

September 28, 2020

The Honorable Benjamin L. Cardin
509 Hart SOB
Washington, DC 20510

The Honorable Mark R. Warner
703 Hart SOB
Washington, DC 20510

The Honorable Eleanor Holmes Norton
2136 Rayburn HOB
Washington, DC 20515

The Honorable Chris Van Hollen
110 Hart SOB
Washington, DC 20510

The Honorable Tim Kaine
231 Russell SOB
Washington, DC 20510

The Honorable Morgan Griffith
2202 Rayburn HOB
Washington, DC 20515

The Honorable Andy Harris
2334 Rayburn HOB
Washington, DC 20515

The Honorable Robert J. Wittman
2205 Rayburn HOB
Washington, DC 20515

The Honorable Jennifer Wexton
1217 Longworth HOB
Washington, DC 20515

The Honorable C.A. Dutch
Ruppersberger
2206 Rayburn HOB
Washington, DC 20515

The Honorable Elaine Luria
534 Cannon HOB
Washington, DC 20515

The Honorable Gerald E. Connolly
2238 Rayburn HOB
Washington, DC 20515

The Honorable John P. Sarbanes
2370 Rayburn HOB
Washington, DC 20515

The Honorable Robert C. Scott
1201 Longworth HOB
Washington, DC 20515

The Honorable Anthony G. Brown
1323 Longworth HOB
Washington, DC 20515

The Honorable A. Donald McEachin
314 Cannon HOB
Washington, DC 20515

The Honorable Steny H. Hoyer
1705 Longworth HOB
Washington, DC 20515

The Honorable Denver Riggleman
1022 Longworth HOB
Washington, DC 20515

The Honorable David Trone
1213 Longworth HOB
Washington, DC 20515

The Honorable Ben Cline
1009 Longworth HOB
Washington, DC 20515

The Honorable Kweisi Mfume
2163 Rayburn HOB
Washington, DC 20515

The Honorable Abigail Spanberger
1239 Longworth HOB
Washington, DC 20515

The Honorable Jamie Raskin
412 Cannon HOB
Washington, DC 20515

The Honorable Don Beyer
1119 Longworth HOB
Washington, DC 20515

Dear Members of the Congressional Delegation for Maryland, the District of Columbia and Virginia:

Transit is a lifeline for essential workers and critical to our economic health and well-being. The CARES Act, passed in March of this year, provided a stop gap to help transit agencies survive dramatic losses in revenue streams, unprecedented drops in ridership, and fund new and enhanced cleaning protocols, but the funding is running out. Transit agencies nationally need \$32 billion in emergency operating funds to avoid damaging service and jobs cuts and minimize economic hardship.

The vast majority of WMATA funding comes from capital contributions, jurisdictional subsidies, and farebox revenues from riders. Since COVID-related restrictions were enacted in March, farebox revenues have evaporated. Bus fares were waived around the Capital Region to minimize interaction between rider and driver, and Metrorail, which kept fares intact, has averaged only about 10% of the pre-COVID ridership since March. In Maryland, the Transportation Trust Fund relies largely on motor fuel taxes, titling and registration fees, federal aid, sales tax, transit fares, and port and airport fees, all of which have taken a hit during the pandemic, with corresponding impacts to the Maryland Transit Administration (MTA). Meanwhile, as jurisdictions face the worst fiscal crisis in living memory, they are stripping budgets to the bones, leaving no room to alleviate losses in farebox revenue through additional jurisdictional subsidies.

When the CARES Act funding runs out, transit agencies will be forced to cut transit service and furlough or lay off workers or redistribute capital funds, intended for repairs and expansion, to operating budgets. Both options will seriously harm the viability, safety, and reliability of transit service in the short and long term, but more importantly, it will harm the riders, businesses, and regional economies and workers that depend on transit. Anticipating the lack of federal aid, WMATA and the Maryland Transit Administration have already warned of service and workforce cuts to address their COVID-19 revenue impacts. Cuts to transit will harm the region, weaken the economic recovery, slash capital expenditures and the jobs they support, and worsen inequality.

