

**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

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## Committee Report: Favorable with amendments

Senate action: Adopted

Read second time: February 10, 2006

## CHAPTER

## 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 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:

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

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

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

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

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

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

28                                 WHETHER A VENDING MACHINE THAT IS SCHEDULED TO  
29 BE INSTALLED AT ANOTHER STATION COULD TEMPORARILY BE USED AT EITHER OR  
30 BOTH OF THESE STATIONS;

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

36 (XIII) (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                   (XIV) (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 (XIII) (XVI) OF THIS SUBSECTION; AND

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 yea 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.

