

December 11, 2023

Paul J. Wiedefeld  
Secretary of Transportation  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

***Re: Proposed Cuts to the Consolidated Transportation Program***

Dear Secretary Wiedefeld,

On behalf of the Greater Baltimore Committee (GBC) and the Greater Washington Partnership (The Partnership), co-leads of the Baltimore's Transit Future coalition, we are writing in response to the Dec. 5 Consolidated Transportation Program (CTP) update.

The updated CTP represents an unacceptable path forward for Baltimore's Transit Future that runs contrary to the business and institutional community's need for a robust regional transportation system and will leave far too many Baltimoreans behind. As spotlighted by MTA's recent decision to suspend light rail service due to maintenance concerns, the region cannot afford the long-term costs of short-term cuts to transit funding.

We are particularly concerned by:

- Reductions to MTA and local transit systems' preservation funds, harming the state of good repair. We cannot successfully expand the system with transformative regional projects — like the Red Line — if we allow the foundation of the system to decay.
- Cuts in Highway User Revenue funding, especially the \$33 million to Baltimore City, preventing the maintenance and improvement of some of Maryland's most aged and important infrastructure.
- The elimination of commuter bus service, which supports employment and overall regional competitiveness while reducing greenhouse gas emissions.
- Cuts to local transit systems operating assistance, harming transit-dependent riders and businesses who rely on local services.
- Uncertainty regarding ongoing planning for a North-South rapid transit line and a comprehensive 10-year expansion program to create a more competitive regional transit system.

We are confident that the Maryland General Assembly, the TRAIN Commission, and MDOT are fully capable of addressing Maryland's near- and long-term transportation funding challenges. Rather than cutting essential transit services and reducing capital funding to MTA and local jurisdictions in the short-term, we encourage stakeholders to collaborate on quickly developing a set of next steps that will provide stable, lasting transportation funding for the long-term.

We look forward to continuing to work with you and your team to ensure that the Baltimore region's transportation system is more equitable, accessible, and economically competitive.

Sincerely,

Mark Anthony Thomas, CEO, Greater Baltimore Committee  
Kathy E. Hollinger, CEO, Greater Washington Partnership

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## About the Baltimore's Transit Future Campaign

The [Greater Baltimore Committee](#) and [Greater Washington Partnership](#) launched the Baltimore's Transit Future campaign to call attention to the urgent business imperative and need for the Greater Baltimore region to create a world-class public transit system that helps create shared economic prosperity and catalyzes inclusive growth. Since June 2022, more than 70 business, civic, and non-profit organizations, including many of the largest employers in the State, have joined the campaign encouraging regional focus on six priorities:

1. Addressing the transit system's repair backlog and operator shortage;
2. Establishing frequent, reliable transit service to regional job centers;
3. Supporting regional coordination, decision making, and funding;
4. Implementing a 10-year rapid transit expansion program;
5. Prioritizing regional rail investment; and
6. Catalyzing equitable development at transit and rail stations.

The time for action is now. The residents and businesses of Maryland's largest city and surrounding suburbs deserve a world-class transit system. These six strategic priorities will set the course for a more equitable transportation system, making the Baltimore region a more attractive place to live, work, play, and build a business.