

2.17.2022 HB778 Transportation-Investment Program-

Uploaded by: Barbara Ditzler

Position: FAV



TESTIMONY TO THE HOUSE APPROPRIATIONS COMMITTEE

HB 778 Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act)

POSITION: Support

BY: Nancy Soreng, LWVMD President

Date: February 17, 2022

The League of Women Voters of Maryland (LWVMD) supports proposed legislation HB 778 and the potential to expand MARC (Maryland Area Regional Commuter) rail line. We support transportation that is environmentally friendly and decreases the use of single occupancy vehicles.

By connecting the economies of our area by rail from Delaware, to Baltimore, to Frederick County to D.C. and Virginia, we can lift all economies. We don't know without reviewing current and potential rail transportation what is possible for regional growth, both the benefits and costs, including long and short term. We know that other regions of the country are exploring better rail connections to serve constituents.

This bill provides a rail plan to follow. Our rail system is often fragmented and disconnected among governmental entities regionally. We believe that governmental bodies should cooperate so everyone benefits. We should prioritize areas of need in making a plan, set goals, and schedule them accordingly.

The positions of LWVMD clearly say that the state government should help enable compliance with state goals. Our transportation systems should reflect local concerns, promote environmental protection, aid economic development, and encourage cooperative working relationships. Wise decisions are often difficult to make.

LWVMD promotes the use of mass transit and alternative travel modes to help abate the use of our natural resources and promote a healthier environment. It's incumbent on us to try new regional proposals that benefit the lives of Maryland residents and our environment. We urge a favorable report on HB 778.

HB778_Carol O'Keefe_FAV.pdf

Uploaded by: Carol O'Keefe

Position: FAV



**HB778-Transportation Investment Program-MARC Rail Service-Maryland
Regional Rail Transformation Act
Testimony before
House Appropriations Committee
February 17, 2022
Position: Favorable**

Chair McIntosh, Vice-Chair Chang and Members of the Committee, my name is Carol O’Keeffe and I am writing on behalf of the 750+ members of Indivisible Howard County, an active member of the Maryland Legislation Coalition (with 30,000) members) in support of **HB778** which would require the Maryland Transit Administration (MTA) to make significant investments to improve Maryland’s commuter rail system.

The Maryland Area Commuter Rail (MARC) service created an excellent vision for MARC service in the Cornerstone Plane, but a plan is only as good as the will to invest to implement its vision. MARC has 38 stations, three lines (Penn, Camden, Brunswick) and in 2019 had more than 9 million riders. As the region emerges from the pandemic, it is critical that additional investments are made to incrementally improve MARC service and to expand its role as a vital link to the District of Columbia and Virginia. Transit is essential to accessible, inclusive and sustainable mobility for the region and is an accelerator of economic growth, but it must be reliable and accessible to attract and maintain riders.

HB778 requires the (MTA) to establish individual investment programs both for capital expenditures, planning purposes and staff needs beginning in FY2023 to be updated every five fiscal years for improvements to the existing three lines. The ultimate goal is to work with Delaware, Pennsylvania, the District of Columbia, Amtrak, and CSX to achieve a seamless, interconnected regional transit network.

The additional investments will position the MTA to compete for the \$66 Billion in funding that will be available through the Infrastructure Investment and Jobs Act.

We respectfully urge a favorable committee report
Carol O'Keeffe
Ellicott City, MD 21042

HB0778 Transportation Investment Program - MARC Ra

Uploaded by: Catherine Plaisant

Position: FAV

Appropriations Committee of the House

Testimony on: HB0778: *Transportation Investment Program - MARC Rail Service (Maryland Regional Rail Transportation Act)*

Submitting: Catherine Plaisant

Position: Favorable

Hearing Date: 2.17.2022, 3:00 PM

To the Honorable Chair and all members of the House Appropriations Committee:

I am writing in favor of HB0778.

I support improving the Maryland Area Regional Commuter rail service.

As a faculty at the University of Maryland when I take the close-by MARC train in College Park (or pick up visitors), an old diesel train arrives, the conductor opens one door and set up a stool for passengers to use! Service is very limited. This is slow, polluting, century old transportation.

The state has been making great strides to connect College Park and Baltimore – in particular the school of medicine, but the public transportation service is so poor than driving remains the only way to travel.

In addition, I would like to see increased MARC Express service between Union Station, BWI and Baltimore main station, to improve service between the cities at a price accessible to most Marylanders (and not only the wealthy like the MAGLEV project proposes to do, without even providing good connectivity with MARC lines).

Thank you for your favorable report on this important bill.

Catherine Plaisant
8G Laurel Hill Rd. Greenbelt MD 20770
301 529-1089
plaisant@umd.edu

HB0778_MARC_Expansion_MLC_FAV.pdf

Uploaded by: Cecilia Plante

Position: FAV



TESTIMONY FOR HB0778

Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act)

Bill Sponsor: Delegate Solomon

Committee: Appropriations

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: FAVORABLE

I am submitting this testimony in favor of HB0778 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of activists - individuals and grassroots groups in every district in the state. We are unpaid citizen lobbyists and our Coalition supports well over 30,000 members.

Our members support public transportation. It is a much more environmentally friendly mode of transportation than driving, and it supports our low- and moderate- income residents who can't afford to drive a car to work or school. Maryland has spent decades investing in roads, instead of making much better choices to support public transit. Our transit system shows this lack of investment. If we made the investment in our public transit system, instead of building and expanding roads, we would support more Marylanders in their efforts to get to jobs and services, and create jobs in the process.

This bill would require the Maryland Department of Transportation (MDOT) to create investment programs to fund major upgrades and expansions to the MARC commuter rail system, including additional capacity on the Brunswick, Penn and Camden lines; station improvements; and rail connections to Virginia and Delaware.

Today, MARC connects Baltimore and D.C. to many of Maryland's suburban communities, but service is too slow, infrequent, and disconnected. Service is unavailable altogether during much of the day. Investing in Maryland's passenger rail service and infrastructure would create jobs and new markets, unlock opportunities for residents, increase access to affordable housing and create a more sustainable transportation system.

This bill would also help the state compete for \$66 billion in federal funds for passenger rail, made available through the historic bipartisan Infrastructure Investment and Jobs Act. Right now, Maryland is not in a position to compete for that federal money. We've needed to do this for a long time. Investments in roads are not fiscally sound. Investments in public transit are. Let's do this!

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

CSG HB778 MARC.pdf

Uploaded by: Cheryl Cort

Position: FAV

February 17, 2022

Hon. Delegate Maggie McIntosh, Chair
Appropriations Committee
Maryland House of Delegates

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


Please accept these comments on behalf of the Coalition for Smarter Growth, the leading non-profit organization in the D.C. region, including suburban Maryland, advocating for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way for the DC region to grow and provide opportunities for all.

We wish to express our support for HB 778. This bill will greatly advance needed upgrades to the MARC commuter rail system, giving Maryland travelers better options for commuting and other trips. This bill also makes Maryland competitive to win federal funds for passenger rail made available through the bipartisan Infrastructure Investment and Jobs Act.

We recommend that as we advance this legislation, we recognize the importance of investing in existing service and making it better. The bill requires the identification of service improvements, including midday, weekend, and evening service, along with run-through and bi-directional service. In addition, it calls for new capital improvements to enhance MARC service. We support this scope of enhanced existing service and careful operational and capital improvements to better connect Maryland and build rail ridership.

Thank you for the opportunity to provide testimony.

Sincerely,



Cheryl Cort
Policy Director

HB778-MARC Cornerstone Plan-Appropriations-CJW-fav

Uploaded by: Diana Younts

Position: FAV



Committee: Appropriations

Testimony on: HB778 - Maryland Regional Rail Transformation Act

Organization: Climate Justice Wing of the Maryland Legislative Coalition

Submitting: Diana Younts, Co-Chair

Position: Favorable

Hearing Date: February 17, 2022

Dear M. Chair and Committee Members:

Thank you for allowing our testimony today in support of HB778. The Maryland Legislative Coalition (MLC) Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on HB778.

