

# HOUSE BILL 114

R2

(11r0503)

## ENROLLED BILL

— Appropriations/Budget and Taxation —

Introduced by **Delegates Lierman, Bagnall, Feldmark, Healey, Kerr, R. Lewis, Smith, Solomon, Stein, and Terrasa**

Read and Examined by Proofreaders:

\_\_\_\_\_  
Proofreader.

\_\_\_\_\_  
Proofreader.

Sealed with the Great Seal and presented to the Governor, for his approval this

\_\_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_ o'clock, \_\_\_\_\_ M.

\_\_\_\_\_  
Speaker.

### CHAPTER \_\_\_\_\_

1 AN ACT concerning

2 **Transportation** – Maryland Transit Administration – ~~Funding~~ **Funding and**  
3 **MARC Rail Extension Study**  
4 **(Transit Safety and Investment Act)**

5 FOR the purpose of establishing the Purple Line Construction Zone Grant Program;  
6 establishing the purpose of the Grant Program; requiring the Department of  
7 Commerce to implement and administer the Grant Program; requiring the  
8 Department of Commerce, in consultation with the Department of Transportation,  
9 to adopt certain regulations; requiring the Department of Commerce and the  
10 Maryland Transit Administration to consult qualified small businesses for a certain  
11 purpose; requiring the Department of Commerce to make a certain application  
12 available as soon as practicable; establishing a maximum amount for a certain grant  
13 awarded; authorizing the Department of Commerce to award grants until a certain  
14 time; prohibiting the Department of Commerce from awarding more than one grant

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#### EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.

Underlining indicates amendments to bill.

~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from the law by amendment.

*Italics indicate opposite chamber/conference committee amendments.*



1 to the same business in a certain period of time; requiring that certain funds revert  
 2 to the Maryland Economic Development Assistance Fund; requiring the  
 3 Administration to report certain information in the Consolidated Transportation  
 4 Program; requiring the Governor to include certain appropriations in the State  
 5 budget from the Transportation Trust Fund to the ~~Maryland Transit~~ Administration  
 6 for certain operating and capital needs of the Administration in certain fiscal years;  
 7 authorizing the reduction of certain appropriations under certain circumstances;  
 8 requiring that certain capital appropriations to the Administration be in addition to  
 9 any funds appropriated for the capital needs of a certain transit project; providing  
 10 that a certain provision of law may not be construed to limit the authority of the  
 11 Administrator to use certain funds to increase the State investment in certain transit  
 12 agencies; requiring the Administration to submit a report each year on the planning  
 13 and use of capital funds for certain capital projects in the prior fiscal year; altering  
 14 the termination date for certain provisions of law concerning funding for the  
 15 Administration; declaring the intent of the General Assembly; *requiring the*  
 16 *Department of Transportation to conduct a study on extending Maryland Area*  
 17 *Regional Commuter (MARC) rail service to western Maryland; requiring the*  
 18 *Department of Transportation to study and make recommendations regarding certain*  
 19 *matters; requiring the Administration to incorporate certain recommendations into*  
 20 *the Statewide Transit Plan; requiring the Department of Transportation to complete*  
 21 *the study notwithstanding any alteration or postponement of the Statewide Transit*  
 22 *Plan; requiring the Department of Transportation to report its findings and*  
 23 *recommendations to the Governor and the General Assembly on or before a certain*  
 24 *date; making conforming changes; defining a certain ~~term~~ terms; and generally*  
 25 *relating to funding for the Maryland Transit Administration, the Statewide Transit*  
 26 *Plan, and a study on extending MARC rail service to western Maryland.*

27 BY adding to

28 Article – Economic Development

29 Section 16–101 to be under the new title “Title 16. Purple Line Construction Zone  
 30 Grant Program”

31 Annotated Code of Maryland

32 (2018 Replacement Volume and 2020 Supplement)

