



Committee: Appropriations

**Testimony on: HB 932–Maryland Transit Administration – Fifth Bus Division Facility
-- Construction**

Position: Support

Hearing Date: March 3, 2026

The Maryland Chapter of the Sierra Club supports HB 932. HB 932 would require that the Maryland Department of Transportation identify the funding necessary to ensure that the Maryland Transit Administration’s (MTA) 5th Bus Division Facility is in operation on or before June 30, 2032. This 5th Bus Division facility is a key component needed to implement [MTA’s Bmore Bus plan](#). Currently there is only \$14 million dedicated to the creation of this bus division in the FY 2026-2031 Consolidated Transportation Program (CTP), which is 2% of the total planned cost of \$650 million.

The Baltimore region hasn’t seen a major transit expansion since the 1990s. Implementation of the Bmore Bus Plan is urgently needed to improve the frequency of transit service and improve service hours on weekdays, weekends, and overnight. MTA indicates that currently, any buses that are needed to accommodate additional service must be shifted away from another route, since all available MTA bus fleet and facility resources are currently in use across the network.

Implementation of the plan would result in 163,000 more people having access to very frequent bus service (every 10 minutes or less) on weekdays and 202,000 more people having access to very frequent service on weekends. It would also connect people to 39,000 jobs, 21 schools, and 11 healthcare facilities on these high frequency routes.

Investing in better transit service is also key to cleaning up the region’s air. Tailpipe pollution is a major contributor to the formation of ozone that is associated with asthma attacks, hospitalizations, and emergency rooms visits. The Baltimore region is designated in **serious non attainment of these federal air quality standards for ozone**, and Baltimore City students have the **highest rates of asthma** in the state, with [1 in 3 high school students](#) diagnosed with asthma according to the Baltimore City Department of Health.

Finally, state investments in public transit also enjoy widespread support. A [2025 poll](#) Maryland Sierra Club commissioned with Gonzales research showed that 88% of Maryland residents (including 93% of residents in Baltimore City and 85% of residents in the Baltimore suburbs) support the state investing more in projects that give people additional

choices to get to work, school, healthcare and other locations by taking public transit, walking and biking.

For these reasons, we urge a favorable report on HB 932.

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