

HOUSE BILL 778

R2

2lr1563
CF SB 514

By: **Delegates Solomon, Bartlett, Brooks, Carr, Chang, Charkoudian, Charles, W. Fisher, Fraser-Hidalgo, Hill, Hornberger, Kerr, Korman, Lehman, J. Lewis, Love, Luedtke, Rogers, Shetty, Smith, Terrasa, Thiam, Watson, Williams, K. Young, and P. Young**

Introduced and read first time: February 3, 2022

Assigned to: Appropriations

A BILL ENTITLED

1 AN ACT concerning

2 **Transportation – Investment Program – MARC Rail Service**
3 **(Maryland Regional Rail Transformation Act)**

4 FOR the purpose of requiring the Maryland Transit Administration to establish certain
5 investment programs for enhancing certain rail lines and services operated by the
6 Maryland Area Regional Commuter rail service; requiring the Administration to
7 advance certain rail projects in a certain fiscal year; requiring the Administration to
8 conduct a certain study; and generally relating to the Maryland Area Regional
9 Commuter rail service and the enhancement of rail services.

10 BY adding to
11 Article – Transportation
12 Section 7–311
13 Annotated Code of Maryland
14 (2020 Replacement Volume and 2021 Supplement)

15 Preamble

16 WHEREAS, The Maryland Area Regional Commuter (MARC) rail service connects
17 Baltimore and Washington, D.C. to many of Maryland’s suburban communities; and

18 WHEREAS, The State must advance the Maryland Transit Administration’s MARC
19 Cornerstone Plan and other MARC improvements to unlock a truly regional rail system
20 that reliably services more Maryland communities and connects to Virginia and Delaware;
21 now, therefore,

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

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



Article – Transportation

1
2 7-311.

3 (A) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE MEANINGS
4 INDICATED.

5 (2) “MARC” MEANS THE MARYLAND AREA REGIONAL COMMUTER
6 RAIL SERVICE.

7 (3) “MARC CORNERSTONE PLAN” MEANS THE PLAN ESTABLISHED
8 BY THE ADMINISTRATION TO TRANSLATE THE ADMINISTRATION’S TRANSIT VISION
9 STATEMENT INTO STRATEGIC PRIORITIES, POLICIES, PROGRAMS, AND INITIATIVES
10 FOR MARC RAIL SERVICE.

11 (4) “TRANSIT VISION STATEMENT” MEANS THE ADMINISTRATION’S
12 OBJECTIVE TO PROVIDE SAFE, EFFICIENT, AND RELIABLE TRANSIT ACCESS ACROSS
13 MARYLAND WITH WORLD-CLASS CUSTOMER SERVICE.

14 (B) (1) THE ADMINISTRATION SHALL ESTABLISH INDIVIDUAL
15 INVESTMENT PROGRAMS TO ADVANCE THE MARC CORNERSTONE PLAN AND
16 OTHER MARC IMPROVEMENTS BY PROVIDING INCREMENTAL ENHANCEMENTS
17 FOR:

18 (I) THE BRUNSWICK LINE;

19 (II) THE CAMDEN LINE;

20 (III) THE PENN LINE;

21 (IV) NEW REGIONAL SERVICE BETWEEN PERRYVILLE,
22 MARYLAND AND NEWARK, DELAWARE;

23 (V) NEW REGIONAL RUN-THROUGH RAIL SERVICE TO
24 ALEXANDRIA, VIRGINIA; AND

25 (VI) EXTENDING THE BRUNSWICK LINE TO BETTER SERVE
26 WESTERN MARYLAND.

27 (2) EACH INVESTMENT PROGRAM ESTABLISHED UNDER PARAGRAPH
28 (1) OF THIS SUBSECTION SHALL:

29 (I) COMMENCE IN FISCAL YEAR 2023;

1 (II) INCLUDE A REVIEW OF EXISTING RAIL OPERATIONS,
2 INFRASTRUCTURE, AND RIGHT-OF-WAY INFORMATION TO CONFIRM EXISTING
3 CONDITIONS;

4 (III) INCLUDE RAIL SIMULATION MODELS FOR EACH OF THE
5 CURRENT CORRIDORS SERVED BY MARC AND AREAS IDENTIFIED FOR NEW
6 SERVICE;

7 (IV) IDENTIFY FUTURE OPERATING SCENARIOS THAT CAN
8 IMPROVE SERVICE, INCLUDING NEW MIDDAY, WEEKEND, EVENING,
9 THROUGH-RUNNING, AND BIDIRECTIONAL SERVICE;

10 (V) DEVELOP CONCEPTUAL LEVEL IMPROVEMENT PLANS TO
11 ENHANCE MARC'S SERVICE OVER TIME, INCLUDING:

12 1. CONCEPT PLANS FOR HIGHEST-VALUE
13 INFRASTRUCTURE IMPROVEMENTS IDENTIFIED BY THE SIMULATION MODELS;

14 2. NEW STATIONS OR STATION ENHANCEMENTS; AND

15 3. IMPROVEMENTS TO ENHANCE ACCESS TO JOBS AND
16 HOUSING IN NEIGHBORING JURISDICTIONS; AND

17 (VI) IDENTIFY A 5-YEAR PRIORITY SET OF CAPITAL PROJECTS
18 AND ACTIVITIES TO IMPLEMENT PLANNED IMPROVEMENTS TO BE FUNDED IN THE
19 CONSOLIDATED TRANSPORTATION PROGRAM.

