time rate of only 70%](#), not including the buses that do not show up at all. With better transportation, employees can reduce the unnecessary stress of bated breath and wasted time, wondering and waiting for transportation to child care or employment, improving their well-being and efficacy.

Transportation investment is further incentivized by the benefit to employers. This initiative improves the labor supply for suburban institutions seeking employees as well by expanding the pool of potential hires by inviting everyone who is qualified, not just those who have the highest level of access given their living proximity and transportation provisions. Job candidates will be composed of everyone who can perform well at the job. These potential hires can be discovered within networks composed of individuals connected to firms and in the job places themselves. As reliable transportation enables workers to come to work consistently and on time and, with minds no longer pre-occupied by transportation issues, they can be more efficacious in their work in addition to improving their quality of life.

By improving the equity of transportation, Black individuals will be institutionally repositioned to reclaim income and wealth opportunities withheld from them as a result of being redlined into neighborhoods with fewer employment opportunities. More reliable transportation will improve transit user well-being, productivity, and labor supply at hiring institutions. In addition, an improvement in transportation will benefit us all, even those of us who are not daily public transportation users. As a young person living in the agricultural reserve, this public transit improvement will not affect me directly, but I believe the social and economic benefits of improved transportation are more than enough of a reason for me to take action.

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 for this important legislation.

## **Testimony.SB 199.Transit Safety & Investment Act.2**

Uploaded by: Slater, Christine

Position: FAV

January 27, 2021

**Testimony on SB 199 –  
Maryland Transit Safety & Investment Act  
Budget & Taxation**

**Position: Favorable**

Christine Slater supports SB 199, the Transit Safety & Investment Act.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion (26%) of which is an accumulated backlog of deferred maintenance. Unfortunately, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI.

Funding levels are on course to go lower which would only make the maintenance backlog grow worse. We have a transit system that breaks down at an alarmingly high frequency. These are state assets that must be managed better and the General Assembly needs to step in to ensure MDOT does the right thing -- it's a responsibility that the state already has.

Note that MDOT Sec. Slater himself has said that ***managing state of good repair is a case of pay now or pay more later***. If we don't pay now, future taxpayers will pay higher costs later. And further – in these times of COVID and a restricted economy – this investment will create jobs!! Money spent on \*maintaining\* our existing transportation system creates more jobs per dollar than money spent on new capacity.

Here in Montgomery County, residents depend on the MARC Brunswick Commuter rail to provide critical connecting service between Frederick and DC; plus Penn and Camden Lines connect us from DC to the Baltimore Region. Did you know that ***our commuter rail system is the 4th worst in the nation for breakdowns***?? We need safe and reliable MARC service to connect workers to their jobs. This is especially important if we want to have a strong economic recovery.

SB 199 will also make funds available for locally operated transit systems across the state, including RideOn, which is the primary public transportation system in Montgomery County. In addition to serving Montgomery County, RideOn serves the community of Langley Park in Prince George's County and Sibley Memorial Hospital in Washington, D.C.

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 ("Back to Good") so that it can operate safely and reliably.

We encourage a FAVORABLE report for this important legislation.

Christine Slater, 402 Mansfield Rd, Silver Spring, MD 20910-5515 301-585-5038 home



# **TSIA Testimony 1-20-21.pdf**

Uploaded by: Sturm, Paul

Position: FAV

**Testimony in Support of SB199  
Maryland Senate  
Budget & Taxation Committee**

**Paul Sturm, Downtown Residents Advocacy Network  
January 20, 2021**

On behalf of the Downtown Residents Advocacy Network in Baltimore City, I'm pleased to express our strong support for the Transit Safety & Investment Act. We believe passage of this legislation is essential for Maryland's economic growth, environmental health and equity for our state's residents in the 21<sup>st</sup> century.

Downtown Baltimore is the fastest growing residential neighborhood in Baltimore City – approx. 40,000 people now live within a mile of Pratt & Light Streets -- and many residents have chosen to live here without owning an automobile. This means we rely on transit for access to much of our work, shopping, medical, recreation, education and cultural activities.

Personally...I rely on light rail to travel between Downtown & BWI Airport, take the MARC train between Baltimore & DC, ride the 51 bus when I teach at Notre Dame of Maryland University and see my dentist in Towson, and ride the commuter bus to meetings in Annapolis. I would not be able to live in Baltimore City without these essential public transportation services.

I can also state that many Downtown Baltimore residents are in a comparable situation. In fact, some have moved out of Baltimore & Maryland due to the region's unreliable and incomplete public transit options.

Moreover, Maryland's lack of comprehensive, reliable public transportation puts us at a disadvantage compared to other east coast states where major metropolitan regions have long had robust public transit systems as well as states throughout the country where metropolitan areas are investing in major expansions of their current transit systems. Attracting and retaining new Maryland businesses and residents in the 21st century clearly requires greater investment in safe, reliable public transportation.

We know that public funding decisions and resource investments are ultimately statements about our collective values and priorities, so we need to ask...

Do we value Maryland's economic health and competitiveness?

