

SB0514_SupportLetter_2.22.pdf

Uploaded by: Andrea Kraft

Position: FAV

February 15, 2022

The Honorable Delores G. Kelley
3 East Senate Office Building
Annapolis, Maryland 21401

Re: SB0514 – Transportation – Investment Program – MARC Rail Service (Maryland Regional Rail Transportation Act)

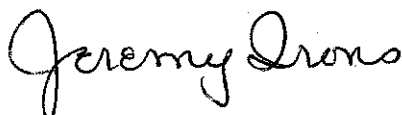
Dear Chairwoman Kelley:

The Allegany County Chamber of Commerce respectfully requests the Finance Committee give a **Favorable Report** to Senate Bill 514 – Transportation – Investment Program – MARC Rail Service (Maryland Regional Rail Transportation Act).

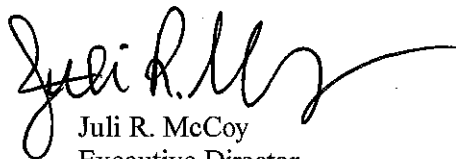
The Allegany County Chamber of Commerce, in particular, supports an investment to review the advancement of the Brunswick Line to better serve western Maryland. With rail access already in place in Cumberland, Maryland through CSX and Amtrak lines, a regular MARC service would add to the economic growth potential that exists in and around Cumberland.

Thank you for your consideration in giving **SB514** a **favorable** report.

Sincerely,



Jeremy G. Irons
Legislative Committee Chair



Juli R. McCoy
Executive Director

cc: Honorable Brian J. Feldman, Vice Chair, Finance Committee
Finance Committee Members
Allegany County Delegation

2-16 SB 514 Transportation - Investment Program -

Uploaded by: Barbara Ditzler

Position: FAV



TESTIMONY TO THE SENATE FINANCE COMMITTEE

SB 514 Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act)

POSITION: Support

BY: Nancy Soreng, LWVMD President

Date: February 16, 2022

The League of Women Voters of Maryland (LWVMD) supports proposed legislation SB 514 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 SB 514.

SB514_Carol O'Keeffe_FAV.pdf

Uploaded by: Carol O'Keeffe

Position: FAV



**SB514-Transportation Investment Program-MARC Rail Service-Maryland
Regional Rail Transformation Act**

**Testimony before
Senate Finance Committee**

February 16, 2022

Position: Favorable

Chair Kelley, Vice-Chair Feldman 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 **SB514** 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.

SB514 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

SB0514- Transportation Investment Program - MARC R

Uploaded by: Catherine Plaisant

Position: FAV

Finance Committee of the Senate

Testimony on: SB0514: *Transportation Investment Program - MARC Rail Service (Maryland Regional Rail Transportation Act)*

Organization: omit if you are signing on as an individual

Submitting: Catherine Plaisant

Position: Favorable

Hearing Date: 2.16.2022, 1:00 PM

To the Honorable Chair and all members of the Senate Finance Committee:

I am writing in favor of SB0514.

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

SB0514_MARC_Transformation_MLC_FAV.pdf

Uploaded by: Cecilia Plante

Position: FAV



TESTIMONY FOR SB0514

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

Bill Sponsor: Senator Beidle

Committee: Finance

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: FAVORABLE

I am submitting this testimony in favor of SB0514 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 SB514 MARC.pdf

Uploaded by: Cheryl Cort

Position: FAV

February 16, 2022

Hon. Senator Delores G. Kelley, Chair
Finance Committee
Maryland State Senate

Position: **Support:** Senate Bill 0514: 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 SB 514. 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

Beckman Testimony on SB 514.pdf

Uploaded by: Colin Beckman

Position: FAV

Testimony of Colin Beckman
before the Maryland Senate Finance Committee
in Support of SB0514 - Maryland Regional Rail Transformation Act

February 16, 2022

Good afternoon, Chair Kelley, Vice Chair Feldman, and Members of the Finance Committee:

My name is Colin Beckman. I live in Baltimore's Greenmount West neighborhood and I am president of the Baltimore MARC Riders, an all-volunteer group of train riders and supporters advocating for faster, more frequent, and more reliable MARC trains to and from Baltimore.

