

**UNOFFICIAL COPY OF SENATE BILL 366
EMERGENCY BILL**

R7

6lr2017
CF 6lr3018

By: **Senators Garagiola, Brochin, DeGrange, Della, Exum, Forehand, Frosh, Gladden, Grosfeld, Hogan, Hooper, Kasemeyer, Kelley, Klausmeier, Middleton, Ruben, and Teitelbaum**

Introduced and read first time: January 30, 2006

Assigned to: Finance

A BILL ENTITLED

1 AN ACT concerning

Transportation - Passenger Railroad Service Lines - Closure of MARC Train Stations

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

Article - Transportation

19 7-902.

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

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

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

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

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

10 (C) THE ADMINISTRATION MAY NOT CLOSE A STATION ON A PASSENGER
11 RAILROAD SERVICE LINE DESCRIBED IN SUBSECTION (A) OF THIS SECTION BEFORE
12 MARCH 6, 2007.

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

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

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

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

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

29 (III) THE IMPACT OF THE PROJECTED GROWTH IN UPPER
30 MONTGOMERY AND SOUTHERN FREDERICK COUNTIES ON TRAFFIC CONGESTION
31 ALONG THE INTERSTATE 270, MD STATE ROUTE 117, AND MD STATE ROUTE 28
32 CORRIDORS AND THE TRANSIT ALTERNATIVES THAT ARE CONTEMPLATED TO MEET
33 ANY INCREASED DEMAND;

34 (IV) THE METHODOLOGY USED TO COMPUTE AVERAGE DAILY
35 RIDERSHIP:

36 (V) THE IMPACT ON PROJECTED RIDERSHIP ON THE LINE IF THE
37 STATIONS ARE CLOSED AND LATER REOPENED DUE TO IMPENDING GROWTH;

38 (VI) THE PROJECTED RIDERSHIP IF TRAIN STOPS ARE INCREASED
39 FROM 3 STOPS EACH TO 9 STOPS EACH FOR TRAINS ARRIVING AT WASHINGTON

1 UNION STATION AND FROM 4 STOPS EACH TO 10 STOPS EACH (TO DISCHARGE
2 PASSENGERS ONLY) FOR TRAINS DEPARTING WASHINGTON UNION STATION;

3 (VII) UNDER AN EXPANDED SCHEDULE, THE ESTIMATED INCREASE
4 IN TRAIN SERVICE AS A RESULT OF INCREASING THE NUMBER OF STOPS;

5 (VIII) THE PROJECTED RIDERSHIP AFTER INVESTING IN A
6 RIDERSHIP CAMPAIGN TO PROMOTE THE STATIONS;

7 (IX) THE SCHEDULE FOR INSTALLING TICKET VENDING MACHINES
8 AT THE STATIONS AND WHETHER SUCH VENDING MACHINES HAVE ALREADY BEEN
9 PURCHASED;

10 (X) WHETHER A VENDING MACHINE THAT IS SCHEDULED TO BE
11 INSTALLED AT ANOTHER STATION COULD TEMPORARILY BE USED AT EITHER OR
12 BOTH OF THESE STATIONS;

13 (XI) THE IMPACT ON RIDERS BOARDING AT THESE STATIONS IF
14 VENDING MACHINES ARE NOT INSTALLED AT THE STATIONS;

15 (XII) AN EVALUATION OF POTENTIAL INCREASED BUS SERVICE TO
16 THE STATIONS, AND PARKING LOT EXPANSION NEAR THE STATIONS, INCLUDING ANY
17 POSSIBLE OPTIONS FOR PARKING LOT EXPANSION; AND

18 (XIII) SPECIFIC EFFORTS UNDERTAKEN TO:

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

21 2. IMPROVE ACCESS FOR INDIVIDUALS WITH DISABILITIES;

22 (XIV) THE DESCRIPTION OF THE \$300,000 PASSENGER WARNING
23 SYSTEM FOR THE DICKERSON STATION AND WHETHER OTHER POSSIBLE, LESS
24 COSTLY, PASSENGER WARNING SYSTEMS WERE CONSIDERED AND THE REASONS
25 WHY SUCH SYSTEMS WERE NOT EMPLOYED; AND

26 (2) WITH REGARD TO THE JESSUP AND ST. DENIS STATIONS ON THE CSX
27 LINE BETWEEN CAMDEN STATION IN BALTIMORE AND THE DISTRICT OF COLUMBIA:

28 (I) THE INFORMATION REQUIRED UNDER ITEMS (1)(VII) THROUGH
29 (XIII) OF THIS SUBSECTION; AND

30 (II) THE IMPLICATIONS OF CLOSING A PASSENGER RAILROAD
31 SERVICE FACILITY THAT IS A STATE OR FEDERALLY DESIGNATED HISTORIC
32 LANDMARK OR THAT IS LOCATED IN A STATE OR FEDERALLY DESIGNATED HISTORIC
33 DISTRICT.

34 SECTION 2. AND BE IT FURTHER ENACTED, That this Act is an emergency
35 measure, is necessary for the immediate preservation of the public health or safety,
36 has been passed by a yea and nay vote supported by three-fifths of all the members

1 elected to each of the two Houses of the General Assembly, and shall take effect from
2 the date it is enacted.