33 BY repealing and reenacting, with amendments,

34 Article – Transportation

35 Section 2–103.1(c)(4)(vi) and (vii), 7–205, and 7–309

36 Annotated Code of Maryland

37 (2020 Replacement Volume)

38 BY adding to

39 Article – Transportation

40 Section 2–103.1(c)(4)(vii)

41 Annotated Code of Maryland

42 (2020 Replacement Volume)

43 BY repealing and reenacting, with amendments,

1 Chapter 351 of the Acts of the General Assembly of 2018  
2 Section 9

3 BY repealing and reenacting, with amendments,  
4 Chapter 352 of the Acts of the General Assembly of 2018  
5 Section 9

6 Preamble

7 WHEREAS, Section 7–309 of the Transportation Article of the Annotated Code of  
8 Maryland requires the Maryland Transit Administration (Administration) to assess its  
9 ongoing, unconstrained capital needs; and

10 WHEREAS, The Administration released the Capital Needs Inventory in July 2019,  
11 which captured and quantified the capital investment needs over a 10–year period for the  
12 assets of the following modes: (1) Local Bus, including CityLink, LocalLink, and Express  
13 BusLink; (2) Commuter Bus; (3) Maryland Area Regional Commuter trains; (4) Baltimore  
14 Metro SubwayLink; (5) Light RailLink; and (6) MobilityLink; and

15 WHEREAS, These services provide nearly 320,000 rides a day for residents in  
16 Baltimore City and Anne Arundel, Baltimore, Calvert, Charles, Frederick, Harford,  
17 Howard, Montgomery, Prince George’s, Queen Anne’s, and St. Mary’s counties; and

18 WHEREAS, The Capital Needs Inventory identified that in order to provide safe,  
19 reliable transit services the Administration would need, on average, \$462 million per year  
20 in capital funding for state of good repair needs during the 10–year period identified in the  
21 report; and

22 WHEREAS, In addition to its state of good repair needs, the Capital Needs Inventory  
23 identified a need of more than \$100 million per year over the same period for capital  
24 enhancement needs; and

25 WHEREAS, Section 7–301.1 of the Transportation Article requires the  
26 Administration to prepare the Central Maryland Regional Transit Plan, a long–range  
27 transit plan for Maryland transit service growth in Baltimore City and Anne Arundel,  
28 Baltimore, Harford, and Howard counties; and

29 WHEREAS, The Central Maryland Regional Transit Plan suggests that the existing  
30 public transportation system does not provide adequate service to meet existing demand;  
31 and

32 WHEREAS, The Maryland Department of Transportation’s draft FY 2020–2025  
33 Consolidated Transportation Program (CTP) provides the Administration only \$326 million  
34 on average per year for the Capital Needs Inventory during this period; and

1 WHEREAS, The funding levels identified in the CTP for the Administration will  
2 increase the agency's Capital Needs Inventory and delay the implementation of the Central  
3 Maryland Regional Transit Plan, including the growth of the transit system; and

4 WHEREAS, Infrastructure becomes more expensive to operate and maintain if  
5 maintenance is deferred; and

6 WHEREAS, Emergency shutdowns, such as the 2018 shutdown of the Baltimore  
7 subway system, and equipment failures impact the reliability of Administration services;  
8 and

9 WHEREAS, Riders and the public at large expect the State to maintain its public  
10 transit infrastructure at a level of reasonable reliability and the utmost safety; now,  
11 therefore,

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

14 **Article – Economic Development**

15 **TITLE 16. PURPLE LINE CONSTRUCTION ZONE GRANT PROGRAM.**

16 **16-101.**

17 **(A) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE MEANINGS**  
18 **INDICATED.**

