

February 17, 2022

The Honorable Maggie McIntosh  
Chair, House Appropriations Committee  
Room 121 House Office Building  
Annapolis, MD 21401

***Re: Support for House Bill 778 - Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act)***

Dear Chair McIntosh and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for House Bill 778, which would require the state to develop capital plans to meaningfully improve the state's regional rail network to build a more connected future.

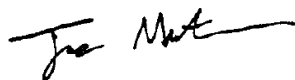
The Partnership is a civic alliance of leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 300,000 residents and are committed to making this region one of the best places to live, work, and build a business. In 2018, the Partnership released the [Blueprint for Regional Mobility](#), an action-oriented strategy to transform the Capital Region's transportation system into an asset that ensures our global competitiveness. Additionally, we supported the region's creation of the [Capital Region Rail Vision](#), a 25-year strategy to transform the regional rail network to better connect our diverse communities to jobs, opportunity and inclusive growth. HB 778 addresses key recommendations included in both the Blueprint and the Rail Vision.

Successfully investing in rail infrastructure requires long-term commitment and dedicated resources over several years. While MDOT MTA created an excellent vision for MARC service in the Cornerstone Plan, the state has not yet dedicated the resources to plan for implementation of this vision. By requiring MTA to create investment programs for the state's three region rail lines — Brunswick, Camden, and Penn —and advance the design of key projects within these corridors, the state can make sure its transportation department has the adequate planning, commitment, resources, and stability it needs to deliver the vision of better regional rail service for all Maryland residents. As important, passing this bill will be to position the state to fully leverage the historic transit and regional rail funding included in the federal bipartisan Infrastructure Investment and Jobs Act (IIJA).

This bill will support communities across the state by asking MTA to create investment programs along the Brunswick line to Western Maryland, the Penn and Camden lines connecting the Baltimore and Washington metro areas, advance rail connections to Delaware and Northern Virginia, and begin preliminary design for new infill MARC stations that will expand access to one of Maryland's great transportation assets.

I hope this bill receives a favorable report because it will help expand access to opportunities for Maryland residents and help the state achieve its vision for a 21<sup>st</sup>-century regional rail system.

Sincerely,



Joe McAndrew  
Vice President for Regional Mobility & Infrastructure