



February 4, 2020

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

Position: Favorable

Action Committee for Transit supports HB 368.

In July 2019, 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. Unfortunately, not only will the level of funding provided by the Maryland Department of Transportation's FY 2020–2025 Consolidated Transportation Program (CTP) be wholly inadequate to address the deferred maintenance backlog, it will make the backlog worse.

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. For example, hardly a week goes by without MARC customers experiencing delayed or cancelled trains due to equipment malfunctions. Some months trains only arrive 74% on time. MARC passengers deserve relief from these soul crushing delays.

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.