

SB0869_Bell_FAV.pdf

Uploaded by: Bell, Pamela

Position: FAV

TESTIMONY FOR SB0869

Statewide Transit Plan – Western Maryland MARC Rail Extension Study

Bill Sponsor: Senator Corderman

Committee: Finance

Person Submitting: Pamela Bell, MSN, RNC-MNN
35 East All Saints St, Unit 302
Frederick 21701

Position: FAVORABLE

I am a resident of the City of Frederick and I am submitting this testimony in favor of SB0869.

My husband and I live two blocks away from the MARC station in Frederick. He was able to utilize the MARC to commute to work on a limited basis. I could have used the service to commute if the hours of operation had facilitated those working 12-hour shifts weekdays and weekends, such as healthcare workers.

Before the pandemic, my husband and I drove to Shady Grove and took the Metro into DC for concerts, plays, and museum visits because of limited MARC hours. While it would be nice to take the train into DC, I believe that expansion of MARC also has the potential to benefit tourism and the economy Western Maryland.

Anyone who has driven on I-270 during AM and PM commuter hours recognizes the need for efficient public transportation to ease the burden of horrible road traffic on personal health and safety, and on the environment. I am in support of the SB0869 that examines the feasibility and cost-effectiveness of expanding MARC service in Western Maryland.

2021 Transit Caucus Priorities_Endorsements.pdf

Uploaded by: Corderman, Paul

Position: FAV



MARYLAND TRANSIT CAUCUS

marylandtransitcaucus.org • @CaucusTransit
transitcaucus@gmail.com

Co-Chairs

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Delegate Erik Barron
Senator Pam Beidle
Delegate David Fraser-Hidalgo
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2021 Legislative Session Priority Bills

- 1) P3 Oversight & Reform Act (HB485 / SB361):** Strengthens Maryland's P3 laws to ensure oversight and predictability to protect the financial and environmental health of the state.
- 2) Transit Safety and Investment Act (HB114 / SB199):** Provides an average annual increase of \$175 million for Maryland Transit Administration (MTA)'s capital needs for the next six years.
- 3) Zero Emission Bus Transition Act (HB334 / SB137):** Requires the Maryland Transit Administration (MTA) to transition its approximately 800 bus fleet to all electric over time, as the agency procures replacement buses.
- 4) Southern Maryland Rapid Transit Project Funding (HB414 / SB81):** Requires the state to pay over the course of several years for the final environmental planning phase of the Southern MD Rapid Transit Project.
- 5) Western Maryland MARC Expansion Study:** Requires the Maryland Dept. of Transportation to study the feasibility of expanding commuter rail service to Western Maryland via the MARC Train line and/or currently inactive rail lines.

Endorsements

- 1) Purple Line Tree Replacement (HB80 / SB359)
- 2) I-270 Commuter Buses (HB116 / SB242)
- 3) School Bus Safety – Occupant Capacity (HB87 / SB253)
- 4) School Pedestrian Safety Plan (HB487)
- 5) Workgroup on Statewide Vehicle Crash Data Collection & Reporting (HB285)
- 6) Baltimore City - Complete Streets Program Funding (HB226)
- 7) Dedicated Bus Lanes – Enforcement (HB284)
- 8) Prohibited Appropriations - Magnetic Levitation Transportation System (HB63 / SB188)
- 9) Private Sector Transportation Projects Ombudsman (HB510)

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UPDATED Testimony SB869.pdf

Uploaded by: Corderman, Paul

Position: FAV

PAUL D. CORDERMAN
Legislative District 2
Washington County

Budget and Taxation Committee

Subcommittees

Education, Business and Administration

Pensions



THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

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800-492-7122 Ext. 3903
Paul.Corderman@senate.state.md.us

District Office
5 Public Square, Suite 210
Hagerstown, Maryland 21740
240-313-3929

March 10, 2021

Testimony in Support of Senate Bill 869 Western Maryland Marc Rail Extension Study

Chairwoman Kelley & Members of the Finance Committee;

Thank you for the opportunity to present SB 869 to you this afternoon.

This bill will add a Western Maryland Area Regional Commuter (MARC) Rail Extension Study to the Maryland Department of Transportation (MDOT)'s Statewide Transit Plan. This study will provide up to three recommended routes of extending rail into Washington County and beyond, as well as the feasibility and cost of those extensions. This bill also indicates that if the Statewide Transit Plan is postponed or altered for any reason, this specific study will still move forward.

