

August 11, 2018

The Honorable Lawrence J. Hogan, Jr.  
Governor, State of Maryland  
100 State Circle  
Annapolis, MD 21401

Re: Anne Arundel County Light Rail Dispute

Dear Governor Hogan,

As organizations that care deeply about the social, economic and environmental health of greater Baltimore, we strongly oppose recent requests to eliminate or reduce light rail service to stations in northern Anne Arundel County, or anywhere where they exist today. Closing stations and reducing service along one of the few high-capacity, rapid transit corridors in the greater Baltimore region would come at a direct cost to the region and have adverse impacts on existing riders, limit transportation choices for residents, and undermine the economic development potential of the region.

Throughout our nation and region's history transportation policies and projects have been used to erect barriers. But transportation, and especially transit, can be used to ensure that all residents – no matter their race, ability, background, socioeconomic status – have access to economic opportunity. Light rail transit supports economic productivity because its efficient movement of people allows for denser concentrations of capital, entrepreneurs, talented workers, and institutions. MDOT-MTA's light rail service moves over 20,000 people per day in and out of some of the most economically productive parts of greater Baltimore, including downtown Baltimore, the BWI Business District, Timonium, and Hunt Valley. These are our neighbors, friends, and family members that use this vital service to access essential destinations such as jobs, education, or health care facilities. We should be encouraging and incentivizing the use of this service to reduce congestion, decrease the cost for personal transportation, and reduce annual operating costs to the state for this service.

Transit is an economic differentiator and a competitive asset we need to compete in today's global market. Whether it's Amazon HQ2, 2026 FIFA World Cup games, or retaining regional employers like McCormick and Marriott, the extent to which we are investing in and providing robust transit options affects decisions. Likewise, according to survey results from the Baltimore Collegetown Network, graduates of our colleges and universities say that the number one thing Baltimore is missing is better transportation..

The facts don't support the request to close transit stations. The Anne Arundel County Police report no spike in crime related to the light rail. Since the police increased patrols on and around the light rail in April, they have made only three arrests. We should focus on reducing crime wherever it persists, but we should address root causes and use data to inform our decisions.

As a region we should aim to connect more places via the rapid transit network, not fewer. Doing otherwise would set back our region and come at a significant cost. We must work together to improve

the use of existing infrastructure assets and create economic opportunities in these areas where there may be few today. This is an opportunity. We must come together to make sure we select the right options for our region's long-term success.

Sincerely,

Kimberly Golden Brandt  
Executive Director  
1000 Friends of Maryland

Liz Cornish  
Executive Director  
Bikemore

Reverend Stephen A. Tillett  
President  
Anne Arundel County Branch NAACP

Brian O'Malley  
President & CEO  
Central Maryland Transportation Alliance

William Cole  
President & CEO  
Baltimore Development Corporation

Emily Ranson  
Maryland Program Coordinator  
Clean Water Action

Samuel Jordan  
President  
Baltimore Transit Equity Coalition

Kirby Fowler  
President  
Downtown Partnership of Baltimore

Jason Miller  
Chief Executive Officer  
Greater Washington Partnership

Cc: Mr. Pete Rahn, Secretary, Maryland Department of Transportation  
Mr. Kevin Quinn, Administrator & CEO, Maryland Transit Administration  
Mr. Steven Schuh, County Executive, Anne Arundel County