19 **(2) "GRANT PROGRAM" MEANS THE PURPLE LINE CONSTRUCTION**  
20 **ZONE GRANT PROGRAM.**

21 **(3) "QUALIFIED SMALL BUSINESS" MEANS A SOLE PROPRIETORSHIP,**  
22 **A PARTNERSHIP, A LIMITED PARTNERSHIP, A LIMITED LIABILITY PARTNERSHIP, A**  
23 **LIMITED LIABILITY COMPANY, OR A CORPORATION THAT:**

24 **(I) EMPLOYS 20 OR FEWER EMPLOYEES;**

25 **(II) IS INDEPENDENTLY OWNED AND OPERATED;**

26 **(III) IS NOT A SUBSIDIARY OF ANOTHER BUSINESS;**

27 **(IV) IS NOT DOMINANT IN ITS FIELD OF OPERATION; AND**

28 **(V) IS IMPACTED BY THE CONSTRUCTION OF THE PURPLE LINE**  
29 **LIGHT RAIL PROJECT IN MONTGOMERY COUNTY AND PRINCE GEORGE'S COUNTY.**

1           **(B) (1) THERE IS A PURPLE LINE CONSTRUCTION ZONE GRANT**  
2 **PROGRAM.**

3           **(2) THE PURPOSE OF THE GRANT PROGRAM IS TO PROVIDE FUNDS**  
4 **TO QUALIFIED SMALL BUSINESSES TO ASSIST IN OFFSETTING BUSINESS REVENUE**  
5 **LOST AS A RESULT OF THE CONSTRUCTION OF THE PURPLE LINE LIGHT RAIL**  
6 **PROJECT IN MONTGOMERY COUNTY AND PRINCE GEORGE'S COUNTY.**

7           **(3) IN EACH OF FISCAL YEARS 2023 AND 2024, THE MARYLAND**  
8 **TRANSIT ADMINISTRATION DEPARTMENT OF COMMERCE SHALL PROVIDE**  
9 **\$1,000,000 IN GENERAL FUNDS TO THE GRANT PROGRAM TO ASSIST QUALIFIED**  
10 **SMALL BUSINESSES.**

11           **(C) THE DEPARTMENT OF COMMERCE SHALL IMPLEMENT AND**  
12 **ADMINISTER THE GRANT PROGRAM.**

13           **(D) (1) SUBJECT TO PARAGRAPH (2) OF THIS SUBSECTION, THE**  
14 **DEPARTMENT OF COMMERCE, IN CONSULTATION WITH THE DEPARTMENT OF**  
15 **TRANSPORTATION, SHALL ADOPT REGULATIONS TO IMPLEMENT THIS SECTION,**  
16 **INCLUDING REGULATIONS TO ESTABLISH:**

17                       **(I) ELIGIBILITY AND GRANT APPLICATION REQUIREMENTS;**  
18 **AND**

19                       **(II) A PROCESS FOR REVIEWING GRANT APPLICATIONS AND**  
20 **AWARDING GRANTS TO ELIGIBLE QUALIFIED SMALL BUSINESSES.**

21           **(2) IN DEVELOPING THE REGULATIONS REQUIRED UNDER**  
22 **PARAGRAPH (1) OF THIS SUBSECTION, THE DEPARTMENT OF COMMERCE AND THE**  
23 **MARYLAND TRANSIT ADMINISTRATION SHALL CONSULT QUALIFIED SMALL**  
24 **BUSINESSES TO ENSURE THAT THE ELIGIBILITY AND APPLICATION REQUIREMENTS**  
25 **FOR THE GRANT PROGRAM ARE NOT OVERLY BURDENSOME TO QUALIFIED SMALL**  
26 **BUSINESSES.**

27           **(3) THE DEPARTMENT OF COMMERCE SHALL MAKE THE**  
28 **APPLICATION DEVELOPED FOR PURPOSES OF THE GRANT PROGRAM AVAILABLE TO**  
29 **QUALIFIED SMALL BUSINESSES AS SOON AS PRACTICABLE.**

