

January 18, 2020

The Honorable Adrienne A. Jones  
House Speaker  
Maryland State House, H-101  
State Circle  
Annapolis, MD 21401

The Honorable William C. Ferguson IV  
President of the Senate  
Maryland State House, H-107  
State Circle  
Annapolis, MD 21401

The Honorable Nicholas R. Kipke  
House Minority Leader  
House Office Building, Room 212  
6 Bladen Street  
Annapolis, MD 21401

The Honorable Bryan W. Simonaire  
Senate Minority Leader  
James Senate Office Building, Room 320  
11 Bladen Street  
Annapolis, MD 21401

The Honorable Maggie McIntosh  
House Appropriations Committee Chair  
House Office Building, Room 121  
6 Bladen Street  
Annapolis, MD 21401

The Honorable Guy J. Guzzone  
Senate Budget & Tax Committee Chair  
Miller Senate Office Building, 3 West  
11 Bladen Street  
Annapolis, MD 21401

Dear Speaker Jones, President Ferguson, Minority Leaders Kipke and Simonaire, and Chairs McIntosh and Guzzone:

The undersigned business organizations **urge you to support the Transit Safety and Investment Act (HB 114 and SB 199)**, a bill that will reduce the state transit system's more than \$1 billion State of Good Repair backlog and position the state to implement the Central Maryland Regional Transit Plan and the MARC Cornerstone Plan.

For Maryland's business community to thrive, we require an efficient, multimodal transportation system that connects employees to jobs, students to class, patients to their doctors, and residents to our rich cultural assets. This must include a high-quality, well-functioning transit system.

Unfortunately, the existing transit system in Maryland places the state at a competitive disadvantage because for too many the existing service is infrequent, unreliable and does not connect residents to where they need to go. The unfunded State of Good Repair needs for MTA's transit system – including Baltimore's Link services, commuter bus, MARC, and paratransit – present a challenge to expanding service and making it more competitive, equitable, and reliable. In fact, the current state of underinvestment results in MTA having the most frequent breakdowns in bus and rail service among peer agencies in the U.S., according to the Federal Transit Administration. These conditions impose real costs on the residents and employers who rely on the system every day.

We learned our lesson the hard way when we allowed the Washington Metropolitan Area Transit Authority's (WMATA) system to decline to unsafe and unreliable conditions, and we urge you to prevent a similar fate for MTA's statewide services. Therefore, we ask for your favorable support of the Transit Safety and Investment Act this General Assembly session.

Sincerely,

Donald C. Fry  
President & CEO  
Greater Baltimore Committee

JB Holston  
CEO  
Greater Washington Partnership

Leonardo McClarty, CCE  
President and CEO  
Howard County Chamber of Commerce

Kristen Mitchell  
Executive Director  
Market Center Merchants Association

Jack McDougle  
President and CEO  
Greater Washington Board of Trade

Laurie Schwartz  
President  
Waterfront Partnership of Baltimore

Shelonda Stokes  
President  
Downtown Partnership of Baltimore

Kendrick Tilghman  
President  
Greater Baltimore Black Chamber of Commerce

Michele L. Whelley  
President & CEO  
Economic Alliance of Greater Baltimore

Allie Williams, IOM  
President & CEO  
The Greater Bethesda Chamber of Commerce

CC: Honorable Brooke Lierman, Delegate  
Honorable Cory McCray, Senator  
Gregory Slater, Maryland Secretary of Transportation