



Statement of the Amalgamated Transit Union (ATU) Local 689

HB 20 – Transportation – Consolidated Transportation Program – Prioritization (Transportation
Investment Priorities Act of 2025)
February 11th, 2025

TO: The Honorable Ben Barnes and Members of the Appropriations Committee

FROM: Matthew Girardi, Political & Communications Director, ATU Local 689

ATU Local 689 strongly supports HB 20 and urges the House Appropriations Committee to issue a favorable report. This bill is a necessary measure for funding transit and transportation programs across the State of Maryland.

At Local 689, we represent over 15,000 transit workers and retirees throughout the Washington DC Metro Area performing many skilled transportation crafts for the Washington Metropolitan Area Transit Authority (WMATA), MetroAccess, MTA Commuter Bus, DASH, and DC Streetcar among others. Our union helped turn low-wage, exploitative transit jobs into transit careers. We became an engine for the middle-class of this region.

Our members at WMATA, MTA Commuter Bus, and MetroAccess carry thousands of Marylanders around every year. Ensuring that we have a sensible and reliable way of prioritizing funds from the Consolidated Transportation Program is vital. Building a transportation network that is safe, reliable, and accessible for Marylanders is of the utmost importance to Local 689. As such, we take a great interest in ensuring that the Chapter 30 prioritization process is doing right, especially by working class Marylanders and transit. For too long, that process has been unclear and confusing, frustrating advocates and government officials alike. HB 20 is a step in the right direction.

Specifically, HB 20 would clarify the Maryland Department of Transportation (MDOT) Chapter 30 prioritization process. This important process ensures that Maryland is prioritizing well thought, needed, and sustainable transportation projects. However, time and again, we have seen advocates, elected officials, and administrators asking for clarity on this process and how programs are selected.

We believe that HB 20 is a commonsense rewrite of the process that should make everyone better informed about potential outcomes. We fully agree with re-orienting our state's surface transportation goals around: (1) safety; (2) accessibility and mobility; (3) climate change and the environment; (4) social equity; (5) economic development; and (6) land use and transportation demand management. These are all key to building a transportation system that works for all Marylanders.

Local 689 thanks MDOT for introducing this important measure and urges the committee to issue a favorable report.