30           **(E) (1) (I) SUBJECT TO THE LIMITATIONS OF THIS PARAGRAPH, THE**  
31 **DEPARTMENT OF COMMERCE SHALL ESTABLISH, BY REGULATION, GUIDELINES TO**  
32 **CALCULATE THE AMOUNT OF A GRANT AWARDED UNDER THIS SECTION.**

33                       **(II) IN ESTABLISHING GUIDELINES UNDER SUBPARAGRAPH (I)**  
34 **OF THIS PARAGRAPH, THE DEPARTMENT OF COMMERCE MAY USE A 12-MONTH**

1 PROJECTION OF THE DIFFERENCE BETWEEN THE BUSINESS REVENUE OF A  
2 QUALIFIED SMALL BUSINESS DURING THE 3-MONTH PERIOD IMMEDIATELY  
3 PRECEDING THE START OF THE PURPLE LINE CONSTRUCTION COMPARED TO THE  
4 3-MONTH PERIOD IMMEDIATELY FOLLOWING THE START OF THE PURPLE LINE  
5 CONSTRUCTION.

6 (iii) A GRANT AWARDED UNDER THE GRANT PROGRAM MAY NOT  
7 EXCEED \$50,000.

8 (2) SUBJECT TO THE ELIGIBILITY REQUIREMENTS ESTABLISHED  
9 UNDER SUBSECTION (D) OF THIS SECTION, IF A QUALIFIED SMALL BUSINESS IS  
10 REQUIRED TO BE REGISTERED WITH THE STATE AND IS REGISTERED, THE  
11 QUALIFIED SMALL BUSINESS MAY APPLY FOR A GRANT UNDER THE GRANT  
12 PROGRAM REGARDLESS OF OWNERSHIP OR LOCATION.

13 (3) (i) SUBJECT TO SUBPARAGRAPH (II) OF THIS PARAGRAPH, THE  
14 DEPARTMENT OF COMMERCE MAY AWARD GRANTS UNTIL ALL THE MONEY  
15 ALLOTTED FOR THE GRANT PROGRAM HAS BEEN AWARDED OR UNTIL DECEMBER  
16 31, 2024, WHICHEVER OCCURS FIRST.

17 (ii) THE DEPARTMENT OF COMMERCE MAY NOT AWARD MORE  
18 THAN ONE GRANT TO THE SAME QUALIFIED SMALL BUSINESS IN A 12-MONTH  
19 PERIOD.

20 (4) ANY MONEY THAT HAS NOT BEEN AWARDED ON OR BEFORE  
21 DECEMBER 31, 2024, SHALL REVERT TO THE MARYLAND ECONOMIC  
22 DEVELOPMENT ASSISTANCE FUND.

## 23 Article – Transportation

24 2-103.1.

25 (c) (4) Annually, the Consolidated Transportation Program shall include a  
26 report that:

27 (vi) Provides a purpose and need summary statement that includes:

28 1. A general description and summary that describes why  
29 the project is necessary and satisfies State transportation goals, including Climate Action  
30 Plan goals required by the Greenhouse Gas Emissions Reduction Act of 2009 under §  
31 2-1205(b) of the Environment Article;

32 2. The location of the project, including a map of the project  
33 limits, project area, or transportation corridor; and

1                                   3.     A summary of how the project meets the selection criteria  
2 for inclusion in the capital program; [and]

3                                   **(VII) PROVIDES THE MARYLAND TRANSIT ADMINISTRATION**  
4 **STATE OF GOOD REPAIR BUDGET FOR THE CURRENT FISCAL YEAR AND**  
5 **PROJECTIONS FOR THE SUBSEQUENT FISCAL YEAR; AND**

6                                   [(vii)] (VIII) Includes any other information that the Secretary believes  
7 would be useful to the members of the General Assembly, the general public, or other  
8 recipients of the Consolidated Transportation Program.

9 7-205.