Western Maryland is home to one of the largest cities in Maryland (Hagerstown) that is not currently served by commuter rail. Studying the feasibility with the goal of extending rail to Western Maryland would open up the potential for greater job accessibility, increased tourism, and a reduction in traffic on interstates 70 and 270. Less vehicles on the road will equate to a reduction in pollution and, ultimately, cleaner environments. Additionally, rail service could significantly relieve congestion on the roads with the highest volume during peak hours thus increasing highway safety throughout our interstate system.

Commuter rail would also provide access to higher paying job opportunities, particularly to those that can't afford to buy, insure, and maintain a vehicle. The construction and maintenance of a Western Maryland MARC rail extension would also provide significant economic development opportunities throughout the Western Maryland region. It is likely that private development would occur around transit stations – these projects may include housing developments, new businesses and other facilities, and would provide a great benefit to the surrounding communities.

Thank you for your consideration. I respectfully ask for a favorable report on SB 869.

A handwritten signature in blue ink, appearing to read 'P.D. Corderman'.

Paul D. Corderman

SB869 letter of support 2.18.21.pdf

Uploaded by: Frye, Danielle

Position: FAV



CITY OF HAGERSTOWN, MARYLAND

The Honorable Emily Keller

Mayor

One East Franklin Street • Hagerstown, MD 21740

E-mail: mayor@hagerstownmd.org

Telephone: 301.766.4161 • TDD: 301.797.6617 • Website: www.hagerstownmd.org

February 18, 2021

Sent Via E-Mail: paul.corderman@senate.state.md.us

The Honorable Paul Corderman
Maryland State Senator
5 Public Square, Suite 210
Hagerstown, MD 21740

RE: SUPPORT OF SB869 – TRANSPORTATION – WESTERN MARYLAND MARC RAIL EXPANSION

Dear Senator Corderman:

The purpose of this letter is to convey the City of Hagerstown's full support of Senate Bill 869 entitled **Transportation – Western Maryland MARC Rail Extension – Study**. This Bill, which has been identified as a 2021 priority for the Transit Caucus, will add a Western Maryland MARC Rail Extension Study to the Maryland Department of Transportation Statewide Transit Plan. This study will provide up to three potential routes for expanding rail service to Western Maryland. An extension of the MARC rail system would truly benefit Hagerstown and Washington County as traffic congestion continues to grow significantly along the I-81 and I-70 corridor.

Should you need any additional information, please do not hesitate to contact my office.

Sincerely,

THE CITY OF HAGERSTOWN

Emily Keller
Mayor

c: Hagerstown City Council
Scott Nicewarner, City Administrator
Rodney Tissue, City Engineer
Jim Bender, Assistant City Engineer
Jill Thompson, Director of Community & Economic Development



SB869 - Western Maryland MARC extension.pdf

Uploaded by: Harbeson, Kristen

Position: FAV



MARYLAND LEAGUE
OF CONSERVATION VOTERS

March 10, 2021

SUPPORT SB869: Statewide Transit Plan – Western Maryland MARC Rail Extension Study

Maryland League of Conservation Voters

Lynn Heller, Board Chair
Maris St. Cyr, Vice Chair
Michael Davis, Treasurer
Hon. Virginia Clagett
Stuart Clarke
Candace Dodson-Reed
Verna Harrison
Melanie Hartwig-Davis
Ed Hatcher
Hon. Steve Lafferty
Bonnie Norman
Katharine Thomas

Kim Coble
Executive Director

30 West Street
Suite C
Annapolis, MD 21401

410.280.9855
mdlcv.org
marylandconservation.org

Madame Chair and Members of the Committee:

Maryland League of Conservation Voters supports SB869: Statewide Transit Plan – Western Maryland MARC Rail Extension Study and we thank Senator Corderman for his leadership on this issue.

This year, the Maryland General Assembly has the opportunity to strengthen Maryland’s existing public transit system by ensuring adequate funding to bring a dilapidated fleet of rail, subway, light rail, and commuter rail to a state of good repair by passing SB199. This is one of many measures that this Committee, and the Maryland Senate, will consider that will put our state on the path to confronting climate change; the transportation sector contributes as much as 41% of Maryland’s carbon emissions. SB869 is also important legislation in this effort.

