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

Position: Favorable

Rodolfo E. Pérez, P.E. 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.

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 offer my support to this Act in context with my professional credentials including my service as the Engineer Advisor in the Office of the Inspector General, US Department Of Transportation for over twenty years, and my pro bono service to the 2001 Montgomery County Transportation Policy Task Force. Furthermore, I have lived in Montgomery County for the last thirty years and I understand that this Act provides more sustainable transportation choices to our community.