10           (a)     **IN THIS SECTION, “STATE OF GOOD REPAIR NEEDS” INCLUDES THE**  
11 **CAPITAL NEEDS IDENTIFIED BY THE ADMINISTRATION IN THE ASSESSMENT**  
12 **REQUIRED UNDER § 7-309 OF THIS ARTICLE.**

13           **(B)**     For fiscal year 2020, the Governor shall include in the State budget an  
14 appropriation from the Transportation Trust Fund for the operation of the Administration  
15 that is equal to the appropriation for the operation of the Administration in the fiscal year  
16 2019 State budget as introduced, increased by at least 4.4%.

17           **[(b)] (C)**     For each of fiscal years 2021 and 2022, the Governor shall include in  
18 the State budget an appropriation from the Transportation Trust Fund for the operation of  
19 the Administration that is equal to the appropriation for the operation of the  
20 Administration in the State budget for the immediately preceding fiscal year, increased by  
21 at least 4.4%.

22           **(D) FOR EACH OF FISCAL YEARS 2023 THROUGH ~~2028~~ 2029, THE**  
23 **GOVERNOR SHALL INCLUDE IN THE STATE BUDGET AN APPROPRIATION FROM THE**  
24 **TRANSPORTATION TRUST FUND FOR THE OPERATION OF THE ADMINISTRATION**  
25 **THAT MAY NOT BE LESS THAN THE FISCAL YEAR 2022 APPROPRIATION FOR THE**  
26 **OPERATION OF THE ADMINISTRATION.**

27           **[(c)] (E)**     (1)     For each of fiscal years 2020 through 2022, the Governor shall  
28 include in the State budget an appropriation for the capital needs of the Administration of  
29 at least \$29,100,000 from the revenues available for the State capital program in the  
30 Transportation Trust Fund.

31                                   **(2) SUBJECT TO PARAGRAPH (3) OF THIS SUBSECTION, THE**  
32 **GOVERNOR SHALL INCLUDE IN THE STATE BUDGET AN APPROPRIATION FOR THE**  
33 **STATE OF GOOD REPAIR NEEDS OF THE ADMINISTRATION IN THE FOLLOWING**  
34 **AMOUNTS FROM THE REVENUES AVAILABLE FOR THE STATE CAPITAL PROGRAM IN**  
35 **THE TRANSPORTATION TRUST FUND:**

1 (I) FOR FISCAL YEAR 2023, AT LEAST ~~\$361,880,000~~  
 2 \$402,037,183;

3 (II) FOR FISCAL YEAR 2024, AT LEAST ~~\$414,893,000~~  
 4 \$502,081,501;

5 (III) FOR FISCAL YEAR 2025, AT LEAST ~~\$453,839,000~~  
 6 \$450,000,000;

7 (IV) FOR FISCAL YEAR 2026, AT LEAST ~~\$566,573,000~~  
 8 \$450,000,000;

9 (V) FOR FISCAL YEAR 2027, AT LEAST ~~\$566,573,000~~  
 10 \$450,000,000; AND

11 (VI) FOR FISCAL YEAR 2028, AT LEAST ~~\$531,573,000~~  
 12 \$450,000,000; AND

13 (VII) FOR FISCAL YEAR 2029, AT LEAST \$318,558,000.

14 (3) (I) SUBJECT TO SUBPARAGRAPH (II) OF THIS PARAGRAPH, AN  
 15 APPROPRIATION REQUIRED UNDER PARAGRAPH (2) OF THIS SUBSECTION MAY BE  
 16 REDUCED IF THE TOTAL APPROPRIATION FOR STATE OF GOOD REPAIR NEEDS IN A  
 17 PRIOR FISCAL YEAR EXCEEDED THE AMOUNT SPECIFIED UNDER PARAGRAPH (2) OF  
 18 THIS SUBSECTION FOR THAT FISCAL YEAR.

