

**HB0632\_Transit\_Study\_MLC\_FAV.pdf**

Uploaded by: Cecilia Plante

Position: FAV



## TESTIMONY FOR HB0632

### Baltimore East–West Corridor – Transit Study – Requirements

**Bill Sponsor:** Delegate Rosenberg

**Committee:** Budget and Tax

**Organization Submitting:** Maryland Legislative Coalition

**Person Submitting:** Cecilia Plante, co-chair

**Position:** FAVORABLE

I am submitting this testimony in favor of HB0632 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of activists - individuals and grassroots groups in every district in the state. We are unpaid citizen lobbyists and our Coalition supports well over 30,000 members.

Our members were outraged at the cancellation of the Red Line. This was a project that could have put Baltimore on the path to become an economic powerhouse, but instead the city languishes with no real connection between jobs and workforce. This was a giant mistake for Maryland that should be rectified as soon as possible. The city is lacking basic transportation services which affects the whole of the state.

This bill will require the Department of Transportation to promptly take all the necessary steps to complete the planning, preliminary engineering and National Environmental Policy Act process to get a decision for the Red Line and the MARC Rail Expansion to the Johns Hopkins Bayview Medical Center. Additionally, the DOT must prepare a funding, financing and construction plan.

How long does Maryland intend to continue to lose jobs because we can't understand the basics of public transportation? Our members are in strong support of this bill and recommend a **FAVORABLE** report in committee.

# **HB0632 - 3.29.22 -- (Opposite) Baltimore East-West**

Uploaded by: Donald Fry

Position: FAV



# POSITION STATEMENT

## TESTIMONY PRESENTED TO THE SENATE BUDGET AND TAXATION COMMITTEE

### HOUSE BILL 632 – BALTIMORE EAST-WEST CORRIDOR – TRANSIT STUDY - REQUIREMENTS

Sponsor – Delegates Rosenberg, et al

March 29, 2022

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

#### **Position: Support**

House Bill 632 would require the Department of Transportation to undertake all steps necessary to secure a record of decision for the Red Line and MARC Rail extension to the Johns Hopkins Bayview Medical Center. MDOT would also be required to prepare a plan for the funding and financing of the construction and operation of these projects. The bill requires a \$5 million appropriation from fiscal years 2024 to 2027 for the environmental impact study as well as a \$200,000 appropriation from the transportation trust fund to the Baltimore City Mayor’s Office of Workforce Development and Small, Minority, and Women-Owned Business Development.

Advocating for adequate transportation and mobility infrastructure in the Greater Baltimore region has been a longstanding priority of the Greater Baltimore Committee (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.

The GBC has long maintained that a superior transportation system is essential to the success of both businesses and residents. The construction of the Red Line and an extension of the MARC rail are key areas of opportunity for economic growth. According to multiple studies measuring the economic impact of these two projects, implementing this critical transportation infrastructure would generate billions of dollars in increased economic activity and thousands of direct and indirect jobs.

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:

“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).

The GBC has consistently encouraged 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 creation of the Red Line would promote investment in east and west Baltimore City, areas that have historically been marginalized and overlooked by both the public and private sector.

**GREATER BALTIMORE COMMITTEE**

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

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

**Government leadership that unites with business as a partner.** Maryland leaders must set a welcoming tone that communicates positive support for business, respect for the private sector as a partner, not an adversary, and reflects a strategic plan for business growth and job creation.

**For these reasons, the Greater Baltimore Committee urges a favorable report on House Bill 632.**

*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 67-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.*

**HB0632\_IndivisibleHoCoMD\_FAV\_ElizabethFixsen.pdf**

Uploaded by: Elizabeth Fixsen

Position: FAV



**HB0632- Baltimore East–West Corridor – Transit Study – Requirements  
Testimony before the Senate Budget and Taxation Committee  
Hearing March 29, 2022  
Position: Favorable**

Mr. Chair, Mr. Vice Chair and members of the committee, my name is Elizabeth Fixsen, and I represent the 750+ members of Indivisible Howard County. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We are providing written testimony today in **support of HB0632**, requiring the State Department of Transportation to take steps to advance the completion of the Baltimore Red Line light rail project and a MARC rail extension to the Johns Hopkins Bayview Medical Center, and then issue a record of decision on those projects. We are grateful to Delegates Rosenberg, Smith, Attar, and Bridges for their sponsorship of this bill.

