

February 3, 2020

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

Position: Favorable

Klaus Philipsen, ArchPlan Inc. supports HB 368/ SB 424

A large portion of my time as President of ArchPlan Inc. was spent on transportation and transit planning and related projects, including the initial MTA light rail line and the abandoned Red Line.

During this time I could observe that the MTA did not have the funds to keep the existing transit system in good repair. This was confirmed in July 2019, when the Maryland Transit Administration (MTA) released its first ever Capital Needs Inventory to assess the MTA's ongoing, unconstrained capital needs pursuant to §7–309 of the Code of Maryland.

The Needs Assessment identified a whopping \$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 with sufficient funds over the next six years to address the issues listed in MTA's own report.

A poor state of repair leads to an unreliable and sometimes unsafe system. This results in poor service which explains the drop in ridership across all modes MTA has experienced especially on its flagship services, Metro and Light Rail. The first step out of this vicious cycle must be to put all existing systems into decent shape.

The Transit Safety & Investment Act will mandate that MTA's capital budget be boosted sufficiently to get the system back into a state of good repair that is industry standard, a precondition for safe and reliable operations.

We encourage a favorable report.