Vehicles are the biggest contributor to Maryland's greenhouse gas emissions and their infrastructure scars our communities with unsightly, multi-lane roadways that pollute the surrounding communities with noxious and unhealthy tailpipe exhaust, and the vehicles on those roadways kill increasingly more pedestrians in our car centric country. We are mired in this state of affairs in large part because we have neglected mass transit.

Maryland has a Cornerstone Plan that has set forth a strong vision for transformational change but it has failed to implement that plan because it has not dedicated the resources necessary to do so. This bill makes substantial steps forward in carrying out the plan by establishing investment programs to advance the MARC Cornerstone plan and regional rail service. Such steps are vital for Maryland to viably compete for \$66 billion in federal funds made available through the Federal Infrastructure Investment and Jobs Act.

What does this bill do?

The **Maryland Regional Rail Transformation Act** will:

1. Require MTA to establish individual investment programs in the Consolidated Transportation Program (CTP), starting in FY 2023 and to be updated at least every five fiscal years, for:
 - The Brunswick Line
 - The Camden Line
 - The Penn Line

- Regional rail service between Perryville and Newark, Delaware
 - Regional Run-through rail service to Alexandria, Virginia
 - Extending the Brunswick Line to better serve Western Maryland
2. Require MTA to advance specific rail priority projects in fiscal year 2023 to work with partners to:
- Develop a service and operations plan for MARC through-running to Alexandria, Virginia
 - Develop a service and operations plan for MARC, SEPTA, or Amtrak regional service between Perryville and Newark
 - Complete 30% of preliminary design for:
 - a new Elkton infill MARC Station (Penn Line)
 - a new Bayview infill MARC Station (Penn Line)
 - a third track between Rockville and Germantown (Brunswick Line)
 - Station Improvements (Brunswick)
 - Complete 15% of design for a fourth track on the Penn Line
 - Hire three full-time equivalent staff to support planning, capital programming, and leveraging federal rail funding opportunities
3. Require MTA to conduct a MARC Cornerstone Plan Implementation Study to assess the total expected cost to fully implement the MARC Cornerstone Plan in addition to the investment programs mentioned above, the associated workforce needs, and ways the rail investments and services could be funded, submitting the report to the Governor and General Assembly on or before December 1, 2022.

We urge the Committee to recommend a **FAVORABLE** report so that we can vastly improve Maryland’s mass transit infrastructure and capitalize on the funds available in the federal Infrastructure and Investment Act.

MLC Climate Justice Wing:

Assateague Coastal Trust
 Maryland Legislative Coalition
 MD Campaign for Environmental Human Rights
 Chesapeake Climate Action Network
 WISE
 Frack Free Frostburg
 Mountain Maryland Movement
 Clean Water Action
 Howard County Indivisible

Howard County Sierra Club
 Columbia Association Climate Change and Sustainability Advisory Committee
 HoCo Climate Action
 CHEER
 Climate XChange - Maryland
 Mid-Atlantic Field Representative/
 National Parks Conservation Association
 350 Montgomery County
 Glen Echo Heights Mobilization

The Climate Mobilization Montgomery
County
Montgomery County Faith Alliance for
Climate Solutions
Montgomery Countryside Alliance
Takoma Park Mobilization Environment
Committee
Audubon Naturalist Society
Cedar Lane Unitarian Universalist Church
Environmental Justice Ministry
Coalition For Smarter Growth
DoTheMostGood Montgomery County
MCPS Clean Energy Campaign
MoCo DCC
Potomac Conservancy
Casa de Maryland
Nuclear Information & Resource Service
Clean Air Prince Georges
Laurel Resist
Greenbelt Climate Action Network
Maryland League of Conservation Voters
Unitarian Universalist Legislative
Ministry of Maryland
Concerned Citizens Against Industrial CAFOs
Wicomico NAACP
Chesapeake Physicians for Social
Responsibility
Chispa MD
Climate Law & Policy Project
Maryland Poor People's Campaign
Labor Network for Sustainability
The Nature Conservancy
Clean Air Prince Georges
350 Baltimore
Maryland Environmental Health Network
Climate Stewards of Greater Annapolis
Talbot Rising
Adat Shalom Climate Action
Mid-Atlantic Earth Holders

Climate Parents of Prince Georges
Echotopia
Maryland NAACP State Conference,
Environmental Justice Committee

HB0778 - 2.17.22 --Transportation - Investment Pro

Uploaded by: Donald Fry

Position: FAV



POSITION STATEMENT

TESTIMONY PRESENTED TO THE HOUSE APPROPRIATIONS COMMITTEE

HOUSE BILL 778 – TRANSPORTATION - INVESTMENT PROGRAM - MARC RAIL SERVICE (MARYLAND REGIONAL RAIL TRANSFORMATION ACT)

Sponsor – Delegate Solomon, et al

February 17, 2022

DONALD C. FRY
PRESIDENT & CEO
GREATER BALTIMORE COMMITTEE

Position: Support

House Bill 778 requires the Maryland Transit Administration (MTA) to establish individual investment programs to advance the Maryland Area Regional Commuter (MARC) Cornerstone Plan and other MARC improvements, as specified. The bill also requires MTA to (1) advance specified rail priority projects as part of the investment programs, as specified, and (2) conduct a MARC Cornerstone Plan Implementation Study. The Cornerstone Plan would address service to Virginia, Delaware, and an extension of the Brunswick Line to better serve Western Maryland.

Advocating for adequate transportation and mobility infrastructure in Maryland and the Greater Baltimore region has been a longstanding priority of the Greater Baltimore Committee (GBC). The GBC was a leading proponent of the Red Line project and supported the 2013 revenue increase that was intended to provide a portion of the state funding for the project. Following the cancellation of the Red Line in 2015, the region has experienced significant disinvestment of state dollars in the transportation network, particularly in transit.

An October 2019 [report](#) by the Abell Foundation cited transportation as one of the top three systemic drivers that prevent more individuals in Baltimore from accessing job training and ultimately obtaining employment. Specifically, the report states that:

“The lack of reliable and affordable transportation to jobs is one of the greatest obstacles to scaling up training programs. Programs know that they can train and place a greater number of program graduates, but they limit expansion knowing that graduates will be unable to get to their new jobs. A number of programs reported that job growth in their target industry sector is concentrated in surrounding counties and/or is not accessible by public transportation, a problem that particularly impacts the most economically distressed neighborhoods of Baltimore” (page 19).

This bill is also consistent with a key tenet in *Gaining A Competitive Edge: Keys to Economic Growth and Job Creation in Maryland*, a report published by the GBC that identifies eight core pillars for a competitive business environment and job growth:

Superior transportation infrastructure with reliable funding mechanisms. An essential prerequisite of a competitive business environment includes well-funded and maintained highway, transit, port and airport infrastructure that provides reliable and efficient options to move people, goods and services.

GREATER BALTIMORE COMMITTEE

111 South Calvert Street • Suite 1700 • Baltimore, Maryland • 21202-6180

(410) 727-2820 • www.gbc.org

House Bill 778 will require MDOT to make a realistic plan for regional commuter rail transit and to follow through with its implementation.

For these reasons, the Greater Baltimore Committee urges a favorable report on House Bill 778.

The Greater Baltimore Committee (GBC) is a non-partisan, independent, regional business advocacy organization comprised of hundreds of businesses -- large, medium and small -- educational institutions, nonprofit organizations and foundations located in Anne Arundel, Baltimore, Carroll, Harford, and Howard counties as well as Baltimore City. The GBC is a 67-year-old, private-sector membership organization with a rich legacy of working with government to find solutions to problems that negatively affect our competitiveness and viability.