Do we value Maryland's quality of life and sustainability of our beautiful natural environment?

Do we value all Maryland residents and their need for transportation that enables them to work, access childcare, get to school, make it to medical appointments and buy food for their families?

If so, the Maryland General Assembly must step up to the plate in 2021. The General Assembly needs to pass the Transportation Safety and Investment Act which will provide the capital investments necessary to keep MTA's vehicles and infrastructure in a state of good repair.

Thank you for considering my testimony. If you have any questions, feel free to contact me at [psturm@outlook.com](mailto:psturm@outlook.com).

Paul Sturm  
Baltimore City

# **SB199 - Transit Safety & Investment Act - B&T - Mc**

Uploaded by: Tulkin, Josh

Position: FAV



7338 Baltimore Ave  
Suite 102  
College Park, MD 20740

**Committee: Budget & Taxation**  
**Testimony on: SB199 – “Transit Safety & Investment Act”**  
**Position: Support**  
**Hearing Date: January 20, 2021**

The Maryland Sierra Club strongly supports SB 199, one of our priority bills for this session.

The Maryland Transit Administration (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. This legislation would require the funding necessary to meet the MTA’s capital needs from the Transportation Trust Fund, from 2023 to 2028, and also allows these funds to be available for Maryland’s locally operated transit systems.

In July 2019, MTA released its first ever Capital Needs Inventory (CNI) to assess its 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 appropriation proposed by this legislation would increase capital funding for MTA over the CTP’s proposed levels to \$500 million annually to address this maintenance backlog to bring the system into a state of good repair, so that it can 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 efforts.

The result of neglected maintenance is that buses, light rail vehicles, subway trains and MARC commuter trains MTA services break down more often than those of peer agencies, and in some cases more often than any transit agency in the nation. This means that far too often riders are late or simply stranded. Paratransit services continue to malfunction, resulting in riders with disabilities missing dialysis or health appointments and being stranded when paratransit is late or fails to appear. This burden of an unsafe and unreliable transit falls hardest on communities of color, low income communities, and people with disabilities. One in three transit riders in the state are also essential workers. The lack of a reliable system makes it harder for these vital workers to get to their jobs, threatens their employment, and makes economic recovery from COVID-19 more difficult.

Transportation is the largest source of climate pollution in Maryland. 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. A person who commutes 20 miles daily round trip by car could lower their carbon footprint 4,800 pounds annually, equivalent to the emissions from 245 gallons of gasoline, if they instead made 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 safely and reliably to get to jobs, education, healthcare, recreation, and other destinations each and every day. We urge a favorable report on SB 199.

Lindsey Mendelson  
Transportation Representative  
[transportation@mdsierra.org](mailto:transportation@mdsierra.org)

Josh Tulkin  
Chapter Director  
[Josh.Tulkin@mdsierra.org](mailto:Josh.Tulkin@mdsierra.org)

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 75,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

# **SB 199 MTA Funding.pdf**

Uploaded by: Walmsley, Keith

Position: FAV



## Maryland Developmental Disabilities Council

EMPOWERMENT • OPPORTUNITY • INCLUSION

### Budget & Taxation

#### **SB 199: Maryland Transit Administration - Funding (Transit Safety and Investment Act)**

**January 20<sup>th</sup>, 2021**

**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 199 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 2028, the appropriation for MTA's operating expenses may not be less than the fiscal 2022 appropriation.
- For fiscal 2023 through 2028, 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, 2021.

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 199 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 - Favorable SB0199 Testimony.pdf**

Uploaded by: Weeks, Jed

Position: FAV





January 18, 2021

## Testimony on SB 199 – Maryland Transit Safety & Investment Act Budget & Taxation: Position Favorable

Bikemore supports SB 199, the Transit Safety & Investment Act.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more often than the MTA's peer agencies, and in some cases, more often than any transit agency in the nation. Paratransit service also continues to malfunction. This leads to poor service which leads to drops in ridership, which is known as a transit death spiral.

Public transit is the backbone of our economy, literally keeping us alive during the pandemic by getting the people employed in our hospitals, grocery stores, retirement homes, ports, and logistics centers to work every day.

And outside of the pandemic, City Schools students and even more workers rely on transit to get to school and work every day. Access to reliable transportation is the single greatest determinant in escaping poverty.

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.

There isn't a more important investment we could make at this time.

We encourage a FAVORABLE report for this important legislation.

**Jed Weeks**  
Policy Director

**\_MCRC Testimony 2021 SB199 (1).pdf**

Uploaded by: White, Marceline

Position: FAV

**Testimony to the Senate Budget & Taxation Committee**  
**SB 199: Maryland Transit Administration - Funding (Transit Safety and Investment Act)**  
**Position: Favorable**

January 27, 2021

Senator Guy Guzzone, Chair  
Senate Budget & Taxation Committee  
3 West, Miller Senate Office Building  
Annapolis, Maryland 21401  
Cc: Members, Budget & Taxation Committee

Honorable Chair Guzzone and Members of the Committee:

The Maryland Consumer Rights Coalition (MCRC) is a statewide coalition of individuals and organizations that advances economic rights and financial inclusion for Maryland consumers through research, education, direct service, and advocacy. Our 8,500 supporters include consumer advocates, practitioners, and low-income and working families throughout Maryland.

