

UNOFFICIAL COPY OF HOUSE BILL 756
EMERGENCY BILL

R7

6lr3018
CF 6lr2017

By: **Delegates Cryor, Dumais, Feldman, Barkley, Bartlett, Bronrott, DeBoy,
Elliott, Frush, Kaiser, King, Lawton, Malone, Montgomery, Stern, Stull,
Taylor, and Weldon**

Introduced and read first time: February 6, 2006

Assigned to: Environmental Matters

Committee Report: Favorable with amendments

House action: Adopted

Read second time: March 2, 2006

CHAPTER _____

1 AN ACT concerning

2 **Transportation - Passenger Railroad Service Lines - Closure of MARC Train**
3 **Stations**

4 FOR the purpose of prohibiting the Mass Transit Administration from closing a
5 ~~station~~ certain stations on certain passenger railroad service lines before a
6 certain date; requiring the Administration to conduct a certain review and
7 report its findings to the Governor and the General Assembly before closing a
8 station on certain passenger railroad service lines; making this Act an
9 emergency measure; and generally relating to the closure of certain MARC train
10 stations on certain passenger railroad lines.

11 BY repealing and reenacting, with amendments,
12 Article - Transportation
13 Section 7-902
14 Annotated Code of Maryland
15 (2001 Replacement Volume and 2005 Supplement)

16 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF
17 MARYLAND, That the Laws of Maryland read as follows:

1 **Article - Transportation**

2 7-902.

3 (a) The Administration shall continue to operate the following passenger
4 railroad services at levels of service at least equivalent to the level of service
5 established as of July 1, 1981:

6 (1) The CSX line between Brunswick and the District of Columbia;

7 (2) The Amtrak line between Penn Station in Baltimore and the District
8 of Columbia; and

9 (3) The CSX line between Camden Station in Baltimore and the District
10 of Columbia.

11 (b) The Administration shall recover at least 50 percent of total operating
12 costs for all passenger railroad services under its control from fares and operating
13 revenues. Notwithstanding § 7-208 of this title, the Maryland Transit Administration
14 shall calculate for passenger rail services a separate farebox recovery ratio for the
15 administrative purposes of determining a separate cost recovery ratio for each of the
16 aforementioned transit modes from the calculation for mass transit, Metro, and light
17 rail.

18 (C) (1) EXCEPT AS PROVIDED IN PARAGRAPH (2) OF THIS SUBSECTION, THE
19 ADMINISTRATION MAY NOT CLOSE A STATION ON A PASSENGER RAILROAD SERVICE
20 LINE DESCRIBED IN SUBSECTION (A) OF THIS SECTION BEFORE MARCH 6, 2007.

21 (2) THE ADMINISTRATION MAY CLOSE THE JESSUP STATION ON THE
22 CSX LINE BETWEEN CAMDEN STATION IN BALTIMORE AND THE DISTRICT OF
23 COLUMBIA AT ANY TIME IF THE ADMINISTRATION FINDS THAT THE RIDERSHIP AT
24 THE JESSUP STATION DOES NOT WARRANT KEEPING THE STATION OPEN.

25 [(c)] (D) The Administration shall adopt regulations to facilitate the
26 transportation of bicycles on board passenger railroad services.

27 (E) BEFORE CLOSING A STATION ON A PASSENGER RAILROAD SERVICE LINE
28 DESCRIBED IN SUBSECTION (A) OF THIS SECTION, THE MASS TRANSIT
29 ADMINISTRATION SHALL REVIEW AND REPORT, IN ACCORDANCE WITH § 2-1246 OF
30 THE STATE GOVERNMENT ARTICLE, TO THE GOVERNOR AND THE GENERAL
31 ASSEMBLY, ON THE FOLLOWING:

32 (1) WITH RESPECT TO THE DICKERSON AND BOYDS MARC STATIONS ON
33 THE CSX LINE BETWEEN BRUNSWICK AND THE DISTRICT OF COLUMBIA:

34 (I) THE IMPACT ON TRAFFIC CONGESTION ALONG THE
35 INTERSTATE 270, MD STATE ROUTE 117, AND MD STATE ROUTE 28 CORRIDORS AS A
36 RESULT OF THE STATION CLOSURES;

1 (II) THE IMPACT OF FUTURE GROWTH IN UPPER MONTGOMERY
2 AND SOUTHERN FREDERICK COUNTIES, PARTICULARLY IN CLARKSBURG OVER THE
3 NEXT 5 YEARS, AND THE PROJECTED RIDERSHIP FOR THE BOYDS AND DICKERSON
4 STATIONS AS A RESULT OF THAT FUTURE GROWTH;

5 (III) THE IMPACT OF THE PROJECTED GROWTH IN UPPER
6 MONTGOMERY AND SOUTHERN FREDERICK COUNTIES ON TRAFFIC CONGESTION
7 ALONG THE INTERSTATE 270, MD STATE ROUTE 117, AND MD STATE ROUTE 28
8 CORRIDORS AND THE TRANSIT ALTERNATIVES THAT ARE CONTEMPLATED TO MEET
9 ANY INCREASED DEMAND;

10 (IV) THE METHODOLOGY USED TO COMPUTE AVERAGE DAILY
11 RIDERSHIP;

12 ~~(IV)~~ (V) THE IMPACT ON PROJECTED RIDERSHIP ON THE LINE IF
13 THE STATIONS ARE CLOSED AND LATER REOPENED DUE TO IMPENDING GROWTH;

