

January 25, 2021

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The Honorable Guy J. Guzzone
Chair, Senate Budget & Taxation Committee
Miller Senate Office Building, 3 West Wing
11 Bladen Street
Annapolis, MD 21401-1991

Dear Chair Guzzone:

I write in support of Senate Bill 199, the Transit Safety and Investment Act, by Senator McCray.

Last year, I traveled (pre-pandemic) to Annapolis to testify in front of the House Appropriations Committee in favor of Delegate Lierman's version of this bill. In my testimony, I described how a lack of maintenance caused my MARC train to break down, stranding hundreds of people on a platform in weather in the 20s. My Baltimore City to Washington, DC commute took 4 hours and 10 minutes (one way) that day.

At the time, I had moved to Baltimore (and to Maryland) only a few months prior, and I explained that I would not have made that move had I not believed MARC to be reliable.

The inadequacy of Baltimore's transit system has been the single biggest shock for myself and my husband since moving to Baltimore. We chose a central-city neighborhood not only to be close to Penn Station and MARC, but also to be able to bike, walk, and use public transit. Unfortunately, long headways, frequent breakdowns, and inaccurate "next train" signage make Baltimore's bus, light rail, and subway systems less than useful. Thankfully, I have other options when Baltimore's intracity transit is unreliable, but about one-third of Baltimore City residents rely on transit.

For this city – and Maryland at large – to attract new residents, support economic development, and thrive, it needs a functional, vibrant public transit system. MTA has the worst breakdown and reliability rates across various modes in the country.

The Transit Safety and Investment Act is a vital piece of legislation Maryland needs to build Maryland transit back to a satisfactory level.

Sincerely,

Andrew N. Dupuy