MCRC is writing today in support of SB 199.

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.

Our work on economic rights and with households across the state, but particularly in Baltimore City, demonstrates the critical need for affordable, accessible transportation. Transportation mobility is inextricably entwined with economic mobility in a region where many jobs that pay a family-sustaining wage are located 45 minutes from job seekers in the city. This disconnect affects workforce development, the economy, and the time spent trying to travel by the

currently inadequate public transportation in place. Making public transportation work for families by ensuring it is frequent, in good condition, and affordable is a critical component in helping households recover from the recession and regain employment.

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.

For all these reasons, we support SB 199 and urge a favorable report.

Best,

Marceline White  
Executive Director

# **SB199\_strongfuturemaryland\_FAV.pdf**

Uploaded by: Wilkerson, Alice

Position: FAV



**Testimony in Support of Senate Bill 199**  
**Maryland Transit Administration - Funding**  
**(Transit Safety and Investment Act)**  
**(Senators McCray & Zucker)**

January 27, 2021

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

On behalf of Strong Future Maryland, we write in strong support of Senate Bill 199. Strong Future Maryland works to advance bold, progressive policy changes to address systemic inequality and promote a sustainable, just and prosperous economic future for all Marylanders. We ask you to support this legislation as a matter of transit equity, economic urgency, and environmental justice.

This bill requires increased operating and capital spending for the Maryland Transit Administration (MTA). State spending on transportation in Maryland has favored roads over transit, and the Washington, D.C., area over the Baltimore region. Meanwhile, MTA's subway, light rail, bus and commuter rail vehicles each have one of the worst breakdown rates in the country. According to Sierra Club - Maryland Chapters, MTA buses break down twice as much as buses in other major Northeast cities, and the Metro subway and Central Light Rail recently have undergone emergency shutdowns lasting weeks. According to the Pew Research Center, communities of color, persons with disabilities, immigrants, those over the age of 50, and low-income communities are more likely to use public transit. These communities are disproportionately harmed when their public transit options are diminished, unreliable, and underinvested.

We recently read a quote that stuck with us. Said Tamika L. Butler, a transit equity expert and Executive Director of the Los Angeles County Bicycle Coalition (LACBC), "If you don't have access to quality transportation, then you can't have access to quality jobs. You can't have access to quality health care. You can't have access to quality education."

Transit-advocacy nonprofits TransitCenter and the Center for Neighborhood Technology modeled the effect of a 50% service cut to peak service and a 30% cut to off-peak service in 10 regions of the U.S. and found that these cuts would eliminate access to frequent transit for over 3 million people and 1.4 million jobs. The hardest hit would be Black and Hispanic riders, but the cuts would have a big impact on second- and third-shift workers and households without vehicles as well.

To quote the eloquent Tamika L. Baker once again: “If you examine the intersection of race, equity and public transit, and look at the demographics of the transit world’s decision-makers, it is clear who currently has that power. The transit world should want to change what groups of people feel safe on transit. The transit world should want to change who has longer wait times on transit. The transit world should want to change who has access to transit. The transit world should want to change who gets a place to sit and seek shade while waiting for transit. The transit world should want to change public investment in transit.”

In addition to issues of transit equity, the General Assembly must consider environmental justice in its decisions about transportation investments. Transportation is the #1 contributor to climate pollution in Maryland and the United States. Robust public transit systems reduce traffic congestion by reducing vehicle trips in cars, which causes far greater climate pollution. This cuts greenhouse gas emissions and air pollution that exacerbates respiratory diseases like COVID-19.

Just last week, an international group of scientists released a paper stating the planet is facing a “ghastly future of mass extinction, declining health and climate-disruption upheavals” that threaten human survival because of ignorance and inaction. The 17 experts say the planet is in a much worse state than most people – even scientists – understood.

“The scale of the threats to the biosphere and all its lifeforms – including humanity – is in fact so great that it is difficult to grasp for even well-informed experts,” they write in a report in *Frontiers in Conservation Science* which references more than 150 studies detailing the world’s major environmental challenges.

Maryland must do more for climate action — in the name of environmental justice, for the health of our communities, and for the future of our families. This committee can make a commitment to that work by ensuring the transportation decisions made by our state government are equitable, environmentally-conscious, and forward-thinking.

For all of these reasons, we urge a favorable report on Senate Bill 199.

John B. King Jr.

Founder and Board Chair

Alice Wilkerson

Executive Director

# **Willson Transit Safety and Investment Act.pdf**

Uploaded by: Wilson, Anne

Position: FAV





Jan 18, 2021

Testimony on SB0199  
***Transit Safety and Investment Act***  
***Senate Budget and Taxation Committee***

**Position: Favorable**

I am writing as an elder ally of the youth-led Sunrise Movement Baltimore to urge your favorable report for SB0199 Transit Safety and Investment Act.