HB 778 - MD Regional Rail Transformation Act.pdf

Uploaded by: Donna Edwards

Position: FAV



MARYLAND STATE & D.C. AFL-CIO

AFFILIATED WITH NATIONAL AFL-CIO

7 School Street • Annapolis, Maryland 21401-2096

Office. (410) 269-1940 • Fax (410) 280-2956

President

Donna S. Edwards

Secretary-Treasurer

Gerald W. Jackson

**HB 778 – Transportation – Investment Program – MARC Rail Service
(Maryland Regional Transformation Act)
House Appropriations Committee
February 17, 2022**

SUPPORT

**Donna S. Edwards
President
Maryland State and DC AFL-CIO**

Madam Chair and members of the Committee, thank you for the opportunity to submit testimony in support of HB 778 – Transportation – Investment Program – MARC Rail Service (Maryland Regional Transformation Act). My name is Donna S. Edwards, and I am the President of the Maryland State and District of Columbia AFL-CIO. On behalf of Maryland's 340,000 union members, I offer the following comments.

Enhancements to existing MARC lines and expansion of service through new lines is an idea whose time has come. Our public transportation infrastructure needs to be significantly upgraded if we are to move into a cleaner and more prosperous future. One of the most significant ways to fight climate change and to spur economic development with family-sustaining careers is through the expansion of public transportation.

HB 778 creates a concrete plan to advance the MARC Cornerstone plan and to establish investment programs to enhance the existing MARC lines as well as to plan for new regional service and extend the Brunswick Line. The transportation dollars already exist to complete these enhancements and planning for new service, but we need the MARC Cornerstone Plan – a 30-year plan that identifies capital improvements needed to maintain a state of good repair for the MARC system – to have an eye toward a future of growth and expansion. We will need more and better public transportation in the future, and the time to plan for that is now.

For these reasons we ask for a favorable report on HB 778.

Johns Hopkins Testimony - HB 778 - Transportation

Uploaded by: Elizabeth Hafey

Position: FAV

TO: The Honorable Maggie McIntosh
Chair, House Appropriations Committee

FROM: Elizabeth A. Hafey
Associate Director, State Affairs

DATE: February 17, 2022

Johns Hopkins supports **House Bill 778 – Transportation – Investment Program – MARC Rail Service**. This bill would require the state to develop capital plans to meaningfully improve the state’s regional rail network to build a more connected future. This bill will support communities across the state by requiring 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.

As the State’s largest private employer, with more than 53,000 Marylanders in our employ, Johns Hopkins knows that adequate investments in Maryland’s transportation system are critical to the economic competitiveness and livelihood of our state and region and in the lives of all our employees, students, patients, and visitors. Every day, they rely on it to get to work or school, to access healthcare, or to meet their needs. Furthermore, the MTA transit system serves hundreds of thousands of employees and their families that rely on MARC, commuter bus, and Baltimore metro transit services to access essential destinations throughout Maryland.

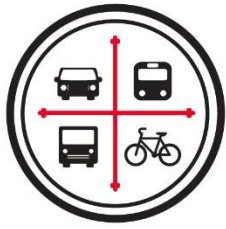
Johns Hopkins is a member of the Greater Washington Partnership. The Partnership is a civic alliance of leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 300,000 residents and are committed to making this region one of the best places to live, 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, the Partnership 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.

Johns Hopkins urges a **favorable report on HB 778**.

HB 778 Support_CMTA.pdf

Uploaded by: Eric Norton

Position: FAV



Transportation Alliance

February 16, 2022

Testimony on HB 778 – *Transportation – Investment Program – MARC Rail Service* Appropriations

Position: Favorable

The Central Maryland Transportation Alliance supports HB 778.

Maryland's MARC commuter rail system connects Baltimore and Washington, DC to each other and to many of Maryland's suburban communities, but the state must advance the investment programs identified in the MARC Cornerstone Plan to unlock a truly regional rail system that reliably services Maryland residents and communities.

Dating back to at least 2007, the state has made plans to improve and expand MARC services through the MARC Growth and Investment Plan. That plan was updated in 2013. And most recently updated again in 2019 as the MARC Cornerstone Plan. Unfortunately, there has not been meaningful progress on implementing many of the improvements outlined in these plans. HB 778 seeks to remedy that by requiring the Maryland Transit Administration to develop investment programs for each of MARC's three rail lines.

We will not fully realize the benefits of Maryland's commuter rail systems unless we create actionable investment programs that ensure the state implements the vision laid out in the MARC Cornerstone Plan. HB 778 will help to do just that.

We encourage a favorable report.

TESTIMONY - BLET SUPPORT - HB 778 - MARC Tran

Uploaded by: Herbert Harris Jr

Position: FAV

Good Afternoon, Chairman McIntosh and Members of the House Appropriations Committee.

My name is Herbert Harris, Jr., Chairman / State Representative, Brotherhood of Locomotive Engineers and Trainmen.

I am the Legislative Representative and Safety Officer for the locomotive engineers that operate MARC – Penn Line Commuter Service, Amtrak, Acela, Regional, and Inter-City Service, and Virginia Rail Express. I am also an operating Locomotive Engineer with 28 years of railroad experience.

LEGISLATION

Today, I offer our full SUPPORT of HB 778: “Maryland Regional Rail Transformation Act of 2022”. We support the legislation for the following reasons:

First, the legislation finally establishes measurable timelines and bench-mark for the expansion of service on three (3) MARC commuter lines – Camden, Brunswick, and Penn Line.

Over the past two decades, Maryland Transit Administration (MTA) have conducted countless studies and reports on the expansion of MARC rail services. Unfortunately, the multiplicity of studies has only resulted in small improvements, but not quantifiable benefits for riders or any major expansions of the MARC rail system.

Second, the legislation establishes an investment program in the Consolidate Transportation Plan (CTP) to funding the future expansion. Sustainable long-term funding is critical to creating a rail system capable of meeting the future mobility and transportation needs of Maryland.

To reach its full economic development and transportation potential, MARC needs long-term funding and a leadership commitment. The expansion and growth of MARC Rail service should be a bipartisan commitment regardless of who leads the General Assembly or occupies the Governor’s Mansion.

Commonwealth of Virginia is the best example for long-term bipartisan investments in rail. Virginia is a national rail leader and has set new standards for railroad investments. The state is reaping real economic benefits from its long-range rail investments including: Amazon II Headquarters, tourism and travel, College Admissions, and growth to Western Region – Lynchburg / Blacksburg.

INVEST ACT

The INVEST Act signed by President Biden will provide \$66 Billion dollars in federal support for the expansion and development of railroad projects. Thirty six (\$36) billion dollars of the federal funding has been designated for Federal / State grants.

This once-in-a generation federal support should serve as the catalyst to modernize and change the trajectory of the MARC Rail system. This is a seminal moment for rail in Maryland. Go Big or Go Home !!

Competitive rail projects are being planned for corridors throughout the country. What is the plan for the State of Maryland to compete for the available grants? How will the MARC Cornerstone Plan maximize INVEST Act to fund infrastructure, capital, and service expansions of the MARC rail system.

FUTURE POPULATIONS AND MOBILITY

The U.S. Census Bureau projects the population of Maryland from 2007 – 2030 will grow by 25% to 7.0 million residents. New residents will evaluate Maryland based on employment, housing affordability, education, and transportation mobility.

Today, Marylanders are demanding greater frequency and better service on the three MARC commuter lines. More importantly, MARC rail service must meet the mobility needs of residents based on their future work schedules and lifestyles.

MARC Rail system possesses the regional characteristics, infrastructure, and ridership to be a national recognized commuter rail system.

A review of the station statistics and pre-pandemic ridership to shows the potential of the MARC system. The passenger stations: Aberdeen, Baltimore, Cumberland, Rockville, New Carrollton, and BWI Marshall Airport are the most utilized and had and account for 1.8 million annual passengers.

