



February 4, 2020

**Testimony on HB 368 –
Maryland Transit Safety & Investment Act
Appropriations**

Position: Favorable

Transit Choices supports HB 368.

In July 2019, pursuant to §7–309 of the Code of Maryland, the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory (CNI) to assess the MTA's ongoing, unconstrained capital needs. The CNI identified \$5.7 billion of capital needs over the next ten years, \$1.5 billion of which is an accumulated backlog of deferred maintenance. The Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) does not provide the MTA enough over the next six years to address the annual maintenance and repairs in the CNI. In fact it will add to the backlog.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down way more often than the MTA's peer agencies. This leads to poor service which leads to drops in ridership, and a negative spiral.

Transit Choices believes that safe, efficient and reliable public transit is an essential means to achieving personal and economic independence. In Baltimore City, there has never been a greater need to address the shortcomings of our existing public transit systems. People of all ages, races, ethnicities, and abilities deserve access to a transportation system that will enable them to achieve their fullest potential.

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all of the needs identified and get the system back into a state of good repair so that it can operate safely and reliably.

We encourage a favorable report.

Sincerely,

A handwritten signature in cursive script that reads "Robin Budish". The signature is written in black ink on a light-colored background.

Robin Budish
Director