This bill would address two serious problems in Baltimore. It would address decades of systemic racism and discrimination in housing and transportation in Baltimore, and it would address Baltimore City's high rate of mortality due to air pollution, one of the highest in the United States. Transportation is the largest source of climate-damaging air pollution in Maryland now.

The Red Line project and MARC extension would provide residents in a densely populated and under-resourced area with high quality public transportation that would significantly improve access to employment opportunities, education, housing, and healthcare, dramatically reduce commute times, connect community members to major destinations throughout the region, and foster economic development in the Red Line transit corridor.

Building the Red Line and expanding the MARC commuter service would also reduce gasoline and diesel-fueled vehicle trips as well as traffic congestion in Baltimore, which would in turn reduce greenhouse gases and other toxic emissions from vehicle tailpipes that are hazardous to human health. This is further justification for proceeding with the proposed transit projects in Baltimore.

Thank you for your consideration of this important legislation.

**We respectfully urge a favorable report.**

Elizabeth Fixsen  
Savage, MD 20763

**HB 632\_CBF SUPPORT\_B&T.pdf**

Uploaded by: Erik Fisher

Position: FAV



# CHESAPEAKE BAY FOUNDATION

Environmental Protection and Restoration  
Environmental Education

## House Bill 632

Baltimore East-West Corridor – Transit Study – Requirements

Date: March 29, 2022

Position: **Support**

To: Budget & Taxation Committee

From: Erik Fisher, AICP, MD Land Use Planner

Chesapeake Bay Foundation (CBF) **SUPPORTS** HB 632, which would resolve planning, preliminary engineering, and environmental study for the Red Line and a MARC rail extension in Baltimore City. These facilities would expand access to transportation choice and reduce an inequitable burden of air and water pollution in urban neighborhoods across the region. The bill does not commit the state beyond the availability of federal matching funds.

**While auto travel can be an important transportation option, it also pollutes the air and water of communities along the route.** These vehicles emit particulates that can cause or worsen asthma and other diseases. Chemical compounds such as nitrous oxides are also deposited into waterways, degrading water quality. Fully one-third of the nitrogen pollution in tidal Chesapeake Bay rivers like the Patapsco comes from the air – with vehicles a major contributor. Baltimore's East-West Corridor, which includes a number of lower income and minority-majority neighborhoods, is faced with levels of these pollutants in the 80<sup>th</sup> to 100<sup>th</sup> percentile due in part to the concentration of auto travel and lack of cleaner transportation mode choices along this route.<sup>1</sup> Meanwhile, residents can struggle with the high cost of owning and maintaining a personal vehicle. As a result, these communities end up burdened with the environmental impact of regional travel patterns without an equitable level of access to work, school, and play.

**Providing accessible and affordable transit would help reduce auto dependence and its associated pollution burden.** Fixed-rail systems like the Red Line and MARC represent a lasting commitment to clean and equitable transportation access, enabling residents to live healthier lives and businesses to invest in their communities with confidence. The Baltimore City Department of Transportation notes that the Red Line can be expected to serve more than 40,000 riders per day.<sup>2</sup> While estimates vary, the reduction in particulate and NOx emissions from electrified transportation in this area would be significant, and help to reduce current disparities in air and water quality. Based on prior route planning, these riders would also have direct access to natural areas like Leakin Park and the Patapsco River, which can further improve physical and mental health outcomes.

**CBF urges the Committee's FAVORABLE report on HB 632.** For more information, please contact Robin Jessica Clark, Maryland Staff Attorney at [rclark@cbf.org](mailto:rclark@cbf.org) and 443.995.8753.

<sup>1</sup> EPA. [EJSCREEN: EJ Indexes for Particulate Matter 2.5, Ozone, and Diesel PM](#). Accessed 2/15/22.

<sup>2</sup> Baltimore City Department of Transportation. [Red Line Project Overview](#). Accessed 2/15/22.

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

**BaltimoreCounty\_FAV\_HB0632.pdf**

Uploaded by: Joel Beller

Position: FAV



JOHN A. OLSZEWSKI, JR.  
*County Executive*

JOEL N. BELLER  
*Acting Director of Government Affairs*

JOSHUA M. GREENBERG  
*Associate Director of Government Affairs*

MIA R. GOGEL  
*Associate Director of Government Affairs*

**BILL NO.:** House Bill 632

**TITLE:** Baltimore East-West Corridor – Transit Study – Requirements

**SPONSOR:** Delegate Rosenberg

**COMMITTEE:** Budget and Taxation

**POSITION:** **SUPPORT WITH AMENDMENTS**

**DATE:** March 29, 2022

Baltimore County **SUPPORTS WITH AMENDMENTS** House Bill 632 – Baltimore East-West Corridor – Transit Study – Requirements. This legislation would secure a record of decision for the Red line transit project and a MARC rail extension and require a plan for funding and financing the construction.