Approximately 38K, pre-pandemic commuters daily utilized MARC Service on the Penn Line, Camden Line, and Brunswick Line. Over 22K, commuters rode daily on the MARC Penn Line between Perryville, Md. – Washington, D.C.

RAIL COORIDORS / SAFETY

Maryland has 770 rail miles owned by the Class I railroads, Norfolk Southern, CSX, and Amtrak. An overlay of the state rail network will show the most populated and traveled passenger and commuter rail corridors are also the primary (North – South) and (East – West) freight rail corridors.

In Maryland, commuter and passenger trains share the same rail corridors with freight trains. The strategic planning, modeling, and investments outlined in this legislation has the potential to improve overall rail safety in the shared rail corridors.

The potential safety improvements derived by this legislation will benefit the traveling public, freight railroads, and Amtrak. This is a Win – Win scenario for Maryland.

CONCLUSION

Thank you for the opportunity to provide this testimony. I strongly encourage your support for HB: 0778 “MARC Regional Rail Transformation Act.”

My colleagues and I are committed to the improvement and growth of the MARC Rail system. We look forward our contributions that will assist MARC realize its full potential as regional commuter rail service.

Madame Chairperson, I am prepared to answer any questions you or members of the committee may have at this time.

HB778_jaycorbalisjbgsmith_fav.pdf

Uploaded by: Jay Corbalis

Position: FAV



February 15, 2022

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

Re: Support for House Bill 0778 - Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act)

Dear Chair McIntosh and Committee Members,

Good afternoon, my name is Jay Corbalis. I am a Vice President of Public Affairs at JBG SMITH, a publicly traded real-estate investment trust headquartered in Bethesda. JBG SMITH owns, operates, invests in and develops real estate assets in transit-oriented submarkets in and around Washington, D.C., including National Landing, where we serve as development partner for both Amazon's HQ2 project as well as Virginia Tech's Innovation Campus. I also co-chair the Transportation Committee for the National Landing Business Improvement District, a non-profit representing approximately 12 million square feet of office space, 12,000 residential units, 5,500 hotel rooms and 1.4 million square feet of retail.

I'm here today in all those capacities to offer our strong support for HB 778, and to highlight the opportunity represented by one of its key provisions: the extension of MARC service to Northern Virginia. National Landing is poised for significant job growth in the coming decades, fueled by planned growth from Amazon, Virginia Tech and others. Sustaining that growth will require attracting large numbers of knowledge workers from across the region, the majority of whom will commute by public transportation. With its highly educated workforce and robust transit network, Maryland is well poised to benefit from this trend. However, MARC's existing service pattern hinders that opportunity by requiring commuters to make multiple transfers to reach National Landing. Extending MARC service directly to National Landing would allow commuters from Montgomery, Frederick, Baltimore, Prince George's, Harford, Anne Arundel and Howard Counties to take advantage of job opportunities in National Landing. At the same time, thousands of new employees in National Landing would be able to move their families to Baltimore, Laurel, Silver Spring or Kensington and be within easy commuting distance of their jobs.

The timing of this effort is especially important. Virginia is moving forward with an ambitious, multi-billion dollar investment program that will significantly expand passenger rail service and create additional capacity across the Potomac. If Maryland is to take advantage of this once in a generation opportunity, planning must start now, and HB 778 provides the framework to do that.

We applaud Delegate Solomon and the bill's co-sponsors for their commitment to expanding regional mobility and encourage the committee to support their efforts by providing a favorable report.

Respectfully,

Jay Corbalis
Vice President, Public Affairs
JBG SMITH

*4747 Bethesda Avenue, Suite 200
Bethesda MD, 20814*

HB0778_Jessica Fitzwater_Fav.pdf

Uploaded by: Jessica Fitzwater

Position: FAV



FREDERICK COUNTY GOVERNMENT
COUNTY COUNCIL

Jessica Fitzwater
Council Member District 4

February 15, 2022

Delegate Maggie McIntosh
Baltimore City
Chair, House Appropriations Committee

RE: Jessica Fitzwater; Bill HB0778; Favorable

Dear Delegate McIntosh,

I write in support of the Maryland Regional Rail Transportation Act (HB 0778/ SB 0514). This regional rail vision will better connect our people and jurisdictions and allow for more prosperous and sustainable growth. The proposed investment plans are considered best practice in the transportation industry and are necessary first steps to help the state compete for \$66 billion in federal funds for rail made available through the Infrastructure Investment and Jobs Act.

Specifically, the requirement for MTA to establish an individual investment program in the Consolidated Transportation Program (CTP), starting in FY 2023 and to be updated at least every five fiscal years, for the Brunswick Line will have an incredible impact on Frederick County. The bill also requires MTA to explore extending the Brunswick line to serve Western Maryland.

Successfully completing rail infrastructure projects to enable a more connected and thriving state requires long-term commitment and dedicated resources over multiple years. This investment will help Frederick County and the State reach our greenhouse gas emission goals by reducing the number of cars on the road, will provide additional transportation opportunities to working families, and will strengthen our local and state economy by better connecting our communities. It really is an environmental and economic justice issue.

The Maryland Regional Rail Transportation Act will be a game changer for Frederick County and I urge you and your colleagues to support this work.

Thank you for your service,

Jessica Fitzwater
Frederick County Council
District 4

HB778 - J. McAndrew - GWP - FAV.pdf

Uploaded by: Joe McAndrew

Position: FAV

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.

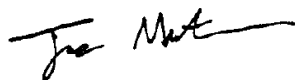
The Partnership is a civic alliance of leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 300,000 residents and are committed to making this region one of the best places to live, work, and build a business. In 2018, the Partnership released 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 21st-century regional rail system.

Sincerely,



Joe McAndrew
Vice President for Regional Mobility & Infrastructure

BaltimoreCounty_FAV_HB0778.pdf

Uploaded by: Joel Beller

Position: FAV



JOHN A. OLSZEWSKI, JR.
County Executive

JOEL N. BELLER
Acting Director of Government Affairs

JOSHUA M. GREENBERG
Associate Director of Government Affairs

MIA R. GOGEL
Associate Director of Government Affairs

BILL NO.: **House Bill 778**

TITLE: **Transportation - Investment Program - MARC Rail Service
(Maryland Regional Rail Transformation Act)**

SPONSOR: **Delegate Solomon**

COMMITTEE: **Appropriations**

POSITION: **SUPPORT**

DATE: **February 17, 2022**

Baltimore County **SUPPORTS** House Bill 778 – Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act). This legislation requires the Maryland Transit Administration (MTA) to increase investments in the infrastructure and planning of the Maryland Area Regional Commuter (MARC) Rail Service.

The MARC service helps those in the Baltimore region easily and affordably travel through the State and to nearby cities through the region. Further investment in reliable public transportation is a priority of Baltimore County Executive John Olszewski. The administration was proud to launch The Loop last fall, a first-of-its kind public transit system in Baltimore County, because of its now realized potential to connect communities to growing industries at no cost to County residents. Investments in transit at all scales is essential to increasing access to employment opportunities, recreational activity, and other resources for all Marylanders.

House Bill 778 would provide the necessary resources to maintain and grow the MARC rail service. For each line of the MARC, this legislation would set up an investment program which will include review of rail operations, concept plans for infrastructure improvements and identification of enhanced access to employment. Enhancement of public transit will ensure all Maryland’s can sustainably and reliably access the resources they need.

Accordingly, Baltimore County requests a **FAVORABLE** report on HB 778. For more information, please contact Joel Beller, Acting Director of Government Affairs at jbeller@baltimorecountymd.gov.