As the Maryland Transit Caucus wrote in their support of the similar 2020 legislation, “we know that urban sprawl makes communities reliant on cars, degrades the environment, and contributes to public health inequities. Possible MARC expansion would make the region less automobile dependent, unlocking economic opportunity in an environmentally sustainable way.”

According to a 2015 Harvard study, access to reliable public transit is one of the single most important factors to allowing individuals to move out of poverty. In 2013, Washington County, which would primarily benefit from this potential MARC expansion, had a 12% poverty rate. A possibility of expanded commuter rail to this region will help Maryland to reach its fullest potential for economic recovery by offering those in Western Maryland greater access to higher-paying job opportunities, especially those without the financial resources to purchase or maintain their own vehicle. The region would benefit from the economic advancement as tourists and shoppers found greater ability to easily visit one of the most beautiful areas of our state. Additionally, we are proud to stand with our partners at SMART Transportation Division to support the job creation possibilities for more skilled railroad employees that would be required as the service expands.

For all of these reasons, Maryland LCV urges a favorable report on SB869.

Letter of Support - SB869 - Statewide Transit Plan

Uploaded by: McCarty, Rachael

Position: FAV

Jeffrey A. Cline, *President*
Terry L. Baker, *Vice President*
Krista L. Hart, *Clerk*



Wayne K. Keefer
Cort F. Meinelschmidt
Randall E. Wagner

BOARD OF COUNTY COMMISSIONERS OF
WASHINGTON COUNTY, MARYLAND

March 2, 2021

Senator Delores G. Kelley, Chair
Finance Committee
3 East
Miller Senate Office Building
Annapolis, Maryland 21401

RE: Support of SB 869 – Statewide Transit Plan –
Western Maryland MARC Rail Extension Study

Dear Senator Kelley:

The Board of County Commissioners of Washington County, Maryland, by a vote of 4-0, supports Senate Bill 869.

Washington County is the home of many individuals who commute to the Washington Metro area for employment - some daily, many on flex schedules. Commuter traffic on Interstate 70 and Interstate 270 is notoriously heavy, causing delay, increased risk of accidents, and generally poor quality of life for commuters. Some of that commuter burden is averted with carpooling and ride sharing, as well as home commuting and flex schedules. Rail service, however, presents a potential alternative to several of the detrimental effects that the automobile commute places on the health and quality of life of our citizens. If feasible, it could reduce pollution production, damage to the environment, and fossil fuel consumption that is required by commuters.

For the foregoing reasons, the Board of County Commissioners of Washington County respectfully and without reservation urges the Committee to approve SB 869.

Sincerely,

BOARD OF COUNTY COMMISSIONERS OF
WASHINGTON COUNTY, MARYLAND

BY: 
Jeffrey A. Cline, President

cc (via email): Senator Paul D. Corderman

Hancock Testimony SB867.docx.pdf

Uploaded by: Nash, Katie

Position: FAV

Testimony In Support of SB869:
Statewide Transit Plan – Western Maryland MARC Rail Extension Study
Finance Committee
March 10, 2021
Provided by Ralph Salvagno, Mayor, Town of Hancock

The Town of Hancock is proud to offer testimony to support the study of additional transportation options for Western Maryland. We look forward to the opportunity to work with Delegate Corderman and the Maryland General Assembly - the Town is grateful for the consideration of public transportation options that would benefit our region.

Our town is located in Washington County and is home to approximately 1,700 residents. Hancock is home to wonderful natural resources and an increasingly vibrant Main Street. Similar to many rural towns, we see opportunities to improve and the Town of Hancock is invested in redesigning our strategy for economic development. This legislation affords the Town to join the conversation about the future transportation network that will directly impact our economy.

The American Public Transportation Association (APTA) provides economic support data to illustrate the positive impact an investment such as the extension of Western Maryland MARC Rail. For every dollar invested in public transportation, APTA estimates that approximately \$4 in economic returns would be returned (www.apta.com/news-publications/public-transportation-facts/).

