

March 30, 2022

The Honorable Delores Kelley
Chair, Senate Finance Committee
3 East Miller Senate Office Building
Annapolis, MD 21401

Re: Support for House Bill 1336 - Greater Baltimore Transit Governance and Funding Commission

Dear Chair Kelley and Committee Members,

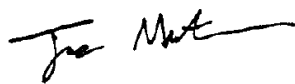
On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for House Bill 1336, which would establish the Greater Baltimore Transit Governance and Funding Commission to study and make recommendations for how to improve public transit performance and create a high-quality transit network that more reliably serves Maryland residents and businesses.

The Partnership is a civic alliance of leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 300,000 residents and are committed to making this region one of the best places to live, work, and build a business. In 2018, the Partnership released the [Blueprint for Regional Mobility](#), an action-oriented strategy to transform the Capital Region's transportation system into an asset that ensures our global competitiveness, including a recommendation to create a new regional governance and funding structure with shared responsibility between the state and local jurisdictions for the Baltimore region's public transportation system. In 2020, we partnered with the Central Maryland Transportation Alliance to support the Eno Center's report [Transit Reform for Maryland](#) that explored the Maryland Transit Administration's (MTA) current governance and funding model and options for reform. HB 1336 builds on this work by creating an official public commission to study and identify the preferred pathway for transit governance reform.

According to the Eno Center's report, of the 50 largest transit agencies, "Baltimore is the only one that is governed and operated by a state agency without a board of directors," limiting local oversight, buy-in, and participation in the planning and operations of the transit system. While the Baltimore metro area has not opened a new rapid transit service in a quarter century, the Washington Metropolitan Area Transit Authority nearby has opened several new stations and expansions. Reforms to MTA's governance structure are needed to enhance accountability and the Baltimore region's sense of shared responsibility to create a reliable 21st century transit system.

The approach in this bill is promising and we are encouraged by its introduction. We urge a favorable report from the committee to continue this critical conversation about regional transit governance reform and accountability.

Sincerely,



Joe McAndrew
Vice President for Government Affairs & Infrastructure