

Miriam Schoenbaum  
15004 Clopper Road  
Boyds MD 20841  
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**Testimony on SB 424 –  
*Maryland Transit Safety & Investment Act*  
Budget & Taxation**

**Position: Favorable**

Please support SB 424.

As you know, last year the Maryland Transit Administration identified \$5.7 billion in capital needs over the next ten years, including \$1.5 billion in capital needs that were already previously deferred due to insufficient funding.

The Maryland Department of Transportation's FY 2020-25 Consolidated Transportation Program SHOULD fund these capital needs. But it doesn't.

As a twenty-year MARC Brunswick Line commuter between Boyds, Montgomery County and Union Station in DC, I experience the effects of the lack of funding almost every day traveling to and from work. People keep saying "This is no way to run a railroad" because it's true. Trains are late due to mechanical problems. Trains are canceled due to mechanical problems. Trains are crowded due to a shortage of cars due to mechanical problems. Trains have no restroom because the car with the restroom had mechanical problems. This happens all the time.

And that's just for maintaining the inadequate, insufficient service we have now, where far too many people are unable to take MARC because the limited MARC schedule simply does not fit their own transportation needs.

What Maryland really needs is expanded MARC service. All-day, two-way, seven-day service on the MARC Brunswick Line would benefit the state's transportation, budget, environment, and climate future.

But at the very minimum, MARC service should be at least be maintained.

That's why I ask you to report favorably on this bill.