HB778_MDSierraClub_fav - 17Feb2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Appropriations

Testimony on: HB 778 – “Transportation – Investment Program – MARC Rail Service (Maryland Regional Rail Transformation Act)”

Position: Favorable

Hearing Date: February 17, 2022

The Maryland Chapter of the Sierra Club strongly supports HB 778. The bill would require the Maryland Transit Administration (MTA) to establish individual investment programs to advance the Maryland Area Regional Commuter (MARC) Rail Service Cornerstone Plan and other specified improvements in MARC service. The improvements would enhance MARC’s existing Brunswick, Camden, and Penn Lines; provide new regional service between Perryville, MD and Newark, DE; provide new regional run-through rail service to Alexandria, VA; and extend the Brunswick Line to better serve Western Maryland.

The MTA would be required to conduct a study this year to assess the total expected cost to fully implement the MARC Cornerstone Plan in addition to the investment programs needed to fund improvements mentioned above. The bill also specifies a number of steps that would need to be taken beginning in fiscal year 2023 to advance the many improvements sought in MARC operations and service.

The proposed MARC investment programs to advance the MARC Cornerstone Plan and other specified improvements in MARC service are necessary first steps to help the state compete for \$66 billion in federal funds for rail made available through the Infrastructure Investment and Jobs Act.

Transportation is the largest contributor to climate-disrupting greenhouse gases in Maryland and our nation today, and is a major source of toxic emissions that are hazardous to human health and linked to cancers, heart disease, asthma, emphysema, and other respiratory diseases. Most of that pollution comes from the tailpipes of gas and diesel-fueled cars and trucks on the road today. The more that those vehicles can be replaced by greater use of MARC and other mass transit, as well as biking and walking, the better it would be for our environment, health, and our economy.

Improving and expanding MARC would enable the creation of a truly regional rail system that better connects more Maryland communities to each other and to Virginia and Delaware. Reliable rail service is a far more cost-effective and environmentally-friendly way for people to travel from one location to another compared to driving on highways that get clogged with traffic and generate considerable pollution. Expanding MARC would also increase access to jobs and housing, and lead to more prosperous and sustainable growth in our region.

In summary, improving MARC would bring about positive change for our state that ideally would be funded, at least in part, by federal funds for rail. We urge a favorable report on this bill.

Brian Ditzler
Transportation 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 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

HB_0778_JOSH_BOKEE_FAV.pdf

Uploaded by: Joshua Bokee

Position: FAV

JOSH BOKEE - HOUSE BILL 0778 - FAVORABLE

Maryland Regional Rail Transformation Act - House bill 0778

My name is Josh Bokee and I am a resident of the City of Frederick. I am writing to support, as favorable, House Bill 0778, the Maryland Regional Rail Transformation Act.

In Frederick County, we are served by the MARC rail system via the Brunswick line, which connects Frederick, Montgomery and Washington, D.C. Long standing system constraints have prevented MARC service from fulfilling its true promise as a commuter transportation option as well as being a driver of economic growth that is more equitable and beneficial for all residents of the community.

House Bill 0778 is important because it would start the work that is needed to expand MARC service on the Brunswick line, making it frequent, practical and convenient. Requiring MTA, by FY 2023, to complete 30% of the needed design work for adding a third track on the Brunswick Line establishes a set bench marker from which the remaining design work, and eventually construction, can be budgeted and implemented. The third track, as well as station improvements at Brunswick, would add the capability to offer more frequent daily service between Frederick, Montgomery and Washington, DC and as crucially, weekend service (which does not exist today).

As a City of Frederick resident, I am thankful for the support and investments that the state of Maryland - and specifically the General Assembly - has made into our community. Many people are now familiar with the tremendous revival of downtown Frederick, which was made possible by state investments years ago into the flood control measures that protect the city today. Downtown Frederick is fast becoming known around the region as a destination for tourism, businesses and more.

Now we have the opportunity to build on these prior investments by connecting Frederick to the greater Washington metro area via regional rail service seven days a week - bringing more dollars into Maryland and the region while doing so.

Thank you for your consideration of HB 0778 and the opportunity to submit favorable testimony for it.

Downtown Frederick Partnership Letter of Support f

Uploaded by: Kara Norman

Position: FAV



February 15, 2022

Delegate Maggie McIntosh, Chair
Maryland House Appropriations Committee
Room 121 House Office Building
Annapolis, Maryland 21401

RE: HB 778: Maryland Regional Rail Transportation Act

POSITION: Support

Dear Delegate McIntosh:

I am writing to express Downtown Frederick Partnership's support for HB 778: Maryland Regional Rail Transportation Act. The Partnership is a historic preservation based, economic development nonprofit that works to enhance, promote and preserve the vitality, livability and diversity of Downtown Frederick, a national Main Street community.

Achieving increased MARC train service to Downtown Frederick is an official policy goal of the Partnership and has been since 2018. The Partnership knows that increased MARC train service to Downtown Frederick will bring economic development, access and environmental benefits to our community. Increased service also is supported by approved City of Frederick policy documents.

The Partnership's adopted policy specifically calls out support for improvements at the Point of Rocks Station in order to increase weekday MARC train service. Once these improvements are implemented and weekday service is increased, Downtown Frederick becomes a more attractive business location. Expanded service will attract downtown residents and enable those residents to reach a wider range of job opportunities. The Partnership works to ensure that Downtown Frederick has a strong and growing residential base. Improvements at this station have the potential to achieve a high return for a limited investment.

In summary, the Partnership is a strong supporter of the proposed legislation and looks forward to the resulting transit improvements.

Sincerely,

A handwritten signature in black ink, consisting of a stylized 'K' followed by a horizontal line.

Kara Norman, AICP; Executive Director

FAVORABLE_ HB778 - Regional Rail Transformation Ac

Uploaded by: Kristen Harbeson

Position: FAV



February 17, 2022

Kim Coble
Executive Director

2021 Board of
Directors

Lynn Heller, Chair
Mike Davis, Treasurer
The Hon. Virginia
Clagett
Candace Dodson Reed
Verna Harrison
Melanie Hartwig-Davis
The Hon. Steve Lafferty
Patrick Miller
Bonnie L. Norman
Maris St. Cyr
Katherine (Kitty)
Thomas

SUPPORT: HB778 - Regional Rail Transformation Act

Madame Chair and Members of the Committees

Maryland LCV supports HB778: Regional Rail Transformation Act, and we thank Senator Beidle for her leadership on this issue.

Maryland LCV works at the intersection of strong climate policy and environmental justice. This bill supports both of those interests.

In order to confront the climate crisis, Maryland must take aggressive action to reduce the emissions from the transportation sector, which remains the single largest contributor to our state's climate solution.

Last year, the General Assembly passed, and overrode the veto of, the Transit Safety and Investment Act, which would provide sufficient funding to bring our state's fleet of buses, trains, light rails, and subways to a state of good repair. This year, you have the opportunity to take additional acts to address transportation pollution, including efforts to electrify our state fleet of cars and trucks, incentives to citizens to move away from traditional gas-powered automobiles, as well as an innovative plan to allow counties to electrify their school bus fleet through partnering with utility companies.

SB514 is an important component of this suite of legislation, aimed to invest in and expand service operation of Maryland's public transit fleet to underserved areas of the state, and create greater connectivity to neighboring states.

By strengthening and expanding our public transit system, HB778 will help to encourage Marylanders to reduce their reliance on privately owned automobiles, reducing both traffic congestion and emissions. Importantly, it will also expand job opportunities for lower-income Marylanders who rely solely on public transit to get to work, school, medical appointments, and groceries.

Maryland LCV strongly urges a favorable report on this important bill.

