

February 8, 2022

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

Re: Support for House Bill 0438 - Washington Metropolitan Area Transit Authority - Funding Formulas - Alteration (WMATA Dedicated Funding Amendment Act of 2022)

Dear Chair McIntosh and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for House Bill 0438, which will allow Maryland's contribution to WMATA to grow 3% per Fiscal Year and help the region realize a world class transit network that provides a more connected future.

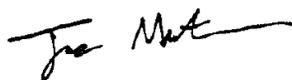
The Partnership is a civic alliance of leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 300,000 residents and are committed to making this region one of the best places to live, work, and build a business. In 2018, the Partnership released the [Blueprint for Regional Mobility](#), an action-oriented strategy to transform the Capital Region's transportation system into an asset that ensures our global competitiveness. Two of the seven pillars of the Blueprint, creating high-performing public transit and reforming governance and funding, will be advanced by HB0438.

In 2018, the Greater Washington Partnership cofounded the MetroNow Coalition of Washington-area business and civic groups dedicated to better transit. We recognized that providing high-quality transit cannot be done without adequate and reliable funding for capital and operational needs. The region came together to provide WMATA \$500 million annually in dedicated capital funding across Maryland, the District of Columbia, and Virginia. We thank this Committee for your support at that time. This dedicated capital funding has been essential to help WMATA start to close the gap on its decades of deferred maintenance and return the transit system to a state of good repair. However, there is still much more work to be done to create the high-quality transit network this region needs to compete in the 21st century.

This bill builds on the dedicated funding effort by ensuring the Maryland's contribution to WMATA's capital budget continues to grow by 3% each year, attempting to keep pace with the cost of living and allowing WMATA to expand services and the transit network over time. If the region does not continue to adequately invest in its transit systems, we will quickly find ourselves returning to a transit system that is plagued by shutdowns and deteriorating and unsafe infrastructure.

I hope this bill receives a favorable report because it will help expand access to opportunities for Maryland residents and help the state achieve its vision for a 21st-century regional rail system.

Sincerely,



Joe McAndrew

Vice President for Regional Mobility & Infrastructure