I support SB0514, the Maryland Regional Rail Transformation Act. As you know, the bill requires the Maryland Transit Administration to start implementing its MARC Cornerstone Plan by establishing individual investment programs to make incremental improvements on the Brunswick, Camden, and Penn lines. These programs would, among other things, require that MTA complete plans for specific track capacity extensions and station improvements. The bill would also require MTA to make progress toward designing new stations along the Penn Line at Bayview in East Baltimore, and Elkton in Cecil County.

In short, the bill will expand the reach and effectiveness of MARC, improving mobility for Marylanders throughout the state. Such improved mobility is crucial to raising Maryland's economic competitiveness, expanding access to good jobs, ensuring inclusive growth, and providing access to moderate and affordable housing.

Specific to Baltimore, the bill will require that MTA begin to design an additional fourth track on the Penn Line between Baltimore and DC, allowing for less congestion and faster run times. The bill also requires planning to begin for a new station in East Baltimore at Bayview, also on the Penn Line. With this new Bayview Station in East Baltimore joining Penn Station and a newly-renovated West Baltimore Station MARC, many more Baltimoreans will have access to the mobility afforded by Maryland's regional train system.

At the same time, Maryland must avoid distractions like the proposed [\\$13.8 – 16.8 billion](#) magnetic levitation train from Baltimore's Cherry Hill neighborhood to D.C.'s Mount Vernon neighborhood. The maglev concept suffers from too many fatal flaws for it to qualify as serious public infrastructure. I will mention three. First, it has a "first-mile problem": the ride from Baltimore's Cherry Hill to Mt. Vernon in D.C. is expected to take only 15 minutes, but most riders could not easily get to the Cherry Hill station without driving. By contrast, MARC already has three centrally located stations in Baltimore at Camden Yards, West Baltimore, and Penn Station. Second, although the Northeast Maglev [website](#) states that Japan has agreed in principle to pay \$5 billion of the cost, much of the remainder would likely be funded by federal grants, diverting highly-constrained public funds to a privately-owned project. This is money better invested toward the proven efficiencies of existing rail. Third, an expected average ticket price of \$60 for a one-way journey would make maglev unaffordable for most Baltimoreans. Compare that to a \$9 one-way ticket on any MARC train.

By the way, the new evening rush hour MARC [express train pilot](#) on the Penn Line closes the distance from Union Station to Baltimore's Penn Station (with a stop at BWI) in under 43 minutes---on *existing* infrastructure. We applaud the MTA for that step. We believe that MTA should add a second evening express train, and two additional AM southbound express trains as well, with stops at West Baltimore. A February 2021 report from the Johns Hopkins [21st Century Cities Initiative](#) described how MARC express trains would boost Baltimore's economy. We must add express trains now, and---when the capital investments in this bill make it possible---add additional and even speedier express trains in the future.

To conclude, to retain and attract residents, Maryland must invest in the backbone of its rail infrastructure and improve the MARC system. China's expansion of intercity rail in the last decade is a modern marvel. India is building a new rapid [passenger rail network](#) from New Delhi to neighboring cities. Closer to home, Virginia last year signed a [\\$3.7 billion deal](#) to double its passenger rail service within the decade. The federal infrastructure bill made historic sums of federal dollars available if states have plans that are ready to execute. Maryland has the plans. Now we must commit to putting them to work. SB0514 would do just that. Thank you for this opportunity to discuss this bill.

SB514-MARC Cornerstone Plan-Finance-CJW-fav.docx.p

Uploaded by: Diana Younts

Position: FAV



Committee: Finance

Testimony on: SB514 - Maryland Regional Rail Transformation Act

Organization: Climate Justice Wing of the Maryland Legislative Coalition

Submitting: Diana Younts, Co-Chair

Position: Favorable

Hearing Date: February 16, 2022

Dear M. Chair and Committee Members:

Thank you for allowing our testimony today in support of SB514. The Maryland Legislative Coalition (MLC) Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on SB514.

