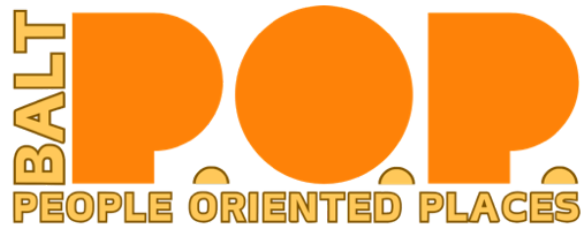


Bill: HB1463

Bill Title: Transportation - Maryland Transit Administration - Funding (Transit Safety and Investment Act of 2025)

Position: **Favorable**



Members of the House Appropriations Committee,

As a group which views public transit as being a preferred mode of transportation for maximizing the appeal and productivity of Baltimore and its closest-in suburbs, we support HB1463.

In 2021, the General Assembly overrode the Governor's veto to put the original Transit Safety and Investment Act (TSIA) into law. [1] The TSIA was meant to ensure that Maryland allocates sufficient funds each year to address the substantial backlog of MTA repairs. It was a crucial step toward maintaining the safety and reliability of our public transit system.

It is now 2025 and updates are needed to ensure that funding extends beyond 2029, the final year covered by the TSIA. This recommitment is timely, as the initial draft of this year's Consolidated Transportation Plan (CTP) allocated only \$336 million and \$376 million in FY25 and FY26, respectively, to the MTA (well below the \$450 million enshrined into law by the TSIA). [2]

While the final CTP abandoned these cuts and an exemption was not pursued, it demonstrated that the guarantee of even the bare minimum of funding needed for maintenance of our public transit system needs to be consistently defended and championed.

It is important to note a few things when considering this bill:

- The TSIA was needed because previous administrations underfunded the MTA.
- The MTA is still digging out of the hole it was put into by previous administrations.
- **This bill does not increase the level of funding for MTA for this year, next year, or any year through 2029.**

Furthermore, it does not appear that the minimum funding amounts established in either the TSIA or this bill (\$550 million annually from 2030 through 2039) will prove sufficient.

In 2022 the CNI estimated MTA's annual state of good repair needs would be \$512 million. This estimate excluded major initiatives including the Purple Line, Red Line and the Frederick Douglass Tunnel. At the BRTC's March meeting MTA reported that the

new ten year state of good repair estimate was \$9.8 billion, or \$980 million per year on an annualized basis. This estimate is nearly double the 2022 estimate. [3]

We understand that these amounts may be daunting. But, it is important to put them into context.

- In Baltimore City, over 25% of households are carless. [4] In some neighborhoods in the city, that percentage reaches up above 50%. These households require a viable public transit system. Without it, they can't contribute to the state's economy and overall well-being.
- Public transit saves Marylanders money. The average Baltimore resident who opts to own and operate a personal automobile instead of taking public transit spends up to \$13,319 more each year. [5] Even if you exclude monthly parking costs and use conservative numbers, driving on our roadways incurs what amounts to a \$11,000/year user fee. Instead of forcing that fee onto everyone, let's give the people of Maryland an alternative that will save them money.
- For every \$1 communities invest in public transportation, approximately \$4 is generated in economic returns. [6]

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB1463**. Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

References:

[1] Maryland General Assembly. "Transportation - Maryland Transit Administration Funding and MARC Rail Extension Study (Transit Safety and Investment Act)". December 14, 2021.

<https://mgaleg.maryland.gov/mgawebsite/Legislation/Details/hb0114?ys=2021RS>

[2] Central Maryland Transportation Alliance. "Letter to Governor Wes Moore Opposing Draft Budget Cuts to MTA". October 11, 2024.

<https://cmtalliance.org/letter-to-governor-wes-moore-opposing-draft-budget-cuts-to-mta/>

[3] Baltimore Regional Transit Commission. "2024 Report to the Governor and General Assembly". December 2024.

https://www.baltometro.org/sites/default/files/bmc_documents/publications/transportation/brtc/annual/brtc_annual-report-2024.pdf

[4] Baltimore Neighborhood Indicators Alliance. "Percent of Households with No Vehicles Available". As of February 19, 2025. <https://bniaifi.org/indicators/Sustainability/novhcl>

[5] American Public Transportation Association. "APTA Policy Brief - Transit Savings Grow As Auto Costs and Gas Prices Increase". September 2023.

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[6] American Public Transportation Association. "Transit Facts". As of February 19, 2025.

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