The transportation sector is the leading source of greenhouse gas emissions in the state of Maryland. This means a robust public transit system that would get cars off the road is a key to addressing the climate crisis and avoiding its worst effects.

Here in Baltimore we are already seeing the climate crisis disproportionately hitting our low-income communities and Black and brown communities first and worst, with extreme flooding during storms and heat island effects that contribute to exacerbated respiratory disease, higher health care costs, missed work days, and higher rates of illness and death.

Since we know that access to public transit is also the number one factor in escaping poverty, a healthy transit system is also an economic and racial justice issue. Attracting sought-after employers to Maryland and to the City of Baltimore in particular is pointless if the candidates for those jobs can't get to the workplace.

Right now, the poor state of repair and terrible reliability rates of our public transit are crippling the City's ability not only to function as a modern 21st-century city, but also for its economy to grow to the benefit of everyone here -- not just those who already have wealth and power.

The Maryland Transit Administration has a lot of work to do to grow and develop into the truly transformative builder of healthy communities that it could be. But first, we are asking the General Assembly just to fund the safety and reliability of what we already have -- the basics.

As someone who has waited in vain -- multiple times -- for MTA buses that never came, and as a witness to communities in Baltimore that have essentially been abandoned by their own elected officials, I can tell you this commitment to MTA's capital needs is long overdue. For the people, for the health of the economy, for economic and racial justice, and for the planet.

I encourage a FAVORABLE report for this important legislation. Thank you for your time and consideration.

Anne Wilson  
221 Stony Run Lane  
H-2  
Baltimore, MD 21210  
410-294-8074

# **SB 199 Testimony\_GreenForAll.pdf**

Uploaded by: Wong, Nicole

Position: FAV



January 20, 2021

**Testimony on SB 199 –  
*Maryland Transit Safety & Investment Act*  
Budget & Taxation**

**Position: Favorable**

Green For All, a program of national social justice nonprofit Dream Corps, supports SB 199, the Transit Safety & Investment Act.

The Maryland Transit Administration (MTA) faces a funding shortfall that will prevent it from meeting its most essential maintenance needs over the next five years. The Maryland Transit Administration's first Capital Needs Inventory (CNI) determined that \$462 million is required annually to cover basic safety and repair costs. However, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) funding at current levels is inadequate to keep MTA's systems running smoothly, which is cause for considerable concern.

MTA's vehicles have a track record of high breakdowns. A shortage in funding for critical repairs has a cascade effect on transit dependent riders, who are disproportionately essential workers, low income people, and people of color. When these communities face longer wait times and unpredictable transit, this means more missed buses and missed work days, lost jobs, and increased fees in the form of child care and expenses that riders simply cannot afford. And, when single occupancy vehicles are substituted for transit, it leads to increased traffic, pollution that hits communities of color worst, and emissions that contribute further to the climate crisis.

The Transit Safety & Investment Act will increase MTA's capital budget to keep critical transit services operating for those who need it most. In the wake of COVID-19, Green For All has worked with supporters and partners across the country to advocate for greater transit funding at both the state and federal level because we know that a healthy public transit system is central to tackling pollution, poverty, and the history of systemic racism in our transportation systems. Keeping MTA's buses, light rail vehicles, subway trains, and MARC commuter trains moving is a first and fundamental step toward ensuring economic opportunity for the communities hit hardest by COVID. It helps riders reach essential destinations more affordably and invests in high quality job generation for years to come.

For these reasons, we highly encourage a favorable report.

Sincerely,

Shannon Baker-Branstetter  
Deputy Director of Policy  
Dream Corps Green For All

# **SB 199 - FFEE Testimony.pdf**

Uploaded by: Wyatt, Kwane

Position: FAV



January 25, 2021

**Testimony on SB 199 –  
*Maryland Transit Safety & Investment Act*  
Budget & Taxation**

**Position: Favorable**

The Fund for Educational Excellence supports SB 199, the Transit Safety & Investment Act.

In July 2019, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess its 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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

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

In addition to the drop in ridership, this level of disinvestment also negatively impacts those who have no choice but to use public transit daily to get to necessary destinations. Over 30,000 Baltimore City Public School students, including 60% of high schoolers, use public transit to get to and from school. Baltimore City's transit systems have higher breakdown rates, less connectivity and lower reliability than the transit systems in most other major metropolitan areas. When considering this, it is likely not a coincidence that Baltimore City Public Schools students have a chronic absenteeism rate of 37%.

School Choice was implemented in Baltimore City in 2005, and 16 years later has not reached its potential. Choice is designed to allow equitable access to quality schools for all students, allowing them to attend any public school within City limits. We quite frankly have a system that families cannot take advantage of due to public transit deficiencies. This strategy cannot be effective if there is no robust transit system working in support of 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 for this important legislation.

Sincerely,

*Kwane Wyatt*

Kwane Wyatt  
Program Director  
Fund for Educational Excellence

# **Alyz SB 0199 testimony 1-17-21.pdf**

Uploaded by: Young, Lauren

Position: FAV



**Testimony on SB 199**  
***Maryland Transit Safety & Investment Act***  
**Senate Budget and Taxation Committee**  
**January 20, 2021**

Favorable

As a person with a physical disability who requires walking aids to move about the world, the safety and reliability of the MTA Mobility service is paramount to my ability to function in society. It serves as both a necessity to my independence and my ability to progress in areas both related and unrelated to my disabilities.