The economy cannot recover without transit. If Congress fails to act this month to fund \$32 billion in emergency operating funds, it will deepen the economic pain already felt by millions throughout the country. In this time of uncertainty, grief, and loss, Congress must put aside their differences and work together to fund transit or this region will emerge weaker on the other side of the virus.

The undersigned business groups, transit agencies, unions and elected officials urge you to commit this critically needed funding for transit. Our riders, our economy, and our region depend on it.

Sincerely,

Hon. Levar M. Stoney
Mayor
City of Richmond, Virginia

Hon. Justin M. Wilson
Mayor
City of Alexandria, Virginia

Hon. David Meyer
Mayor
City of Fairfax, Virginia

Hon. Elizabeth Bennett-Parker
Vice Mayor
City of Alexandria, Virginia

Hon. John Taylor Chapman
Member of City Council
City of Alexandria, Virginia

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County Board Members
Arlington County, Virginia

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Chairman
Fairfax County Board of
Supervisors

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Hunter Mill District Supervisor
Fairfax County Board of
Supervisors

Hon. Dalia Palchik
Providence District Supervisor
Fairfax County Board of
Supervisors

Hon. James R. Walkinshaw
Braddock District Supervisor
Fairfax County Board of
Supervisors

Hon. Phyllis J. Randall
Chair, At-Large
Loudoun County Board of
Supervisors

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President
Baltimore City Council

Hon. Dr. John Bullock
Council Member
Baltimore City Council

Hon. Ryan Dorsey
Chair, Transportation Committee
Baltimore City Council

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Council President
Montgomery County Council

Hon. Andrew Friedson
Councilmember, District 1
Montgomery County Council

Hon. Tom Hucker
Council Vice President, District 5
Montgomery County Council

Hon. Evan Glass
Councilmember, At Large
Montgomery County Council

Hon. Hans Riemer
Councilmember, At Large
Montgomery County Council

Hon. Shannon Valentine
Secretary of Transportation
Commonwealth of Virginia

Kevin B. Quinn, Jr.
Administrator, Maryland
Department of Transportation
Maryland Transit Administration

Jennifer Mitchell
Director, Department of Rail and
Public Transit for the
Commonwealth of Virginia

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Mayor
District of Columbia

Paul J. Wiedefeld
General Manager & CEO
Washington Metropolitan Area
Transit Authority

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Councilmember, Ward 1
DC Council

Hon. Charles Allen
Councilmember, Ward 6
DC Council

Hon. Katie Cristol
Chair, Northern Virginia
Transportation Commission

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Council Member, 1st District
Prince George's County Council

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Council Member, 2nd District
Prince George's County Council

Hon. Dannielle Glaros
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Prince George's County Council

Hon. Todd M. Turner
Chair, Council Member, 4th District
Prince George's County Council

Hon. Jolene Ivey
Council Member, 5th District
Prince George's County Council

Hon. Derrick Leon Davis
County Council, 6th District
Prince George's County Council
Board Chairman, Washington
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Prince George's County Council

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Prince George's County Council

Hon. Calvin S. Hawkins, Jr.
Vice Chair & Member, At Large
Prince George's County Council

Hon. Ellen F. Robertson
Council Member, 6th District
Richmond City Council

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Long & Foster Companies

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Interfaith Power & Light (DC.MD.NoVA)

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Kendra Norrell
Board President
RVA Rapid Transit

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Chair, Liveable Alexandria: Housing and Transit Advocates

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Virginians for High Speed Rail

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Housing Association of Nonprofit Developers (HAND)

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Managing Director
Nelson Nygaard

Benjamin Ross
Chair
Maryland Transit Opportunities Coalition

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Partnership for Smarter Growth

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