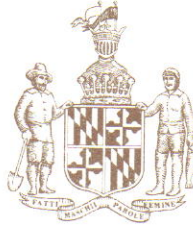


PAMELA G. BEIDLE  
Legislative District 32  
Anne Arundel County

Finance Committee

Vice Chair

Executive Nominations Committee



James Senate Office Building  
11 Bladen Street, Room 202  
Annapolis, Maryland 21401  
410-841-3593 • 301-858-3593  
800-492-7122 Ext. 3593  
Pamela.Beidle@senate.state.md.us

THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

February 16, 2022

**SB 514**

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

Good Afternoon Chair Kelley, Vice Chair Feldman and Members of Finance;

SB 514 requires the Maryland Transit Administration (MTA) to establish a MARC Cornerstone Plan for enhancing certain rail lines operated by the MARC rail service. It requires the Administration to conduct a study to unlock a truly regional rail system that will connect more Maryland communities to Virginia and Delaware.

This bill requires the Administration to develop a transit vision statement with strategic priorities, policies, programs and initiatives for MARC rail service. Safe, reliable transit access across Maryland with world-class customer service.

The Administration shall establish investment programs and other MARC improvements for:

- The Brunswick Line
- The Camden Line
- The Penn Line
- New service between Perryville and Newark
- New service to Alexandria, Virginia
- Extend the Brunswick Line to better serve Western Maryland

The MTA is required to identify a 5 year priority set of capital projects and activities to implement planned improvements to be funded in the CTP. In coordination with District of Columbia, Virginia, The Virginia Railway Express, Amtrak and CSX develop a service and operations for MARC through-running to Alexandria. And in coordination with Delaware, Pennsylvania, SEPTA, and Amtrak develop a service and operations plan for MARC, SEPTA or Amtrak to run competitive transit schedules between Perryville and Newark.

The bill lays out a specific timeline and requires that staff be hired beginning in Fiscal Year 2023 for planning and capital programming to ensure adequate staff resources to leverage federal rail funding.

A special thank you to Joe McAndrew and John Hillegass from the Greater Washington Partnership for lending their expertise to the development of this legislation and thank you to the Budget and Taxation Committee for the opportunity to present SB 514. I respectfully request a favorable report on SB 514.