Testimony HB-778 MARC Regional Rail Transformation

Uploaded by: Larry Kasecamp

Position: FAV

LARRY KASECAMP
Legislative Director

TOM CAHILL
Assistant Director

JOHNNY WALKER
Secretary



ANNAPOLIS OFFICE
176 Conduit St., Suite 206
Annapolis, MD 21401-2597

PH: 301-697-2695
utusldmd@gmail.com

February 17, 2022

The Honorable Chairman Maggie McIntosh and
Members of the House Appropriations Committee

RE: SUPPORT HB-778

REPRESENTATIVES

CUMBERLAND

Local 600
LAWRENCE KASECAMP

BRUNSWICK

Local 631
TOM CAHILL

EDMONSTON

Local 1470
KENZELL CRAWFORD

BALTIMORE

Local 610
JOHNNY WALKER

Local 1949
ERIC BILSON

As Legislative Director in Maryland for the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Worker's (SMART) we urge your committee to support HB-778, "*Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act).*"

HB-778 would require the Administration to establish individual investment programs for enhancing, modernizing, and expanding the current Brunswick, Camden, and Penn lines of the Maryland Area Regional Commuter rail service (MARC).

Our organization has been an advocate for updating, improving, and expanding MARC rail service for many years. Our members experience the affects the lack of maintenance over the years has had on the systems. They also work directly with the public and hear the complaints of the unreliable service, the system being in disrepair and in need of modernization and expansion. Correcting and addressing these problems are goals every transit system should strive for, and this proposed legislation to finance and expand MARC rail service will go a long way toward these goals.

The current number one issue as subject matter by the legislature is climate change and the environment. A modern and successful transit system is good for the environment.

The thousands of automobiles on the roadways everyday results in extremely high emissions of greenhouse gases. In addition, the number one complaint from the traveling public is roadway congestion. The proper investment to modernize and expand the MARC rail system will go a long way towards helping to solve these problems by reducing the number of automobiles on the road which in turn reduces congestion and pollution.

A successful transit system is also great for businesses. It improves the business climate as it expands the pool of employees; it expands public access to businesses; and it reduces sprawl when transit-oriented development projects locate based on access to a successful transit system.

With the passage of the Transit Safety and Investment Act last year by the General Assembly and the available investments the Federal Government has signaled for rail transit, there is no better time than now to move forward with the investments to modernize and expand MARC's rail commuter service.

Virginia has recognized the benefits of modernizing and expanding rail service in their state, it's time for Maryland to get on board! Our organization is in strong support of this proposed legislation.

We urge a favorable report on HB-778.

Sincerely

Lawrence E. Kasecamp
MD State Legislative Director
SMART Transportation Division

HB0778.pdf

Uploaded by: Laura Bonkosky

Position: FAV

To the Honorable Chair and all members of the House Appropriations Committee:

I am writing in favor of HB0778. I support investment to enhance certain rail lines such as the Maryland Area Regional Commuter rail service. The MARC Express service that has been proposed and is described as the “gateway” to Charm City and as a “30-Minute Express Train...Between Union Station and the West Baltimore MARC station (with one stop at BWI), would make West Baltimore one of the most accessible neighborhood clusters in the Washington, DC metropolitan area.” For more information: <https://westbaltimoreproject.org>. Investment in this type of public transit would transform the ability to commute between Baltimore and Washington, DC in an efficient timeframe and would be highly affordable (\$10.00), equitable and accessible to all socio-economic levels, unlike the proposed Maglev, which would only serve a wealthy few.

Thank you for your favorable report on this needed and important bill.

Sincerely,

Laura Bonkosky
19 T Ridge Rd
Greenbelt, MD 20770
Laura.bonkosky@gmail.com

HB 778 - MoCo_Elrich_FAV (GA 22).pdf

Uploaded by: Marc Elrich

Position: FAV



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

February 17, 2022

TO: The Honorable Maggie McIntosh
Chair, Appropriations Committee

FROM: Marc Elrich
County Executive

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

I am writing to express my strong support for House Bill 778, the *Maryland Regional Rail Transportation Act*, which reflects an action plan for making the necessary investments in the Maryland Area Regional Commuter (MARC) rail service as envisioned in the Maryland Transit Administration's MARC Cornerstone Plan. To help guide this effort, the bill requires the Administration to conduct a MARC Cornerstone Plan implementation study, which must be submitted to the Governor and the General Assembly by the end of the year.

A rail system serving Marylanders that creates connections spanning from Delaware to Virginia, is seamless, and much more reliable is becoming increasingly important. Doing this will not only require wherewithal, but also additional State funding, which could help Maryland leverage federal funds that will be flowing from the federal Infrastructure Investment and Jobs Act as soon as Congress passes its fiscal year 2022 budget. If the State can successfully compete for these federal dollars, it can advance major upgrades and expansions to the MARC commuter rail system, by adding capacity to the Brunswick, Penn and Camden lines and undertake station improvements. And, to ensure we can compete regionally, investments could be made to establish better rail connections to Virginia and Delaware.

Maryland has tremendous assets. Right now, a high functioning regional commuter rail system is not one of them. That can be changed, however, if we are willing to commit the effort and capital that it will take to change this dynamic. House Bill 778 lays out a strategy to operationalize the MARC Cornerstone Plan, which, is an excellent plan, and, if implemented, will create substantial economic spinoff while at the same time creating a more sustainable transportation system. For all of these reasons, I urge the committee to move favorably on this legislation.

cc: Members of the House Appropriations Committee

2022-02-15 Letter of Support HB0778.pdf

Uploaded by: Michael O'Connor

Position: FAV



FREDERICK

OFFICE OF THE MAYOR

Favorable Testimony - HB0778, the Maryland Regional Rail Transformation Act

Dear Delegate McIntosh and members of the Appropriations Committee:

As the mayor of Maryland's second largest city, the City of Frederick, I would like to express my support for HB0778 and its companion bill, SB0514. Improved MARC train service would be a benefit to our city, region, and the whole state. Thanks to the MARC Cornerstone Plan, we know the path forward; it's time to start along it.

For years, MARC train service along the Brunswick Line has been one of our city's top transportation priorities. While we welcome existing investments to ease congestion today, we know that any congestion improvements by roadway expansion are only part of the solution. Investment in the Brunswick Line will permanently mitigate the impacts traffic congestion has on our residents, businesses, and visitors.

As a gateway to Western Maryland and a major destination in our own right, we in Frederick are always looking to grow our tourist market. But as bicycling and transit become more popular in Washington, we are leaving a major untapped audience stranded. With off-peak and weekend MARC service, we would be able to serve the whole region, not just those who have access to the car. This would have the added benefit of reducing traffic downtown during our large festivals, which regularly attract thousands of visitors.

Businesses, too, are looking to relocate to places with reliable transit service. With a major rail artery effectively closed to most trips because of infrastructure constraints, we can struggle to attract and maintain employers – an issue faced not just by communities along the Brunswick Line but by those along Camden and Penn as well. The Cornerstone Plan will create a stronger, more competitive railroad that can be the backbone of our future transportation system.

Lastly, Frederick residents who cannot afford a car are often left stuck without a way to see friends, attend doctors' appointments, or participate in the civic life of our state are often left without any transportation options beyond some very limited hours built around the peak commute. For reasons of equity, too, MARC train service is a critical priority for our city.

By directing the State to prioritize and fund needed rail infrastructure, HB0778 could be the first step to a stronger, more livable, more competitive, and more equitable Maryland. We urge its passage.

Thank you for your consideration and a favorable report on HB0778/SB0514.



Michael O'Connor
Mayor
The City of Frederick

MD Regional Rail Transportation Act 2022.pdf

Uploaded by: nanci Wilkinson

Position: FAV

Committee: House Appropriations Committee

Legislation: HB 0778 Maryland Regional Rail Transformation Act

Organization: Environmental Justice Ministry Cedar Lane Unitarian Universalist Church

Position: Favorable

Hearing: February 17, 2022

Dear Committee Chair and Committee Members,

The Environmental Justice Ministry strongly supports HB 0778/SB 00514 which will establish investment programs to advance the MARC Cornerstone Plan and Regional Rail Service and require a MARC Cornerstone Plan Implementation Study. The MARC Commuter rail system connects Baltimore and Washington DC but has not been updated for decades. These investment programs are necessary to reliably serve more Maryland communities and to connect to Virginia and Delaware.