MTA Mobility as a part of the Maryland transit system, has helped me open doors to career possibilities and thrive in the college setting. However, the budgetary constraints of MTA which effect Mobility Services have greatly impacted my safety and my ability to get from one location to another. In my years of riding MTA Mobility, on dozens of occasions, I have been stranded at medical appointments, missed college classes and left outside of museums, supermarkets and other establishments past their closing time, for stretches of three to seven hours. On some of those occasions, I had call around to find an alternative ride to get home because it was too cold or too dark to remain outside. This is particularly troublesome because as a person in a wheelchair, it is very difficult to find someone who can accommodate me and my chair in their vehicle at a moment's notice.

Due to the increase rider demand and the lack of working available buses and drivers, I've spent many days and nights on the bus for two to four hours just waiting my turn to go home. Just as many people rely on the Maryland bus service to get to work and other places in the Baltimore area, there are thousands of Mobility riders like me who rely on the mobility service as their only mode of transportation. When Mobility fails to show up or drop us off at the proper location in a timely manner, it is detrimental to people like me because I don't have another option to get where I need to go. Being stranded in the cold with no idea how and when I'm going to get home, or being stuck on an MTA bus for two to four hours because there are too many people to pick up and drop off, is directly tied to the underfunding of MTA services.

The underfunding of MTA threatens the safety and security of all of its riders and puts undue strain on the drivers who work so hard to get us where we need to go. None of us would want to put someone we love in a position of panic and terror because they don't know if they're going to get home safely, yet we do it every day when we underfund the very service that provides invaluable transportation to those who have little to no other options. Thank you for your time and consideration.

Sincerely,



Alyxandrya McClelland  
alyxmacc@gmail.com

# **CARS testimony transit safety & investment act SB**

Uploaded by: Young, Lauren

Position: FAV



**Testimony on SB 199**  
***Maryland Transit Safety & Investment Act***  
**Senate Budget and Taxation Committee**  
**January 20, 2021**

**Favorable**

Dear Mr. Chair and Members of the Committee:

I am writing on behalf of the tens of thousands of disabled Marylanders who rely on Mobility Paratransit. To put it simply, Mobility is a lifeline for riders. In many cases, it is the only safe and viable mode of transportation.

Continued failure to fund Mobility's capital needs will severely impact the physical, mental and emotional health of many of its riders. Not to mention the effects it could have on their livelihood, professional and personal relationships, as well as their ability to receive adequate and necessary health care.

Without funding to provide safe and reliable transit will be detrimental to the disability community! Although buses are accessible, in many cases it is not a safe or reliable option for riders with disabilities. A few examples of this include, but are not limited to, the condition of the bus stop, bus route, having to transfer to another bus, on time performance and in some cases lack of seats. These conditions create barriers to using the system safely and independently.

When making your decision, I urge you to put yourself in the shoes of the tens of thousands of riders who use mobility to maintain independence and work to be active members of the community. Could you imagine a reality where a significant part of your independence was taken away? How that would feel? How it would negatively affect your life? Again, this is a lifeline, this service is needed, it is the only option for many!

Thank you for your time.

Regards,

/s/

Danielle Phelps  
Vice-Chair  
CARS Consumers for Accessible Ride Services  
dphelps@comcast.net



# **DRM transit safety investment SB 0199 testimony 1**

Uploaded by: Young, Lauren

Position: FAV

**Testimony on SB 199**  
***Maryland Transit Safety & Investment Act***  
**Senate Budget and Taxation Committee**  
**January 20, 2021**

Favorable

Disability Rights Maryland (DRM) is the state's protection and advocacy system, mandated to advance the rights of people with disabilities. 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.

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. Individuals who cannot access other public transit options due to their disabilities rely on paratransit service.

MTA's 2019 Capital Needs Inventory (CNI) uses 2017 data to identify that paratransit provided **2 million rides**. However, at the end of 2019, MTA paratransit service provided approximately **3 million rides**. It is the fastest growing public transit sector. This calculus was not part of the CNI. In addition, the legislative analyst found that MTA has historically **underfunded paratransit services and also stated that 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.

For those persons with disabilities who can use the fixed bus system, the lack of needed service, bus breakdowns and lengthy trips are problems that also impact the ability to be fully integrated in our communities. The equity issues and the intersectionality of race and disability are self-evident. Equal opportunity for persons of color and persons with disabilities demand investment - continued deterioration perpetuates inequity and segregation. Please consider the implications to our communities of permitting public transit to deteriorate.

I have attached testimony of paratransit riders who could not access the [Mgaleg.maryland.gov](http://Mgaleg.maryland.gov) website to submit their testimony. These testimonials reflect the experiences of Disability Rights Maryland in representing thousands of paratransit riders over the past decade.