19 (II) A REDUCTION AUTHORIZED UNDER SUBPARAGRAPH (I) OF  
 20 THIS PARAGRAPH:

21 1. MAY BE APPLIED ONLY TO ONE FISCAL YEAR; AND

22 2. MAY NOT EXCEED THE DIFFERENCE BETWEEN THE  
 23 TOTAL APPROPRIATION FOR STATE OF GOOD REPAIR NEEDS FOR THE PRIOR FISCAL  
 24 YEAR AND THE AMOUNT SPECIFIED UNDER PARAGRAPH (2) OF THIS SUBSECTION  
 25 FOR THAT FISCAL YEAR.

26 [(2)] (4) (I) The appropriation required under paragraph (1) of this  
 27 subsection may not supplant any other capital funding otherwise available for the  
 28 Administration.

29 (II) THE APPROPRIATIONS REQUIRED UNDER PARAGRAPH (2)  
 30 OF THIS SUBSECTION SHALL BE IN ADDITION TO ANY FUNDS APPROPRIATED FOR  
 31 THE CAPITAL PLANNING, ENGINEERING, RIGHT-OF-WAY ACQUISITION, OR



1 CONSTRUCTION OF THE PURPLE LINE IN MONTGOMERY COUNTY AND PRINCE  
2 GEORGE'S COUNTY.

3 (F) THIS ACT MAY NOT BE CONSTRUED TO LIMIT THE AUTHORITY OF THE  
4 ADMINISTRATOR TO USE AVAILABLE FUNDS APPROPRIATED TO THE  
5 ADMINISTRATION TO INCREASE THE STATE INVESTMENT IN LOCALLY OPERATED  
6 TRANSIT AGENCIES.

7 7-309.

8 (a) The Administration shall, at least every 3 years, assess the ongoing,  
9 unconstrained capital needs of the Administration.

10 (b) In undertaking the assessment required under subsection (a) of this section,  
11 the Administration shall:

12 (1) Compile and prioritize capital needs without regard to cost;

13 (2) Identify the backlog of repairs and replacements needed to achieve a  
14 state of good repair for all Administration assets, including a separate analysis of these  
15 needs over the following 10 years; and

16 (3) Identify the needs to be met in order to enhance service and achieve  
17 system performance goals.

18 (c) On or before July 1, 2019, and on or before July 1 every 3 years thereafter, the  
19 Administration shall, in accordance with § 2-1257 of the State Government Article, submit  
20 the assessment required under subsection (a) of this section to the Senate Budget and  
21 Taxation Committee, the House Appropriations Committee, and the House Environment  
22 and Transportation Committee.

23 (D) ON OR BEFORE JANUARY 20, 2022, AND ON OR BEFORE JANUARY 20  
24 EACH YEAR THEREAFTER, THE ADMINISTRATION SHALL, IN ACCORDANCE WITH §  
25 2-1257 OF THE STATE GOVERNMENT ARTICLE, SUBMIT AN ACCOUNTING OF THE  
26 CAPITAL FUNDS PROGRAMMED, APPROPRIATED, AND EXPENDED ON EACH OF THE  
27 PROJECTS IDENTIFIED IN THE ASSESSMENT REQUIRED UNDER SUBSECTION (A) OF  
28 THIS SECTION FOR THE PRIOR FISCAL YEAR TO THE SENATE BUDGET AND  
29 TAXATION COMMITTEE, THE HOUSE APPROPRIATIONS COMMITTEE, AND THE  
30 HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE.

31 Chapter 351 of the Acts of 2018

32 SECTION 9. AND BE IT FURTHER ENACTED, That, subject to Section 4 of this  
33 Act, this Act shall take effect June 1, 2018. Section 2 of this Act shall remain effective for a  
34 period of [4] 11 years and 1 month and, at the end of June 30, [2022] 2029, Section 2 of

1 this Act, with no further action required by the General Assembly, shall be abrogated and  
2 of no further force and effect.