As a people of faith, these investments support our justice, equity and compassion in human relations principles by opening more equitable transportation arteries.

Please vote favorably for HB 0778, a significant bill to create better community connectivity and transportation.

Nanci Wilkinson

Environmental Justice Ministry

Cedar Lane Unitarian Universalist Church

HB0778-FAV-DTMG-2-17-22.pdf

Uploaded by: Olivia Bartlett

Position: FAV



Olivia Bartlett, DoTheMostGood Maryland Team

Committee: Appropriations

Testimony on: HB0778 – Transportation – Investment Program – MARC Rail Service (Maryland Regional Rail Transformation Act)

Position: Favorable

Hearing Date: February 17, 2022

Bill Contact: Delegate Jared Solomon

DoTheMostGood (DTMG) is a progressive grass-roots organization with more than 3000 members in all districts in Montgomery County as well as in several nearby jurisdictions. DTMG supports legislation and activities that keep its members healthy and safe in a clean environment and which promote equity across all our diverse communities. DTMG strongly supports HB0778 because offering better rail service and connections in the DC regional area is vital for achieving Maryland's greenhouse gas emission reduction goals.

Scientists are delivering increasingly urgent warnings that we must rapidly and dramatically reduce emission of greenhouse gases in order to limit global warming and avoid the most devastating impacts of climate change. Transportation accounts for a large percentage of greenhouse gas emissions in Maryland and is largely due to commuters in individual cars. Virtually all recommendations for reducing greenhouse gas emissions include decreased use of individual cars and increased use of mass transit for commuting. Many commuters – particularly those from far outlying communities -- would like other ways to get to work and avoid the stress of driving in traffic. Commuting by rail would allow commuters to work, read, knit, sleep, or relax and prepare for their workday.

However, currently available rail service is not adequate for commuters who would like other ways to get to work. MARC trains run on limited schedules only during the morning and evening rush hours, so parents with kids in school, people who work partial days or irregular hours, and anyone who needs to get home for mid-day deliveries or appointments cannot now use MARC trains.

HB0778 directly addresses this problem and pressing need for better commuter rail service in Maryland. HB0788 requires the Maryland Transit Administration (MTA) to establish individual investment programs to advance the MARC Cornerstone Plan and other MARC improvements by providing incremental enhancements and improved service for the existing Brunswick, Camden, and Penn lines. In addition, MTA will be required to study new regional service between Perryville, Maryland and Newark, Delaware, new regional run-through rail service to Alexandria, Virginia; and extending the Brunswick line to better serve western Maryland.

These improvements in regional commuter rail services will allow more people to use mass transit to get to work, appointments, entertainment, and friends without using their cars – thereby reducing greenhouse gas emissions. These improvements will also unify the region.

Therefore, DTMG strongly supports these common-sense measures to improve rail service in the region and urges a **FAVORABLE** report on HB0778.

Respectfully submitted,

Olivia Bartlett
Co-lead, DoTheMostGood Maryland Team
oliviabartlett@verizon.net
240-751-5599

Anne Arundel County _FAV_HB 778.pdf

Uploaded by: Steuart Pittman

Position: FAV



February 17, 2022

House Bill 778

Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act)

House Appropriations Committee

Position: FAVORABLE

Anne Arundel County **SUPPORTS** House Bill 778 – MARC Rail Service (Maryland Regional Rail Transformation Act). This bill requires the Maryland Transit Administration (MTA) to establish individual investment programs to enhance certain rail lines and services operated by the Maryland Area Regional Commuter (MARC) rail service. This bill also requires MTA to advance certain rail priority projects as part of the investment programs and conduct a MARC Cornerstone Plan Implementation Study.

MARC commuter train service operates three different lines that serve several Maryland counties, including Anne Arundel, and connect many of our suburban communities to Baltimore and Washington, DC. Anne Arundel County currently has three MARC stops in Odenton, Laurel, and BWI. However, service is slow, infrequent, and disconnected from the broader region. The investment programs in this bill will enable MTA to advance major upgrades and expansions on all three lines, including additional capacity, station improvements, and rail connections to our neighboring states.

HB 778 will also position the state to take advantage of federal funds for passenger rail made available through the bipartisan Infrastructure Investment and Jobs Act in order to make these critical investments in our passenger rail system. This investment will create jobs, provide opportunities for our residents, and lay the groundwork for a more sustainable transportation system. Maryland is not currently prepared to compete for this historic federal funding, but HB 778 will get us on the right track.

It is too difficult for our residents to move around the state without a car. The plan set forth in this bill will make Maryland more accessible, inclusive and sustainable. For all of these reasons, I respectfully request a **FAVORABLE** report on House Bill 778.

A handwritten signature in blue ink that reads "Steuart Pittman".

Steuart Pittman
County Executive

HB 778 Transportation Investment Program - MARC Ra

Uploaded by: Susan Barnett

Position: FAV

Appropriations Committee of the House

Testimony on: HB0778: *Transportation Investment Program - MARC Rail Service (Maryland Regional Rail Transportation Act)*

Submitting: Susan Barnett

Position: Favorable

Hearing Date: 2.17.2022, 3:00 PM

To the Honorable Chair and all members of the House Appropriations Committee:

I am writing in favor of HB0778. I support investment to enhance certain rail lines such as the Maryland Area Regional Commuter rail service. The MARC Express service that has been proposed and is described as the “gateway” to Charm City and as a “30-Minute Express Train...Between Union Station and the West Baltimore MARC station (with one stop at BWI), would make West Baltimore one of the most accessible neighborhood clusters in the Washington, DC metropolitan area.” For more information: <https://westbaltimoreproject.org>. Investment in this type of public transit would transform the ability to commute between Baltimore and Washington, DC in an efficient timeframe and would be highly affordable (\$10.00), equitable and accessible to all socio-economic levels.

Thank you for your favorable report on this needed and important bill.

Sincerely,

Susan Barnett
12 Plateau Place, Unit H, Greenbelt, MD 20770
suzanbwild@gmail.com
301 474 7465

FAVORABLE - HB0778 - 2022 Transportation - Investm

Uploaded by: Susan McCutchen

Position: FAV

February 17, 2022

Written Testimony in Favor of HB0778 – Transportation – Investment Program – MARC Rail Service (Maryland Regional Rail Transformation Act) (cross-filed SB0514)

Chair McIntosh, Vice Chair Chang, and Members of the Appropriations Committee,

My name is Susan McCutchen. I am writing in support of HB0778, sponsored 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.

I thank these delegates for bringing forth this bill. I agree that “the State must advance the Maryland Transit Administration’s MARC Cornerstone Plan and other MARC improvements to unlock a truly regional rail system that reliably services more Maryland communities and connect Virginia and Delaware.”

I strongly support their efforts to secure funding for the support of MARC rail services. With adequate investment, MARC will be able to undertake the steps needed to improve and enhance their mass transit services so that our residents and travelers through the area will be able to travel on a reliable system comfortably, safely, and efficiently.

Unlike the SCMaglev Oligarch Train that is not a mass transit system and promises to be expensive to ride, MARC is affordable regional mass transit. It serves residents where they live and can more readily address their real and pressing transportation needs at a reasonable cost to help them improve their lives.

We residents understand our legislators are tasked with finding solutions to our transportation needs and have many options to weigh. Continued investment in transportation systems such as MARC and thereby allowing the determination of “strategic priorities, policies, programs, and initiatives” is a reasonable approach. We only ask that our taxpayer dollars be spent judiciously while planners think creatively for the future as is being done with the MARC Cornerstone Program and its transit vision.

Thank you for this opportunity to provide written testimony. I look forward to HB0778 moving out of committee and going forward.