Thank you for your time and consideration.

Contact: Lauren Young, Esq.  
Director of Litigation  
Disability Rights Maryland  
410-727-6352  
[laureny@disabilityrightsmd.org](mailto:laureny@disabilityrightsmd.org)



# **IVIS SB 0199 testimony 1-17-21.pdf**

Uploaded by: Young, Lauren

Position: FAV



**Testimony on SB 199**  
***Maryland Transit Safety & Investment Act***  
**Senate Budget and Taxation Committee**  
**January 20, 2021**

Favorable

Let me introduce myself. My name is Ivis Burris & I'm not just a paratransit rider but i ACTUALLY advocate on behalf of other riders who think they have no VOICE. Some CAN'T verbally speak, SEE or HEAR. I also advocate on behalf of nursing facility residents by giving them vital information as how to integrate back into the community through the Home Community Based Option Waiver Program.

Let's get right to the point. Bill HBO144/SB 0199 is very important but not just to me but to those that desperately depend on this service.

It is of the essence that Maryland's transit services receive the proper funding for keeping up with maintenance. To add since WE'RE still in a PANDEMIC I BELIEVE it would be imperative to add funding not take it AWAY! I ride paratransit to doctors appts, wheelchair repair establishments, & to the grocery store. I sure would feel more secure if i knew my health wouldn't be in jeopardy just by riding one of MTA's vehicles.

By me having a tracheostomy, having Muscular Dystrophy & other underlying issues it pains me to have to ponder on whether I would be able to go to & from my destinations in a safe manner. It frightens me even more just thinking of my son who also has Muscular Dystrophy & Down Syndrome being on a broken down bus. In fact, we have both been in situations just LIKE the one I just described.

Let me paint a picture for you. A bus shows up & I attempt to aboard the bus only for the driver & I to find out that the lift doesn't work. Only to find out the repair of the lift was NEVER DONE! U guessed it I have to wait for ANOTHER bus.  
I could go on & on with experiences dealing with non maintenance buses.

**A FEW OTHER EXAMPLES**

1. A driver pulls up at the Kennedy Krieger Institute to pick me up & his bumper is nearly hitting the floor.
2. Waiting on a bus to come get me & my son to take us to an event.  
Several hrs go by we NEVER made it to that event.
3. Son has boarded the bus at Chimes to bring him home only to find out the bus has broken down. Son doesn't reach home for several hours.
4. I've been on buses to many to count where they have broken down. One time the driver a female driver had her own tools at hand. She said, "They NEVER have me stuck for hours!"

Thank you for your time.

Contact: Ivis Burris  
[ivisburris@yahoo.com](mailto:ivisburris@yahoo.com)



# **SB0199-Fav TestimonyjusticeWing-MTA funding (1).pd**

Uploaded by: Younts, Diana

Position: FAV



**Committee:** Budget & Taxation

**Testimony on:** SB0199-- “Maryland Transit Administration-Funding (Transit Safety and Investment Act”

**Organization:** MLC Climate Justice Wing  
**Person**

**Submitting:** Diana Younts, co-chair

**Position:** Favorable

**Hearing Date:** January 27, 2021

Mr. Chairman and Members of the Committee,

Thank you for allowing our testimony today in support of SB0199. MLC’s Climate Justice Wing is a statewide coalition of over 50 grassroots and grasstops organizations focused on getting State level climate justice legislation passed. Each bill for which we advocate is evaluated through an equity lens, with a particular focus on how disadvantaged communities are affected by the bill and the bill’s climate impact.

**Public Transit Lifts People Out of Poverty:** 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.

**Transit System At Risk:** However, a safe, reliable and affordable public transit system in Maryland that serves the interest of all residents is at risk. In 2019, 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. For low income and essential workers, public transportation is 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.

**Reliable Transit Needed for Jobs and the Economy:** 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 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.

For these reasons we urge you to vote favorably for SB0199.

# **SB0199-Fav TestimonyTPMEC-MTA funding (1).pdf**

Uploaded by: Younts, Diana

Position: FAV



## **Environment Committee**

**Committee:** Budget & Taxation

**Testimony on:** SB0199-- "Maryland Transit Administration-Funding (Transit Safety and Investment Act"

**Organization:** Takoma Park Mobilization Environment Committee  
**Person**

**Submitting:** Diana Younts, co-chair

**Position:** Favorable

**Hearing Date:** January 27, 2021

Mr. Chairman and Members of the Committee,

Thank you for allowing our testimony today in support of SB0199. Takoma Park Mobilization Environment Committee is a grassroots organization with over 100 members focused on State and County level climate legislation and policies.

**Public Transit Lifts People Out of Poverty:** 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.

**Transit System At Risk:** However, a safe, reliable and affordable public transit system in Maryland that serves the interest of all residents is at risk. In 2019, 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. For low income and essential workers, public transportation is 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.

