

Amalgamated Transit Union Local 1300

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Proudly representing the transit workers of the MTA!



HB 1014 - Fair Share for Maryland Act of 2025

House Ways & Means Committee

February 20th, 2025

ATU Local 1300 represents over 3,000 transit workers at the Maryland Transit Administration (MTA). This includes bus operators, bus mechanics, rail operators, rail maintenance workers, and more. Our members keep Maryland moving every day.

We strongly support the Governor's proposed transportation budget, but we know that the General Assembly must do even more to shore up the future of Maryland's transportation system. In particular, the Maryland Transit Administration (MTA) needs the funding necessary to recover, grow, and expand to meet the future needs of this state. This approach is not only to protect the state's existing investments in transit, but Maryland's climate, housing, job creation, and land use goals. We believe that this is only possible with strong additional revenue found in the Fair Share for Maryland Act.

We hope to draw attention to HB 1014's inclusion of a New Jersey style business transportation fee on corporations with more than \$10,000,000 in revenue. According to the Maryland Center on Economic Policy, our state generates a smaller share of its state and local revenue from taxing businesses than any other state. New Jersey estimates that with its 2.5% surcharge or raise to the corporate income tax on firms with more than \$10 million in revenue the state could raise an additional \$1 billion in revenue each year, coming from just 600 corporations. This money was explicitly dedicated to transit operations and capital projects.

To put this into perspective, the entire FY2026 operating budget request of the Maryland Transit Administration is \$1.3 billion. The transportation possibilities enabled by the additional equitable and progressive revenue found with the Fair Share plan would make Maryland a nationwide leader.

The American Public Transit Association reports that, for every \$1 billion invested in public transit, there is a long-term economic impact of \$5 billion. This results in nearly 50,000 jobs either created or supported for every \$1 billion invested in transit. If this is the case, the question isn't whether transit is a good investment that ultimately pays for itself with economic dividends, but where to find the funds for initial investment costs. A proposal like Fair Share's business transportation fee is a sound investment.

We urge the committee to issue a favorable report for HB 1014.