14 ~~(V)~~ (VI) THE PROJECTED RIDERSHIP IF TRAIN STOPS ARE
15 INCREASED FROM 3 STOPS EACH TO 9 STOPS EACH FOR TRAINS ARRIVING AT
16 WASHINGTON UNION STATION AND FROM 4 STOPS EACH TO 10 STOPS EACH (TO
17 DISCHARGE PASSENGERS ONLY) FOR TRAINS DEPARTING WASHINGTON UNION
18 STATION;

19 ~~(VI)~~ (VII) UNDER AN EXPANDED SCHEDULE, THE ESTIMATED
20 INCREASE IN TRAIN SERVICE AS A RESULT OF INCREASING THE NUMBER OF STOPS;

21 (VIII) OPTIONS TO INCREASE RIDERSHIP AT STATIONS WITH LOW
22 RIDERSHIP, INCLUDING INVESTING IN A RIDERSHIP CAMPAIGN TO PROMOTE
23 STATIONS WITH LOW RIDERSHIP;

24 ~~(VII)~~ (IX) THE PROJECTED RIDERSHIP AFTER INVESTING IN A
25 RIDERSHIP CAMPAIGN TO PROMOTE THE STATIONS;

26 ~~(VIII)~~ (X) THE SCHEDULE FOR INSTALLING TICKET VENDING
27 MACHINES AT THE STATIONS AND WHETHER SUCH VENDING MACHINES HAVE
28 ALREADY BEEN PURCHASED;

29 ~~(IX)~~ (XI) WHETHER A VENDING MACHINE THAT IS SCHEDULED TO
30 BE INSTALLED AT ANOTHER STATION COULD TEMPORARILY BE USED AT EITHER OR
31 BOTH OF THESE STATIONS;

32 ~~(X)~~ (XII) THE IMPACT ON RIDERS BOARDING AT THESE STATIONS
33 IF VENDING MACHINES ARE NOT INSTALLED AT THE STATIONS;

34 ~~(XI)~~ (XIII) AN EVALUATION OF POTENTIAL INCREASED BUS SERVICE
35 TO THE STATIONS, AND PARKING LOT EXPANSION NEAR THE STATIONS, INCLUDING
36 ANY POSSIBLE OPTIONS FOR PARKING LOT EXPANSION; ~~AND~~

37 (XIV) SPECIFIC EFFORTS UNDERTAKEN TO;

1 1. ATTRACT NEW RIDERS ON THE LINES AND TO RETAIN
 2 RIDERS ALREADY USING THE LINES; AND

3 2. IMPROVE ACCESS FOR INDIVIDUALS WITH DISABILITIES;

4 (XV) POTENTIAL ALTERNATIVES TO CLOSING STATIONS THAT
 5 WOULD ACHIEVE GREATER EFFICIENCY ON THE BRUNSWICK AND CAMDEN CSX
 6 LINES;

7 (XVI) POTENTIAL SOURCES OF ALTERNATIVE FUNDING FOR THE
 8 OPERATING AND CAPITAL COSTS OF KEEPING THE STATIONS OPEN, INCLUDING
 9 COLLABORATION WITH LOCAL GOVERNMENTS; AND

10 ~~(XII)~~ (XVII) THE DESCRIPTION OF THE \$300,000 PASSENGER
 11 WARNING SYSTEM FOR THE DICKERSON STATION AND WHETHER OTHER POSSIBLE,
 12 LESS COSTLY, PASSENGER WARNING SYSTEMS WERE CONSIDERED AND THE
 13 REASONS WHY SUCH SYSTEMS WERE NOT EMPLOYED; AND

14 (2) WITH REGARD TO THE ~~JESSUP AND ST. DENIS STATIONS~~ ST. DENIS
 15 STATION ON THE CSX LINE BETWEEN CAMDEN STATION IN BALTIMORE AND THE
 16 DISTRICT OF COLUMBIA;

17 (I) THE INFORMATION REQUIRED UNDER ITEMS (1)(VII) THROUGH
 18 ~~(X)~~ (XVI) OF THIS SUBSECTION;

19 (II) THE IMPLICATIONS OF CLOSING A PASSENGER RAILROAD
 20 SERVICE FACILITY THAT IS A STATE OR FEDERALLY DESIGNATED HISTORIC
 21 LANDMARK OR THAT IS LOCATED IN A STATE OR FEDERALLY DESIGNATED HISTORIC
 22 DISTRICT;

23 (III) THE IMPACT ON TRAFFIC CONGESTION ALONG THE
 24 INTERSTATE 95, INTERSTATE 295, AND MD STATE ROUTE 100 CORRIDORS AS A
 25 RESULT OF THE STATION CLOSURE;

26 (IV) THE EFFECT OF CLOSING THE ST. DENIS STATION ON
 27 RIDERSHIP AT THE HALETHORPE STATION, INCLUDING THE EFFECT ON TRAFFIC
 28 AND PARKING AT THE HALETHORPE STATION AND IN ARBUTUS;

29 (V) THE PROJECTED RIDERSHIP AT THE ST. DENIS STATION IF
 30 TRAIN STOPS ARE INCREASED UP TO NINE STOPS; AND

31 (VI) THE PROJECTED RIDERSHIP AT THE ST. DENIS STATION IF
 32 SERVICE TO AND FROM BALTIMORE IS RESUMED.

33 SECTION 2. AND BE IT FURTHER ENACTED, That this Act is an emergency
 34 measure, is necessary for the immediate preservation of the public health or safety,
 35 has been passed by a ye and nay vote supported by three-fifths of all the members
 36 elected to each of the two Houses of the General Assembly, and shall take effect from
 37 the date it is enacted.