**MTA Benefits Montgomery County:** The MTA is valuable to all Marylanders. For instance, MARC Commuter rail provides critical service connecting Montgomery County to the Washington DC and the Baltimore Region. A large percentage of this capital funding will be used for safety systems for the trains to operate properly to protect transit riders and workers and improve accessibility to MARC stations. Our commuter rail system is the 4th worst in the country for breakdowns. We need safe and reliable MARC service to connect workers to their jobs. This is especially important if we want to have a strong economic recovery. The Transit Safety & Investment Act will also make funds available for locally operated transit systems across the state including RideOn.

**Reliable Transit Needed for Jobs and the Economy:** 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 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.

For these reasons we urge you to vote favorably for SB0199.



# **Vix Technology Testimony SB199.pdf**

Uploaded by: Zektick, Barbara

Position: FAV

**VIX TECHNOLOGY**  
2401 4TH AVE.  
SUITE 830  
SEATTLE, WASHINGTON 98121

T: +1 206 749 5500  
[AMERICAS@VIXTECHNOLOGY.COM](mailto:AMERICAS@VIXTECHNOLOGY.COM)  
[VIXTECHNOLOGY.COM](http://VIXTECHNOLOGY.COM)



**Vix Technology  
Supports  
Senate Bill 199: Maryland Transit Administration - Funding  
(Transit Safety and Investment Act)**

Contact: George Karayannis, VP Strategic Sales, Vix Technology  
303-517-3148 / [george.karayannis@vixtechnology.com](mailto:george.karayannis@vixtechnology.com)

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

Vix Technology, a world leader in innovative fare management solutions, **SUPPORTS** Senate Bill 199 and respectfully requests this Committee grant it a favorable report.

For more than 30 years, Vix has excelled at designing, implementing and managing automated fare collection, transit analytics, and passenger information solutions for customers around the globe. We have focused solely on the transport ticketing industry, and we continuously strive to be an innovation leader. With projects in more than 200 cities across the globe, we are passionate about enabling transit operators to deliver a better customer journey.

We understand the importance of investing in reliable and affordable transit infrastructure. Transit agencies and the jurisdictions they serve must invest now to drive improvements in customer experience and system financial performance, while providing tools to bridge social equity and strengthen local communities.

With smart investment and strong leadership, Maryland has a wonderful opportunity to innovate its transit system using the latest technology and best practices from systems around the world. The Maryland Transit Administration (MTA) is moving to replace an obsolete and poorly functioning ticketing system. MTA recognizes doing so is an opportunity to not just replace like with like, but to innovate to create more opportunity and deliver powerful benefits for citizens across the state. With this procurement, MTA can move to a true 21<sup>st</sup> century fare collection system that will:

- Provide touchless fare collection, easing movement through the system and addressing contact concerns borne from the current pandemic.

**VIX TECHNOLOGY**  
2401 4TH AVE.  
SUITE 830  
SEATTLE, WASHINGTON 98121

T: +1 206 749 5500  
[AMERICAS@VIXTECHNOLOGY.COM](mailto:AMERICAS@VIXTECHNOLOGY.COM)  
[VIXTECHNOLOGY.COM](http://VIXTECHNOLOGY.COM)



- Enable rapid and targeted adjustment to fares and fare structures. For example, to strengthen social-equity investments, MTA can use technology to streamline transit aid to essential and lower-income workers alongside other targeted populations. It can incentivize trips to targeted locations.
- Set the path for seamless connections, not only between MTA's buses, metro, light rail, and MARC trains, but also between MTA's services and those provided by WMATA, Uber, Lyft, Jump, Bolt, Lime, and more.

We know that Maryland's transit system can make great strides, and quickly, because we have already implemented these opportunities for transit systems from Stockholm to Seattle, and from Darwin to Dallas. Senate Bill 199 takes the right step toward investing in a modern transit system so that Maryland can Build Back Better. For these reasons, we urge this Committee to grant this bill a favorable report.

# **MTBMA MAA Testimony SB199 .pdf**

Uploaded by: Evans, Hayley

Position: FWA



MARYLAND ASPHALT ASSOCIATION



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

FAV W/AMD

January 15, 2021

**RE: SB 199-FAV W/AMD- Maryland Transit Administration- Funding (Transit Safety and Investment Act)**

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

The Maryland Transportation Builders and Materials Association (“MTBMA”) and the Maryland Asphalt Association (“MAA”) collectively represent tens of thousands of Marylanders who operate in the areas of transportation construction, production and engineering. Together, for nearly 100 years these organizations have served as the voice of the transportation construction industry. The mission of both MTBMA and MAA is to encourage, develop, and protect the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry, and also advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

We as an industry support the underlying premise of this bill and believe that funding Maryland’s transit system is critical for our State’s growth and development. However, should the Committee decide to act on this bill, we would suggest an amendment to SB 199 to provide for equal funding for the transportation construction industry and the maintenance of our roads, bridges, and highways in addition to those funds newly dedicated to Maryland’s transit infrastructure. We believe that a significant economic boost to both transit and our States our other modes of transportation will result in more positive outcomes for all of Maryland.

We thank you for your time and consideration of this bill and ask that if you pass SB 199 it is with the amendments we have advocated.