Sincerely,

Susan R. McCutchen

Susan R. McCutchen
5404 Spring Road
Bladensburg, Maryland
Tel: 301-699-9035

Ashman Testimony- SB 514 HB 778 Maryland Regional

Uploaded by: Tom Lonergan-Seeger

Position: FAV



February 9, 2022

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

Delegate Maggie McIntosh
Chair, Appropriations Committee
Room 121
House Office Building
Annapolis, Maryland 21401

Re: Support for SB 514 / HB 778 Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act)

Dear Madam Chairs and Committee Members:

The Mayor and City Council of Gaithersburg support Senate Bill 514 & House Bill 778.

These bills would require the Maryland Transit Administration to establish certain investment programs for enhancing services and rail lines operated by the Maryland Area Regional Commuter (MARC) rail service. This bill aligns with MDOT's approved Cornerstone Plan and draft Statewide Transit Plan (STP), which supports the expansion of MARC service on the Brunswick Line and will provide a 50-year vision of coordinated local, regional, and intercity transit across the state. MARC expansion was also a cornerstone of the adopted 2013 Montgomery County's Countywide Transit Corridors Functional Master Plan.

It has been our opinion that the Brunswick Line, which serves hundreds of Gaithersburg commuters, has not lived up to its fullest potential as a commuting alternative due to its limited service. Compelling the Maryland Transit Authority (MTA) to study and complete 30% of the design for a third track between Rockville and Germantown would be a critical first step towards providing riders with midday, weekend, and bidirectional service along this line. This analysis would also define and identify potential property impacts caused by constructing a third line- a critical concern for the City. We'd add that run-through service to Alexandria has the potential to invite new commuters to use MARC services, reduce automobile dependency, and unlock a truly regional rail system that reliably services more Maryland communities.

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038
301-258-6300 • FAX 301-948-6149 • cityhall@gaithersburgmd.gov • gaithersburgmd.gov

MAYOR
Jud Ashman

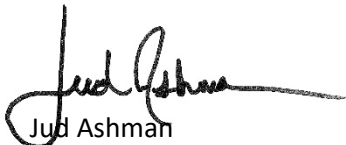
COUNCIL MEMBERS
Neil Harris
Lisa Henderson
Jim McNulty
Ryan Spiegel
Robert T. Wu

CITY MANAGER
Tanisha R. Briley

With two MARC stations located within the City of Gaithersburg, we respectfully request that the City has a seat at the table during the planning and development of a third track and expanded services along the Brunswick Line. It will be important for us to be there to provide input and present neighborhood concerns. If done without significant impacts upon adjacent properties, expanded MARC service through Gaithersburg is likely to be well-received by the community and has the potential to further our efforts to revitalize the city's Olde Towne neighborhood and support new development within burgeoning employment and residential communities surrounding the Metropolitan Grove station.

For all of the reasons stated herein, we respectfully request these committees grant these bills a favorable report. Thank you for your consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jud Ashman", with a long horizontal flourish extending to the right.

Jud Ashman
Mayor
City of Gaithersburg

HB778_MTOC_fwa.pdf

Uploaded by: Benjamin Ross

Position: FWA



Testimony in Support of HB 778 With Amendment

House Appropriations Committee, February 17, 2022

The Maryland Transit Opportunities Coalition, a state-wide coalition of transit riders, transit advocates, and transit workers, supports House Bill 778.

In today's economy, transit is the key to economic prosperity. This can be seen in the construction cranes that surround Metro stations in Montgomery and Prince George's Counties. It can be seen in the ambitious plans to redevelop the Penn Station area in Baltimore and in city residents' demands for better bus access to jobs. It can be seen in the demand for light rail in Southern Maryland and for more MARC train service in far-flung areas of the state.

For the last hundred years Maryland and the United States have pursued an automobile-first transportation policy. The result is a severely imbalanced transport network that hobbles our economy and degrades the quality of life by leaving too many Marylanders with little choice but to drive on congested highways. Our economic future rests on our ability to free our citizens from this burden.

House Bill 778 will set our MARC rail system on a course to become a true regional rail network, connecting nine counties and Baltimore City. Our ultimate goal should be trains that run all day all the way from Elkton to Hagerstown, and on into nearby destinations in Virginia, West Virginia, and Delaware.

We request one minor amendment. In section 3.711(C)(5)(I), the words "or on or around the Barnesville hill" should be inserted after "between Rockville and Germantown." It is necessary for this section to identify specific areas for the initial section of new track, in order to ensure that planning focuses on improvements that are feasible and affordable. The 2007 MARC Growth and Investment Plan placed the first segment of Brunswick Line third track around Rockville. However, our members with knowledge of the route suggest that right-of-way will be easier to obtain on the Barnesville hill and that a passing track there will add more freight capacity. We recommend that the bill give MTA flexibility to choose either of these sections, after getting input from CSX.

HB0778 - MTA - MD Rail Transformation Act - LOI_FI

Uploaded by: Patricia Westervelt

Position: INFO

February 17, 2022

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

***RE: Letter of Information – House Bill 778 – Transportation – Investment Program –
MARC Rail Service (Maryland Regional Rail Transformation Act)***

Dear Chair McIntosh and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 778 but offers the following information for the Committee’s consideration.

House Bill 778 requires the MDOT Maryland Transit Administration (MDOT MTA) to complete design and operational modeling work on projects that do not currently have confirmation as viable concepts from the railroads that own the affected infrastructure. The MDOT MTA appreciates the intent of House Bill 778 and is in the process of implementing the objectives included in the legislation.

The MDOT MTA would like to note for the Committee that it has engaged in discussions with the bill sponsor about areas of concern in the bill, as well as shared goals.

Each of the projects and service extensions included in House Bill 778 are included in the MARC Cornerstone Plan, the Regional Transit Plan, or the Statewide Transit Plan. The MDOT MTA continues to further detail and advance each of these efforts through the Brunswick Line Master Plan, continuing negotiations and studies for service extensions, involvement in Northeast Corridor Commission (NECC) planning, and a variety of project studies and ridership analyses. Agreement to concept plans and concepts of service by the host railroads need to be reached before projects can be advanced into preliminary design. In many cases, host railroads will not share proprietary information on their operations for modeling or allow the MDOT MTA to access the railroad right-of-way to collect data needed for design before reaching agreement and support for the project.

Additionally, MARC operates as a system and it is critical to continue planning for investment in MARC as a system, rather than as six separate programs. Investments in railcars, locomotives, storage and maintenance, administration, and service benefit all of MARC. Underinvestment in any of these items puts service reliability and state of good repair for the whole MARC system at risk.

The Honorable Maggie McIntosh
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Furthermore, the Brunswick and Camden Lines are both owned by CSX and part of the same access agreement, and therefore receive joint investment in infrastructure and state of good repair projects and cannot be separated.

Finally, the MDOT MTA is committed to reducing the State of Good Repair Backlog, which is over \$1.5 billion across all modes. Ninety-six percent of MDOT MTA's FY22-27 CTP funding is dedicated to state of good repair projects. Significantly increasing investments in expansion as mandated in House Bill 778 could put critical safety investments in state of good repair at risk as House Bill 778 does not propose a new funding or revenue source.

The MDOT currently budgets funds on a six-year timeframe and outlines total funds and projects in the Consolidated Transportation Program (CTP). The CTP is established after extensive consultation with Maryland's citizens, local jurisdictions and the local and State delegations, and those projects that preserve transportation system investments, enhance transportation services, and expand transportation opportunities throughout the State are added to the CTP. A strength of the CTP is the flexibility to move funds in order meet certain demands and the MDOT requires this flexibility without the restrictions of mandated appropriations. While the MARC needs are important, they must be considered in the context of MDOT's need to maintain critical infrastructure across Maryland's entire transportation system, including transit, port, and airport facilities.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 778.

Respectfully submitted,

Holly Arnold
Administrator
Maryland Transit Administration
410-767-3943

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090