

SB617_IndivisibleHoCo_FAV_ElizabethFixsen.pdf

Uploaded by: Elizabeth Fixsen

Position: FAV



SB617

Maryland Transit Administration – Fare Price Requirements – Alterations

Testimony before the House Appropriations Committee

Hearing March 29, 2023

Position: Favorable

Dear Delegate Barnes, Delegate Chang, and members of the committee, my name is Elizabeth Fixsen, and I represent the 700+ 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 SB617**, changing the terms under which the Maryland Transit Administration (MTA) can increase fares.

This bill will prevent unnecessary fare increases that penalize workers who rely on public transportation. Instead automatically adjusting fares according to the consumer price index every two years, the bill allows the MTA to adjust fares to meet realistic needs through a normal public hearing process.

Across the nation, transit riders are disproportionately low-income and people of color, and they depend on transit to access healthcare, employment, education, and social connection. Such workers include healthcare workers, transit operators, grocery clerks, and janitors, and others who are essential to a well-functioning society. Roughly one-third of day pass riders and 10 percent of one-way fare ticket holders in Maryland are low-income residents, according to MTA data. Fare increases add pressure to the household budgets of such workers who are already struggling with the effects of inflation. The fare hike could be the difference between somebody getting on the bus for work or not.

When fare increases reduce ridership, local governments may reduce subsidies, leading to cuts in service. This is a vicious cycle that not only harms workers who rely on public transportation, but it also undermines the goal of increased use of public transportation as a means of combatting climate change.

Thank you for your consideration of this important legislation.

We respectfully urge a favorable report.

Elizabeth Fixsen
Savage, MD

Sources cited: <https://www.wypr.org/wypr-news/2022-06-23/maryland-transit-riders-will-pay-more-for-buses-trains>

Sign On Letter - SB0617 in House - Fair Fares - S

Uploaded by: John Hillegass

Position: FAV

BALTIMORE'S TRANSIT FUTURE

March 27, 2023

The Honorable Ben Barnes
Chair, House Appropriations Committee

Re: Support for Senate Bill 0617 MTA – Fare Price Requirements – Alterations

Dear Chair Barnes and Committee Members,

On behalf of the signatories listed below, we are writing to express our support for Senate Bill 0617, which would provide the Maryland Transit Administration (MTA) freedom to set transit fare prices in line with equity and ridership goals, by removing the mandate to increase fares in line with inflation.

The Transportation Infrastructure Investment Act of 2013 requires that when the Consumer Price Index (CPI) increases over two years, MTA must increase transit fares by a minimum of 10 cents or higher for Local Bus, Light RailLink, Metro SubwayLink and MobilityLink service, in line with the CPI. On its face, the mandate appears to be fiscally prudent, but, in practice, transit fare increases are paid for disproportionately by low-income residents who are dependent on the transit system.

According to the [Maryland Transit Administration \(MTA\) 2020-2023 Title VI Implementation Program](#), between 2015-2018, 83% of MTA bus riders were Black and 92% earned less than \$50,000 per year. Riders of the Subway and Light Rail systems were also majority Black and majority low-income. Those shares have likely increased with the economic disruption caused by the COVID pandemic.

As nearby transit systems in Washington, DC, Montgomery County, Alexandria, and Richmond explore reduced fares or fare free transit systems, MTA is required to regularly increase transit fares, paid for by the most vulnerable residents, without raising significant new revenues for transit operations. If the inflationary mandate was removed, the Baltimore's Transit Future campaign estimates that MTA would forgo between \$2 to \$5 million in new fare revenue per year, representing 0.2% – 0.6% of MTA's FY23 operating budget. The inflexibility of this regulation limits the state's ability to advance transportation equity and harms the region's economic competitiveness and inclusive growth.

This bill removes the mandated fare increase, giving the MTA more flexibility to set fare prices in line with the administration's goals and business needs. The undersigned signatories and organizations hope Senate Bill 0617 receives a favorable report.

BALTIMORE'S TRANSIT FUTURE

Sincerely,

Ballard Spahr LLP

Baltimore City Chamber of Commerce

Baltimore Collegetown Network

Baltimore MARC Riders

Central Maryland Transportation Alliance

Greater Baltimore Committee

Greater Washington Partnership

Howard County Chamber of Commerce

Johns Hopkins University and Medicine

PNC Bank

Southway Builders

Towson University

Transit Choices

About the Baltimore's Transit Future Campaign

The [Greater Baltimore Committee](#) and [Greater Washington Partnership](#) launched the Baltimore's Transit Future campaign to call attention to the urgent business imperative and need for the Greater Baltimore region to create a world-class public transit system that helps create shared economic prosperity and catalyzes inclusive growth. Since June 2022, more than 65 business, civic, and non-profit organizations, including many of the largest employers in the State, have joined the campaign encouraging regional focus on six priorities:

1. Address the transit system's repair backlog and operator shortage.
2. Establish frequent, reliable transit service to regional job centers.
3. Support regional coordination, decision making, and funding.
4. Implement a 10-year rapid transit expansion program.
5. Prioritize regional rail investment.
6. Catalyze equitable development at transit and rail stations.

The time for action is now. The residents and businesses of Maryland's largest city and surrounding suburbs deserve a world-class transit system. These six strategic priorities will set the course for a more equitable transportation system, making the Baltimore region a more attractive place to live, work, play, and build a business.