Sincerely,

Michael Sakata

President & CEO, MTBMA

Marshall Klinefelter

Marshall Klinefelter

President, MAA

# **SB0199 - TSO OPCP - MTA Funding - OPP\_FINAL.pdf**

Uploaded by: Westervelt, Patricia

Position: UNF

January 27, 2021

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 199 – 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 199 due to the impact on MDOT's operating and capital programs and the limitations it puts on MDOT's ability to respond to economic downturns. While MDOT agrees with the intent of the bill to increase transit investment, it must be done in a fiscally responsible way that fits within available funding and allows for a balanced and equitable investment across all modes of transportation. Illustrating that support, MDOT added \$584.7 million to MDOT Maryland Transit Administration's (MDOT MTA) capital program over the next six years.

As the revenue declines associated with COVID-19 have so vividly demonstrated, it is imperative that MDOT has the flexibility to respond to changing economic conditions. During the peak of the stay-at-home order, transit ridership across MDOT MTA's system was down 70%. At the end of December, transit ridership remained down 60% from the same time a year ago. Like transit ridership, transit operating revenues are down significantly. Transit ridership and revenue is not expected to return to pre-COVID-19 levels until FY 2024, representing one of the slowest recoveries across all MDOT's services and revenues.

Since its inception in 1971, one of the greatest strengths of the Transportation Trust Fund (TTF) is that it provides one consolidated fund that all transportation revenues flow into and all transportation expenses are paid out of. As such, the TTF provides MDOT MTA, as well as all business units of MDOT, a diverse set of revenue sources to better weather economic downturns. The use of mandated appropriations within the TTF undermines this strength. This diverse set of revenues also allows MDOT to fund MDOT MTA through a variety of taxes and fees collected statewide. Maryland is the only state where local jurisdictions do not contribute to the funding of main transit systems in the two major metropolitan areas of the state. This flexibility in the TTF has allowed MDOT to avoid some of the drastic impacts felt by transportation departments and transit agencies across the country.

Senate Bill 199 establishes mandated operating and capital funding levels for MDOT MTA for FY 2023 through FY 2028. If this mandate had been in place last year when the drastic declines from COVID-19 impacted revenue sources, MDOT would have had no way to maintain an increase in MDOT MTA's operating budget without laying off significant numbers of staff from MDOT's other business units. MDOT is responsible for the entire transportation system and funding MDOT MTA at higher levels is unsustainable and detrimental to the other business units.

Senate Bill 199 also requires minimum funding levels for MDOT MTA's capital budget in FY 2023 through FY 2028. The minimum level of funding by fiscal year ranges from \$362 million per year to \$567 million per year and is based on funding needs identified in MDOT MTA's Capital Needs Inventory. It is important to note that the Capital Needs Inventory is a point-in-time snapshot of projects. Some of the projects identified in the report are already underway.

To meet the capital funding requirements of Senate Bill 199, programmed funding for MDOT MTA must increase by \$541 million through FY 2028. All revenues available to MDOT are currently programmed to other needs across the department. Thus, either additional revenues are necessary or other capital projects across MDOT must be deferred or deleted to meet this additional spending requirement for MDOT MTA. The current Consolidated Transportation Program is built based on prioritized needs from performance data and asset management assessments, federal and State requirements, priorities developed by the counties, and customer needs.

There are currently unfunded capital needs throughout MDOT's statewide network. Shifting this large amount of funding from MDOT's other business units to MDOT MTA would have a substantial impact on MDOT's capital program and would result in reductions to critical system preservation projects. According to data from the U.S. Department of Transportation, nationwide backlogs total \$836 billion in unmet capital investment needs for highways and bridges and \$90 billion in unmet capital investment needs for transit.

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 the projects of the future and deliver on MDOT's commitment to a statewide, multimodal, and integrated transportation network for the next generation.

For example, at the MDOT State Highway Administration, decreasing the preventative maintenance activities for bridge rehabilitation and resurfacing programs will lead to higher future costs as more substantial repairs will be required. The MDOT Maryland Port Administration has critical berth infrastructure that in certain places is nearing 100 years old. Delays to repairs of this infrastructure could limit available space to process cargo, resulting in the loss of business at the Port.



Section 2 of Senate Bill 199 expresses the intent that MDOT maintain a minimum net income coverage test of 2.5 times maximum future debt service. The net income coverage test measures the affordability of MDOT's debt. In response to the unprecedented decline in revenues associated with COVID-19 and the intent to minimize reductions to MDOT's operating and capital programs, MDOT's current six-year financial plan assumes that MDOT dips below 2.5 coverage in FY 2022 and FY 2023. To meet the minimum net income coverage requirement established in the bill, an additional reduction of \$100 million to MDOT's FY 2022 operating budget and another \$100 million from the capital budget is required. This reduction is in addition to the \$541 million reduction described above. These reductions are on top of the difficult decisions that have already been made to reduce funding to meet reduced revenue forecasts associated with COVID-19.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant Senate Bill 199 an unfavorable report.

Respectfully submitted,

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

Pilar Helm  
Director of Government Affairs  
Maryland Department of Transportation  
410-865-1090