20 (3) IN FISCAL YEAR 2028 AND EVERY FIFTH FISCAL YEAR
21 THEREAFTER, THE ADMINISTRATION SHALL UPDATE EACH INVESTMENT PROGRAM
22 ESTABLISHED UNDER THIS SUBSECTION.

23 (C) IN FISCAL YEAR 2023, THE ADMINISTRATION SHALL ADVANCE THE
24 FOLLOWING RAIL PRIORITY PROJECTS AS PART OF THE INVESTMENT PROGRAMS
25 REQUIRED UNDER SUBSECTION (B) OF THIS SECTION:

26 (1) IN COORDINATION WITH THE DISTRICT OF COLUMBIA, VIRGINIA,
27 THE VIRGINIA RAILWAY EXPRESS, AMTRAK, AND CSX, DEVELOP A SERVICE AND
28 OPERATIONS PLAN FOR MARC THROUGH-RUNNING TO ALEXANDRIA, VIRGINIA;

29 (2) IN COORDINATION WITH DELAWARE, PENNSYLVANIA, THE
30 SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA), AND
31 AMTRAK, DEVELOP A SERVICE AND OPERATIONS PLAN FOR MARC, SEPTA, OR

1 AMTRAK TO RUN COMPETITIVE TRANSIT SCHEDULES BETWEEN PERRYVILLE,
2 MARYLAND AND NEWARK, DELAWARE;

3 (3) COMPLETE 30% OF THE DESIGN FOR A NEW ELKTON INFILL
4 MARC STATION ON THE PENN LINE;

5 (4) COMPLETE 30% OF THE DESIGN FOR A NEW BAYVIEW INFILL
6 MARC STATION ON THE PENN LINE;

7 (5) COMPLETE 30% OF THE DESIGN FOR:

8 (I) A THIRD TRACK BETWEEN ROCKVILLE AND GERMANTOWN
9 ON MARC'S BRUNSWICK LINE TO BETTER SERVE WESTERN MARYLAND AND
10 EXISTING COMMUNITIES SERVED BY THE LINE; AND

11 (II) GERMANTOWN STATION IMPROVEMENTS;

12 (6) COMPLETE 15% OF THE DESIGN FOR A FOURTH TRACK ON THE
13 PENN LINE; AND

14 (7) HIRE THREE FULL-TIME EQUIVALENT (FTE) STAFF AT A COST OF
15 APPROXIMATELY \$450,000 ANNUALLY BEGINNING IN FISCAL YEAR 2023 FOR THE
16 ADMINISTRATION'S PLANNING AND CAPITAL PROGRAMMING TO ENSURE THE
17 ADMINISTRATION HAS ADEQUATE STAFF RESOURCES TO LEVERAGE FEDERAL RAIL
18 FUNDING.

19 SECTION 2. AND BE IT FURTHER ENACTED, That:

20 (a) The Maryland Transit Administration shall conduct a MARC Cornerstone
21 Plan Implementation Study.

22 (b) The study shall assess and present for public review:

23 (1) the total expected cost to implement:

24 (i) the entire MARC Cornerstone Plan;

25 (ii) Maryland-Virginia through-running rail service;

26 (iii) Maryland-Delaware through-running rail service; and

27 (iv) Western Maryland MARC extension programs;

28 (2) the total expected cost of the first 5-year capital program for Brunswick
29 Line, Camden Line, Penn Line, Maryland-Virginia through-running, Maryland-Delaware

1 through–running, and Western Maryland extension rail services;

2 (3) the Administration’s workforce needs to efficiently implement the
3 MARC Cornerstone Plan, Maryland–Delaware through–running, and Western Maryland
4 extension rail services, including a staffing and compensation comparison between MARC
5 and peer regional railroads throughout the United States; and

6 (4) efficient and achievable methods by which the rail capital investments
7 and services identified and analyzed under this subsection should be funded.

8 (c) In developing the study, the Administration shall consult with regional
9 private entities, including leading employers, labor representatives, transit rider advisory
10 committees, and regional planning boards.

11 (d) (1) On or before December 1, 2022, the Administration shall submit to the
12 Governor and, in accordance with § 2–1257 of the State Government Article, the General
13 Assembly an executive summary and report of its findings and recommendations from the
14 study.

15 (2) The Administration shall post the executive summary and report
16 required under paragraph (1) of this subsection on the website of the Administration.

17 SECTION 3. AND BE IT FURTHER ENACTED, That this Act shall take effect July
18 1, 2022.