The Maryland Red Line would provide residents with efficient, low-cost transportation by connecting parts of Baltimore City, Baltimore County, Fells Point, Canton, and Johns Hopkins Bayview. The Red Line would also create a more comprehensive rail system by linking its transit line to the MARC Train, which would create a more comprehensive transit system. This would allow for all members of these communities and all commuters to navigate the Baltimore region with ease.

Baltimore County has always prioritized accessible and equitable transportation, and feels this legislation could be strengthened by an amendment that would expand the Red Line beyond Johns Hopkins Bayview, by following Dundalk Avenue to Turner station. This would allow for broader access to the Red Line, and ensure that the Line's route falls in line with its purpose of bringing the region's communities closer together.

Accordingly, Baltimore County requests a **FAVORABLE WITH AMENDMENTS** report on House Bill 632. For more information, please contact Joel Beller, Acting Director of Government Affairs at [jbeller@baltimorecountymd.gov](mailto:jbeller@baltimorecountymd.gov).

**HB632\_MDSierraClub\_fav - 29March2022.pdf**

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278  
Riverdale, MD 20738

**Committee:** Budget and Taxation  
**Testimony on:** HB 632 – “Baltimore East-West Corridor – Transit Study – Requirements”  
**Position:** Favorable  
**Hearing Date:** March 29, 2022

The Maryland Chapter of the Sierra Club strongly supports HB 632 as amended in the House. The bill would require the Maryland Department of Transportation (MDOT) to complete the planning, preliminary engineering, and the National Environmental Policy Act (NEPA) process for the Baltimore Red Line light rail project and a Maryland Area Regional Commuter (MARC) rail extension to Johns Hopkins Bayview Medical Center, and then issue a record of decision on those projects.

Contingent on the receipt of federal funds, MDOT would be required to study the economic and employment impacts of constructing and operating the Red Line and MARC rail extension, consider previously completed engineering and environmental studies, and avoid acquiring land that would result in involuntary residential displacement. The bill also would require the Governor to allocate \$5 million annually in fiscal years 2024 through 2027, contingent on the receipt of federal matching funds, to conduct the NEPA process on the two projects. Finally, contingent on the receipt of federal matching funds, beginning in fiscal year 2024, an annual appropriation of \$200,000 would go to the Baltimore City Mayor’s Office for workforce development as well as small, minority, and women-owned business development.

The Sierra Club believes building the Red Line light rail and expanding MARC rail in Baltimore are urgent and necessary measures to address decades of systemic racism and discrimination in housing and transportation in Baltimore. The Red Line project and MARC extension would provide residents in a densely populated and under-resourced area with high quality public transportation that would significantly improve access to employment opportunities, education, housing, and healthcare, dramatically reduce commute times, connect community members to major destinations throughout the region, and foster economic development in the Red Line transit corridor.

Baltimore City has one of the highest rates of mortality due to air pollution in the United States. Transportation is the largest source of climate-damaging air pollution in Maryland now. Building the Red Line and expanding the MARC commuter service would reduce gasoline and diesel-fueled vehicle trips as well as traffic congestion in Baltimore, which would in turn reduce greenhouse gases and other toxic emissions from vehicle tailpipes that are hazardous to human health. This is further justification for proceeding with the proposed transit projects in Baltimore.

In summary, Baltimore currently lacks high quality, safe, reliable, efficient, economical, and frequent public transportation that runs from east to west. Constructing the Red Line and MARC extension to the Bayview Medical Center would address that problem. HB 632 would mandate the next steps to advance these projects closer to fruition, and we are cautiously optimistic that federal matching funds can be obtained to help pay for them. We urge a favorable report on this bill.

Brian Ditzler  
Transportation Chair  
[Brian.Ditzler@MDSierra.org](mailto:Brian.Ditzler@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 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

**SB0632-HGO-FAV.pdf**

Uploaded by: Natasha Mehu

Position: FAV



**BRANDON M. SCOTT**  
MAYOR

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

**SB 632**

March 31<sup>st</sup>, 2022

**TO:** Members of the House Health and Government Operations Committee

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

**RE:** Senate Bill 632 – Maryland Health Benefit Exchange - Small Business and Nonprofit Health Insurance Subsidies Program - Workgroup

**POSITION: SUPPORT**

Chair Pendergrass, Vice Chair Peña-Melnyk, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** Senate Bill (SB) 632.