3 **Chapter 352 of the Acts of 2018**

4 SECTION 9. AND BE IT FURTHER ENACTED, That, subject to Section 4 of this  
5 Act, this Act shall take effect June 1, 2018. Section 2 of this Act shall remain effective for a  
6 period of [4] 11 years and 1 month and, at the end of June 30, [2022] 2029, Section 2 of  
7 this Act, with no further action required by the General Assembly, shall be abrogated and  
8 of no further force and effect.

9 SECTION 2. AND BE IT FURTHER ENACTED, That it is the intent of the General  
10 Assembly that the Maryland Department of Transportation:

11 (1) maximize its use of Consolidated Transportation Bonds to support the  
12 Department's capital program by forecasting Transportation Trust Fund estimates to  
13 include assumed bond issuances that would result in net income debt service coverage  
14 ratios of two-and-a-half times maximum future debt service in each year of the forecast;  
15 and

16 (2) explore all other options to maximize ancillary revenues through the  
17 operations of its units, including the leasing of unused real estate, the sale of air rights, the  
18 sale of advertising, such as naming rights, and other marketing efforts.

19 SECTION 3. AND BE IT FURTHER ENACTED, That:

20 (a) (1) In this section the following words have the meanings indicated.

21 (2) "Department" means the Department of Transportation.

22 (3) "Statewide Transit Plan" means a framework developed by the  
23 Maryland Transit Administration that provides a 50-year vision of coordinated local,  
24 regional, and intercity transit across the State, including defined public transportation  
25 goals and strategies for rural, suburban, and urban regions.

26 (b) The Department shall conduct a study on the feasibility, including the cost, of  
27 extending MARC rail service to western Maryland.

28 (c) In conducting the study, the Department shall:

29 (1) Examine existing commuter rail facilities in the State and current  
30 transportation options in western Maryland;

31 (2) Explore up to three potential routes for expanding rail service to western  
32 Maryland;

1           (3) Identify the possibilities and challenges related to establishing and  
2 operating MARC rail service in western Maryland;

3           (4) Study the public transportation needs of Allegany County and  
4 Washington County in the vicinity of interstates 70 and 81;

5           (5) Confer with the following stakeholders:

6           (i) The Washington County Board of County Commissioners;

7           (ii) The City of Hagerstown;

8           (iii) Washington County residents;

9           (iv) Public transit advocates;

10          (v) Representatives of the local business community;

11          (vi) The Allegany County Board of County Commissioners;

12          (vii) The City of Cumberland;

13          (viii) Allegany County residents; and

14          (ix) The Town of Hancock;

15          (6) Identify infrastructure needs;

16          (7) Perform a cost analysis of the capital and operating costs of extending  
17 MARC rail service to western Maryland;

18          (8) Identify all potential stops and estimate the potential ridership for each  
19 stop;

20          (9) Study and compare the potential ridership for rush-hour-only service  
21 and all-day service;

22          (10) Develop recommendations on the potential start and end points of a  
23 MARC extension; and

24          (11) Explore the potential effect that extending MARC rail service to western  
25 Maryland would have on CSX.

26          (d) The Department shall develop recommendations on the feasibility of planning,  
27 financing, constructing, and operating a MARC line that extends commuter rail service to  
28 western Maryland.

1           (e)    On or before July 1, 2023, the Department shall submit a report of its findings  
2 and recommendations to the Governor and, in accordance with § 2-1257 of the State  
3 Government Article, the General Assembly.

4           (f)    (1)   The Maryland Transit Administration shall incorporate the  
5 recommendations of the study into the Statewide Transit Plan.

6                   (2)   Notwithstanding any alteration or postponement of the Statewide  
7 Transit Plan, the Department shall conduct the study in accordance with this section.

8           SECTION ~~3~~ 4 AND BE IT FURTHER ENACTED, That this Act shall take effect  
9 June 1, 2021.

Approved:

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Governor.

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Speaker of the House of Delegates.

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President of the Senate.