The Town is excited to support the use of creative mechanisms to support businesses in our area. We seek partners to deepen partnerships with our Town - SB 869 provide a forum for the Town to engage. We believe that targeted efforts toward public investments to foster high-growth and innovation will most likely result in jobs for members of our community. Simply put, SB 869 will assist us in our work to spur economic growth in rural Western Maryland.

Sitting at the junction of I 70 , I 68 and US 522 and with less than two miles separating neighboring counties in Pennsylvania and West Virginia, Hancock is an ideal access point for mass transportation. The town recognizes its responsibility to be a part of discussions regarding transportation options in the region.

For these reasons, on behalf of the Town of Hancock, I urge you to support SB 869.

SB0869_MARC_Study_MLC_FAV.pdf

Uploaded by: Plante, Cecilia

Position: FAV



**TESTIMONY FOR SB0869
STATEWIDE TRANSIT PLAN – WESTERN MARYLAND MARC RAIL EXTENSION
STUDY**

Bill Sponsor: Senator Corderman

Committee: Finance

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: FAVORABLE

I am submitting this testimony in favor of SB0869 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of individuals and grassroots groups with members in every district in the state with well over 30,000 members.

Our members support public transportation across the state. We are very concerned about the state of public transportation in Maryland (the worst in the nation), the fact that there is no direct way to get from our major cities like Baltimore, Annapolis, Frederick, Hagerstown and Salisbury to any of the other cities, and the fact that people in our rural counties struggle for hours to get from one place to another. Maryland is not a large state, and yet we have prioritized roads with Lexus lanes (which don't support low wage workers and front-line workers) over public transportation.

This bill would require studying the extension of the MARC rail service to Western Maryland. This is long overdue and would extend economic benefits to that part of the state. The results of this study would be added to the Statewide Transit Plan. The fact that there was never a study done means that we really don't have a realistic statewide transit plan. That plan would have connected Western Maryland, Southern Maryland and the Eastern Shore to all of our large metropolitan hubs. Maryland needs a real plan to solve the transit needs of all Marylanders, but any steps towards that plan are welcome.

We support this bill but would also support an extension of this bill to provide Maryland with the statewide plan it needs.

We support this bill and recommend a **FAVORABLE** report in committee.

SB869Testimony.pdf

Uploaded by: Ross, Benjamin

Position: FAV



Testimony in Support of SB 869 Western Maryland Rail Transit - Study

Presented by Benjamin Ross, Chair

March 10, 2021

Western Maryland could benefit enormously from MARC trains. Commuters now traveling to Montgomery County and D.C. would be spared long, expensive and tiring commutes. And in today's economy, rail transit is a key to local prosperity. The construction cranes around Metro stations and future Purple Line stations in Montgomery and Prince George's Counties show the effect.

There is a growing likelihood of a large Federal infrastructure program, with a strong emphasis on rail transport. Western Maryland, where cities like Hagerstown and Brunswick grew up around the rail yards, is well poised to benefit from these investments. We need to position our state to take full advantage of this opportunity.

Senate Bill 869 would require the Department of Transportation to study alternative routes for MARC extension into Western Maryland and estimate their costs and ridership. This is a necessary first step to identify where investments will be most productive.

One promising alternative could potentially bring MARC to Hagerstown at a surprisingly low cost. This route was outlined in 2009 by Ed Tennyson, the now-deceased former Pennsylvania Deputy Secretary of Transportation who led the construction of light rail lines in Philadelphia and Pittsburgh and the passenger rail tunnel through downtown Philadelphia. It follows a mostly abandoned B&O branch from Hagerstown to Weverton. From Hagerstown, the trains could potentially continue on existing tracks westward.



Approximate route of rail right of way. Existing tracks blue; abandoned section red.

The obstacles that drive up the costs of rail construction elsewhere appear to be largely absent here:

- A freight track in good condition already runs from downtown Hagerstown past I-70. Thus there will be little or no construction work in built-up areas.
- The right of way is largely intact; major regrading will not be needed.
- Existing bridges on I-70, MD 67, and US 340 pass over the right of way. The only significant bridge needed is a trestle over Antietam Creek.
- Most of the right of way is reportedly owned by the Maryland Dept. of Natural Resources.

As a first step, rush-hour MARC trains that currently terminate in Brunswick could continue to Hagerstown. Implementation of the 2007 MARC Growth and Investment Plan would make possible all-day service running on both weekdays and weekends.