SB 632 would require the Maryland Health Benefit Exchange to convene a workgroup to study and make recommendations on the establishment of a state-funded subsidy program for small businesses and nonprofits to help them provide health care coverage to their employees.

The Affordable Care Act greatly improved access to and affordability of health insurance for Maryland residents. However, more can be done. Federal tax credits offered to small employers have not been sufficient enough to make coverage affordable and a lack of awareness of the tax credits has limited their use. Past and existing state-run subsidies and pilot programs are helpful but not sufficient to meet the needs. Health care coverage is an important consideration for many when seeking employment and people employed by small businesses should not be left behind.

SB 632 would move Maryland ever closer to reducing health disparities and achieving equitable access to health care coverage for all.

For these reasons, the BCA respectfully requests a **favorable** report on SB 632.

# **Congressional Letter in Support of HB 632.pdf**

Uploaded by: Samuel Rosenberg

Position: FAV

**Congress of the United States**  
Washington, DC 20510

February 18, 2022

The Honorable Samuel Rosenberg  
Taylor House Office Building, Room 365  
6 Bladen Street  
Annapolis, MD 21401

Dear Delegate Rosenberg,

Thank you for informing us of your new legislation, House Bill 632: Baltimore East-West Corridor Transit Study Requirements. Baltimore needs and deserves a better, more reliable, and more comprehensive public transportation system than the one it has today.

Towards that end, we secured language in the Infrastructure Investment and Jobs Act, which President Biden signed into law last year, that will ensure that projects such as the Baltimore Red Line, that had previously won a multi-year, federal funding commitment under the Capital Investment Grants program, but that were later removed from the program, will receive fair consideration and a helping hand from the Federal Transit Administration to reenter the program once again.

Again, we appreciate you keeping us informed of your efforts in this regard, and we look forward to partnering with you and the State to improve public transportation in Baltimore.

Sincerely,



Benjamin L. Cardin  
United States Senator



Chris Van Hollen  
United States Senator



C.A. Dutch Ruppertsberger  
Member of Congress



John P. Sarbanes  
Member of Congress



Kweisi Mfume  
Member of Congress

**HB 632\_srosenberg\_fav.pdf**

Uploaded by: Samuel Rosenberg

Position: FAV

SAMUEL I. "SANDY" ROSENBERG  
*Legislative District 41*  
Baltimore City

Health and Government Operations  
Committee

*Chair*

Government Operations and  
Health Facilities Subcommittee

*House Chair*

Joint Committee on Administrative,  
Executive, and Legislative Review



THE MARYLAND HOUSE OF DELEGATES  
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Testimony of Delegate Samuel I. Rosenberg  
Before the Senate Budget and Taxation Committee  
In Support of House Bill 632

**Baltimore East -West Corridor - Transit Study - Requirements**

*"A developed country is not a place where the poor have cars. It's where the rich use public transportation."*

*Gustavo Petro*

Mister Chairman and Members of the Committee:

Every year Americans take hundreds of millions of commuter line trips to work, school, medical appointments, and any number of other destinations. Public transportation is vital for individuals who cannot drive due to age, disability or economic situation.

Prospective homeowners often favor property that is closer to rail stops, and corporations are drawn to rail lines to take advantage of the local work force.<sup>1</sup> Microsoft donated \$300,000 to study the feasibility of a rail system between Seattle and Vancouver based on an economic feasibility assessment that concluded it would create another 145,000 jobs in the Puget Sound region.<sup>2</sup>

Maryland has long been supportive of public transportation. House Bill 632 is comparable in many ways to House Bill 300 that passed both chambers by wide margins in 2015, requiring a study of Washington DC area public transportation be performed every five years. Last year Senate Bill 97 also passed by wide majorities, allocating funds to promote the Purple Line.

<sup>1</sup> <https://www.gao.gov/products/gao-21-355r>

<sup>2</sup> <https://blogs.microsoft.com/on-the-issues/2018/05/10/next-generation-washington-spring-2018-update/>

Federal funding to revive the Red Line was made possible by our Congressional delegation. Language was added to the Infrastructure Investment and Jobs Act requiring the Secretary of the US Department of Transportation to “provide full and fair consideration to projects that seek an updated rating after a period of inactivity following an earlier rating and evaluation.”

