



Testimony on HB 932 – *Maryland Transit Administration Fifth Bus Division –* **Appropriations Committee**

Position: Favorable

The Central Maryland Transportation Alliance and Bikemore support HB 932, which mandates that the Maryland Department of Transportation (MDOT) Maryland Transit Administration (MTA) build a fifth bus division by June 30, 2032.

Stakeholders in the Baltimore transit system are grateful that Governor Moore and the legislature invested enough in the MTA's state of good repair needs in the FY2025-30 and FY2026-31 Consolidated Transportation Programs (CTPs) that we will finally see the backlog stop growing and begin to reduce. However, we continue to cope with breakdowns and closures resulting from years of MDOT underfunding maintenance.

We also want the system improved, which requires capital investment.

MDOT has not expanded the Baltimore transit system since the completion of the MTA light rail in 1997. It expands other transportation systems in its portfolio much more frequently. It completed the A/B concourse connector at BWI Thurgood Marshall International in December 2024; and the Seagirt Marine Terminal Modernization at the Port of Baltimore in 2024. MDOT is overseeing construction of the Purple Line in the Washington transit system which also saw the Silver Line Extension open in November 2022. MDOT's Maryland Transportation Authority opened the I-95 Express Toll Lanes in December 2024.

We were among the many participants in the MOVE Coalition that successfully advocated for the General Assembly to raise additional revenues for MDOT in 2025. A Department of Legislative Services comparison of the FY2025-30 and FY2026-31 CTPs shows that after receiving additional revenues MDOT held funding for the Washington Metropolitan Area Transit Authority and the MTA flat while increasing funding for the State Highway Administration by over \$1 billion, including adding construction funding for a project to widen I-97 and increasing construction funding to widen I-81.

The four existing MTA bus divisions are at capacity. They need renovation but MDOT cut funding to renovate the Eastern Bus division from a recent CTP. This bill directs MDOT to fund building a fifth bus division. MTA has a site identified, but needs construction funding in order to proceed.

A fifth bus division is necessary for MTA to run service more frequently and to improve service that connects people to jobs such as at Trade Point Atlantic, schools, and other destinations.

We encourage a FAVORABLE report for House Bill 932.