Before any definite commitments are made, study is needed to compare this route with other alternatives and determine what is most feasible and cost-effective. That is what SB 869 would do. We urge you to give it a favorable report.

Allegany County 2021 Support Letter for SB 869.pdf

Uploaded by: Shade, Commissioner Jake

Position: FAV



ALLEGANY COUNTY, MARYLAND

The Board of County Commissioners

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Jacob C. Shade, *President*
Creade V. Brodie, Jr.
David J. Caporale

Jason M. Bennett, CPA, *County Administrator*
T. Lee Beeman, Jr., *County Attorney*

February 25, 2021

Senator Delores G. Kelley
Senate Finance Committee
East Miller Senate Office Building
11 Bladen Street
Annapolis, Maryland 21401

Dear Senator Kelley:


We, the undersigned members of the Allegany County Board of County Commissioners, would like to express our support for **Senate Bill 869: Transportation – Western Maryland MARC Rail Extension Study**.

This bill will require the Maryland Department of Transportation to study extending Maryland Area Regional Commuter (MARC) commuter rail service to western Maryland. As you know, Allegany and Washington Counties are currently not serviced by MARC commuter service. MARC commuter rail service to Western Maryland would, in short, open a world of possibilities to our citizens who otherwise commute to the Baltimore / Washington DC metro areas. This potentially worthwhile endeavor would have lasting benefit for our region.


In short, we appreciate Delegate Corderman and the many co-sponsors of this legislation and respectfully request your committee's **FAVORABLE** consideration of this matter. Should you have any questions or comments regarding our position, please do not hesitate to contact us.

Sincerely,

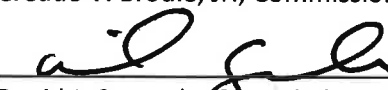
The Board of County Commissioners



Jacob C. Shade, President



Creade V. Brodie, Jr., Commissioner



David J. Caporale, Commissioner

SB869 - Western MD MARC Rail Extension Study - FIN

Uploaded by: Tulkin, Josh

Position: FAV



7338 Baltimore Ave
Suite 102
College Park, MD 20740

Committee: Finance
Testimony on: SB869 - “Statewide Transit Plan - Western Maryland MARC Rail Extension Study”
Position: Support
Hearing Date: March 10, 2021

The Maryland Chapter of the Sierra Club strongly supports SB869, which would require the Department of Transportation (DOT) to conduct a study on the feasibility, including the cost, of extending Maryland Area Regional Commuter (MARC) rail service to western Maryland. The study findings and recommendations would need to be reported to the Governor and General Assembly by July 1, 2023, and the Maryland Transit Administration would need to incorporate the recommendations of the study into the Statewide Transit Plan.

The bill specifies the study would: examine existing commuter rail facilities in the state and current transportation options in western Maryland; explore up to three potential routes for expanding rail service to Western Maryland; identify the possibilities and challenges to establishing and operating MARC service in western Maryland; and determine the public transportation needs of Allegany and Washington Counties. The study also would: perform a cost analysis of the capital and operating costs to extend MARC rail service to western Maryland; study and compare potential ridership for all-day service and rush-hour only service; and explore the potential effect that extending MARC rail service to western Maryland would have on CSX.

There are numerous reasons why extending MARC to western Maryland should be studied. Our state needs new, fast, reliable regional mass transit to improve mobility choices for commuters and regional travelers. Commuter rail is efficient, would reduce traffic on existing roads and highways, and would greatly lessen the need to expand highways. Also, extending MARC to western Maryland would encourage economic development along its path, especially transit-oriented development at its stops.

Another major benefit of extending MARC rail service to western Maryland is that it would enable more people to take MARC and leave their cars at home, which would lessen the amount of air pollution emitted from tailpipes. The transportation sector is Maryland’s number one generator of greenhouse gas as well as other health-damaging toxic emissions, so the more people use transit and not their cars, the better it is for the environment and our health.

We commend the sponsor for agreeing to an amendment specifying the study would also examine the agreements between CSX and the Commonwealth of Virginia to expand rail service. Our Governor and DOT have consistently said for years that MARC expansion was virtually impossible in Maryland because CSX, on whose tracks MARC service runs, was unwilling to negotiate expansion of MARC service. However, what has happened in Virginia shows CSX is willing to negotiate commuter train service expansion, so we need to understand what approaches have worked in Virginia.