By performing updated studies and surveys, the state will have the information we need to make the best decisions for our future. In their testimony to the House Appropriations Committee, the Maryland Department of Transportation acknowledged that shifting environmental factors, the cost of additional or expanded MARC stations and changes in travel habits have all occurred since the original planning of the Red Line and are not fully understood or quantified. This bill will ensure those variables are measured while mandating that due consideration be given to already completed engineering and environmental surveys, which will reduce both time and cost. Finally, the bill codifies that no one will lose their home in order to construct a new rail system.

This bill is an important step towards working for a cleaner and more prosperous future. I urge a favorable report.

March 29, 2022

# **HB0632 - MTA - Baltimore East-West Corridor - Tran**

Uploaded by: Patricia Westervelt

Position: INFO

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March 29, 2022

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

**Re: Letter of Information – House Bill 632 – Baltimore East–West Corridor – Transit Study – Requirements**

Dear Chair Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 632 but offers the following information for the Committee’s consideration.

House Bill 632 would require the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) to undertake all necessary steps to complete planning, preliminary engineering, the National Environmental Policy Act (NEPA) process and to secure a Record of Decision for the Red Line and a Maryland Area Commuter Rail (MARC) rail extension to the Johns Hopkins Bayview Medical Center. As amended, appropriations for these advancements would be contingent upon receipt of federal funds.

The MDOT MTA is in the process of completing an existing East-West Corridor study as a part of the Regional Transit Plan (RTP), which is the next step to move forward with a federally supported investment for new transit service in this corridor. This study builds on work previously completed, updates current conditions, and utilizes projected conditions to evaluate potential routes, modes, and alignments for new transit service from Johns Hopkins Bayview through downtown Baltimore to Ellicott City.

As the RTP East-West Corridor study advances and moves through the alternative analysis, NEPA, and preliminary engineering phases, changes in the landscape and travel environment since the original planning of the Red Line will be taken into consideration and incorporated. These considerations will include new development projects that have impacted alignment placement, regional transportation patterns and projections such as new job centers, current travel patterns and congestion, the increasingly residential nature of Downtown Baltimore, the updated transit system created by BaltimoreLink in 2017, and equity policies and Complete Streets legislation that may impact how roadway space and access are evaluated. Furthermore, all field work, environmental mitigation analysis, 106 Programmatic Agreements, permit applications, demographics, right-of-way analysis, Section 4(f) Evaluation, air quality and noise vibration, historic properties analysis, and other critical NEPA requirements must be done in compliance with current laws. To accomplish this, the MDOT MTA has programmed approximately \$12 million in State funding for the current RTP East-West Corridor project, which will fund the feasibility study, alternatives analysis phase, and portions of the pre-NEPA and preliminary design phases.

The Honorable Guy Guzzone  
Page Two

Regarding the MARC rail extension to the Johns Hopkins Bayview Medical Center, the MDOT MTA interprets that House Bill 632 is intended for development of a new Bayview MARC station on the Penn Line, which would utilize existing Northeast Corridor track, rather than extension of new rail. If so, a Bayview MARC station would need to be incorporated into Amtrak's Northeast Corridor planning and approved by Amtrak to be viable. Additionally, a Bayview Station would be located in an active Norfolk Southern railyard and would require approval by Norfolk Southern. Both railroads are aware of the MDOT's potential interest in a Bayview Station, but agreements have not been reached that meet their approval. Negotiations with the railroads can significantly affect the scope, cost, and feasibility of the project.

The MDOT currently budgets funding on a six-year timeframe and outlines total funds and projects in the Consolidated Transportation Program (CTP). The CTP is established after extensive consultation with Maryland's citizens, State representatives, and local jurisdictions. Projects that preserve transportation system investments, enhance transportation services, and expand transportation opportunities throughout the State are added to the CTP. A strength of the CTP is the flexibility to move funds in order meet certain demands and the MDOT requires this flexibility without the restrictions of mandated appropriations. Specific projects must be considered in the context of MDOT's need to maintain critical infrastructure across Maryland's entire transportation system, including transit, port, and airport facilities.

Finally, the MDOT MTA is committed to reducing the State of Good Repair Backlog, which is over \$1.5 billion across all modes. Ninety-six percent of the MDOT MTA's FY22-27 CTP funding is dedicated to state of good repair projects. Significantly increasing investments in planning and preliminary engineering as mandated in House Bill 632 could put critical safety investments in state of good repair at risk as House Bill 632 does not propose a new funding or revenue source.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 632.

Respectfully submitted,

Dave Myers  
Director of Government Affairs  
Maryland Transit Administration  
410-767-0820

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