

J.C. Hendrickson
7305 Wood Rush Court
Elkridge, MD 21075

February 4, 2020

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

Position: Favorable

As a resident of Howard County, Maryland, and a commuter on the MARC Penn Line, I support 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.

As a daily commuter on the MARC Penn Line, frequency and reliability of service are extremely important to me. I need the trains to run on time to get to my place of employment in Washington, DC. Absent MARC's great service, I would have to drive to work, further congesting the region's roads, costing me additional hours away from both my job and my family, and contributing to air pollution by sitting in traffic. As a member of the MARC Riders' Advisory Council, I have a deep appreciation for the line's reliability and the dedicated public servants who ensure the trains run on time every day, and when there is a mishap, do their best to get service back on track while updating riders. Furthermore, as a member of the Central Maryland Regional Transit Plan Commission, I understand that our region and the MTA have some significant long-term challenges to keep Maryland a great place to live, work, and do business. Though I do not speak for either the Council or Commission today, it is clear to me that we simply cannot afford to add to the backlog, compromising reliability and potentially the long-term viability of public transit in our region.

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.

I would appreciate your support of this vital legislation.

Sincerely,

J.C. Hendrickson