In summary, a study to determine the feasibility and cost of extending MARC rail service to western Maryland is warranted because of the many benefits such a project would bring. We urge the committee to issue a favorable report on this bill.

Brian Ditzler
Transportation Committee Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 75,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

SB0869 - OPCP MTA - MARC Rail Extension Study - LO

Uploaded by: Westervelt, Patricia

Position: INFO

March 10, 2021

The Honorable Delores G. Kelley
Chair, Senate Finance Committee
3 East Miller Senate Office Building
Annapolis Maryland 21401

RE: Letter of Information – Senate Bill 869 – State Transit Plan – Western Maryland MARC Rail Extension Study

Dear Chair Kelley and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 869 but offers the following information for the Committee’s consideration.

Senate Bill 869 requires MDOT Maryland Transit Administration (MDOT MTA) to study and report the feasibility of the expansion of Maryland Area Regional Commuter (MARC) rail service to Western Maryland. The feasibility study, in conjunction with various stakeholders, is required to be completed by July 1, 2023 and incorporated into the Statewide Transit Plan.

Senate Bill 869 mandates several in-depth aspects of a feasibility study including the following: a review of existing conditions and needs, exploring up to three potential routes to expand into Western Maryland, identifying potential stops and estimating ridership by stop, analyzing rush-hour and all-day service, developing recommendations for start and end points, and identifying possibilities and challenges to establish Western Maryland MARC service. Senate Bill 869 also requires extensive public outreach and a study of the public transit needs of Allegany and Washington County in the vicinity of interstates I-70 and I-81.

The requirements of Senate Bill 869, estimated to cost \$2 million over the course of two years, are duplicative of the Statewide Transit Plan and the State Rail Plan. The Statewide Transit Plan is underway by MDOT MTA and has included extensive outreach to local stakeholders around the State, looking at service needs and gaps in an effort to address long-term transit needs statewide over the next 50 years, and is addressing part of this legislation by examining existing transit in the State and in Western Maryland. In developing this, MDOT and MDOT MTA staff are engaging with riders, the general public, and key stakeholders.

Further, CSX Transportation (CSX) collects and retains their own data; MDOT MTA cannot estimate potential impacts Senate Bill 869 would have on them at this time, and it is possible that CSX would not be open to the service outlined in Senate Bill 869.

MDOT’s capital program currently includes: the submission of priority letters from all counties, the annual Consolidated Transportation Program (CTP) tour (a practice that has been in place for over 100 years), and a prioritization of needs. Projects are prioritized based on the State’s goals, the availability of funding, and the scoring system established by Chapter 30 of 2017.

The Honorable Delores G. Kelley
Page Two

Legislatively selecting a local project to receive funding does not take into consideration the collaborative process used to develop the CTP. Requiring funding of certain projects through legislative mandate without regard to total cost, constructability, or prioritization of Statewide needs sets a precedent that undermines the CTP development process.

Lastly, the Transportation Trust Fund (TTF) was established to provide flexibility in funding projects across the entire State. Designating portions of the TTF for specific purposes restricts MDOT's flexibility to distribute funds between the transportation business units to fund the most pressing capital expansion and system preservation projects.

The TTF is a non-lapsing, special fund that provides funding for transportation and consists of tax and fee revenues, operating revenues, bond proceeds, and fund transfers. Any statutory diversion of funds will negatively impact the ability of MDOT to issue bonds backed by TTF revenues and diminish any investment income generated by the TTF fund balance. Redirecting these funds will require other studies and construction-ready projects already included in the CTP to go unfunded. MDOT and MDOT MTA are supportive of commuter rail expansion but cautions that recovery from commuter rail ridership declines due to COVID-19 will impact the proposed timeline and financial capacity for actions recommended in any plans or studies. Ensuring and prioritizing stability of existing core service will be key to achieving equitable outcomes for the state, and for future expansion to succeed.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating Senate Bill 869.

Respectfully submitted,

Dave Myers
Director of Government Affairs
Maryland Transit Administration
410-767-0820

Melissa Einhorn
State Legislative Officer
Maryland Department of Transportation
410-865-1102