



February 1, 2021

Testimony in SUPPORT of HB 114 – Transit Safety & Investment Act

Dear Chairman McIntosh and Members of the Appropriations Committee,

350 Montgomery County supports HB 114, the Transit Safety & Investment Act.

The Transit Safety & Investment Act will mandate that MTA's capital budget be at a level that allows it to address all the needs identified in the 2019 Capital Needs Inventory (CNI) and get the system back into a state of good repair so that it can operate safely and reliably.

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, MDOT's FY 2021–2026 Consolidated Transportation Program (CTP) does not provide the MTA sufficient funding to address the annual maintenance and repairs identified in the CNI. In fact, at current funding levels the maintenance backlog will grow.

The result of the neglected maintenance is buses, light rail vehicles, subway trains and commuter trains that break down more often than the MTA's peer agencies, and in some cases, more often than any transit agency *in the nation*. Paratransit service also continues to malfunction. This leads to poor service which leads to drops in ridership, and a negative spiral.

It is important to note that the funding for this bill will only come from the Transportation Trust Fund. Money from the Trust Fund should be focused on maintaining the assets that we have, especially in a budgetary strain **instead of expansion efforts**. For example, **instead of spending \$43 million for what is supposed no cost to the taxpayer project to plan the privatized road-widening boondoggle on I-270 and I-495 these funds could be used for keeping our current transit system safe to use.**

We strongly encourage a FAVORABLE report for this important legislation.

Sincerely,

Jeffrey Weisner
President, Steering Committee
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