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
Chesapeake Earth Holders

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

SB0514 - 2.16.22 --Transportation - Investment Pro

Uploaded by: Donald Fry

Position: FAV



POSITION STATEMENT

TESTIMONY PRESENTED TO THE SENATE FINANCE COMMITTEE

SENATE BILL 514 – TRANSPORTATION - INVESTMENT PROGRAM - MARC RAIL SERVICE
(MARYLAND REGIONAL RAIL TRANSFORMATION ACT)

Sponsor – Senator Beidle, et al

February 16, 2022

DONALD C. FRY
PRESIDENT & CEO
GREATER BALTIMORE COMMITTEE

Position: Support

Senate Bill 514 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

Senate Bill 514 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 Senate Bill 514.

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.

Johns Hopkins Testimony - Senate Bill 0514 - Trans

Uploaded by: Elizabeth Hafey

Position: FAV

TO: The Honorable Delores Kelley
Chair, Senate Finance Committee

FROM: Elizabeth A. Hafey
Associate Director, State Affairs

DATE: February 16, 2022

Johns Hopkins supports **Senate Bill 514 – 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 Maryland Transit Authority (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 public transit 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. **SB 514** addresses key recommendations included in both the Blueprint and the Rail Vision.

Johns Hopkins urges the Finance Committee to take action to ensure Maryland’s transit system is adequately funded by issuing a **favorable report on SB 514**.

SB 514_CEGardner-Fav.pdf

Uploaded by: Jan Gardner

Position: FAV



JAN H. GARDNER
Frederick County
Executive

SB 514

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

County Position: SUPPORT

Date: February 16, 2022
Committee: Finance

Frederick County Executive Jan Gardner urges your **SUPPORT** for Senate Bill 514 – Transportation – Investment Program – MARC Rail Service (Maryland Regional Rail Transformation Act).

Public transportation supports and strengthens our economy, ensuring residents have access to opportunity by connecting them to services and jobs. It is the responsibility of government to provide this service, and that it is reliable, safe, and efficient.

County Executive Gardner supports the provisions in the proposed legislation that:

- Establishes individual investment programs in the Consolidated Transportation Program (CTP) to improve and enhance MARC lines, and extend the Brunswick line to better serve Western Maryland;
- Requires these individual investment programs are updated every five fiscal years and sets requirements for completion of certain components, thereby creating an implementation plan to realize the goals of the 2019 MARC Cornerstone Plan;
- Utilizes the approach of creating investment programs for specific rail infrastructure projects, which is a best practice in the transportation industry, and positions the State to more effectively compete for federal funds; and
- Ensures the long-term commitment and adequate resources necessary to advance the State's goal of a modern regional public transit system and that connects our communities to the District of Columbia, Virginia and Delaware.

Frederick County Executive Gardner urges favorable **SUPPORT** for Senate Bill 514.

BaltimoreCounty_FAV_SB0514.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.: Senate Bill 514

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

SPONSOR: Senator Biedle

COMMITTEE: Finance

POSITION: **SUPPORT**

DATE: February 16, 2022

Baltimore County **SUPPORTS** Senator Bill 514 – 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.

Senate Bill 514 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 SB 514. For more information, please contact Joel Beller, Acting Director of Government Affairs at jbeller@baltimorecountymd.gov.

SB0514 - Maryland Regional Rail Transformation Act

Uploaded by: John Hillegass

Position: FAV

February 8, 2022

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

Re: Support for Senate Bill 0514 - Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act)

Dear Chair Kelley and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for Senate Bill 0514, which would require the state to develop capital plans to meaningfully improve the state's regional rail network to build a more connected future.

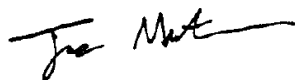
The Partnership is a civic alliance of leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 300,000 residents and are committed to making this region one of the best places to live, work, and build a business. In 2018, the Partnership released 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. SB 0514 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

SB514_MDSierraClub_fav - 16Feb2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Finance

Testimony on: SB 514 – “Transportation – Investment Program – MARC Rail Service (Maryland Regional Rail Transformation Act)”

Position: Favorable

Hearing Date: February 16, 2022

The Maryland Chapter of the Sierra Club strongly supports SB 514. 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.

FAVORABLE_ SB514 - Regional Rail Transformation Ac

Uploaded by: Kristen Harbeson

Position: FAV



February 16, 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: SB514 - Regional Rail Transformation Act

Madame Chair and Members of the Committees

Maryland LCV supports SB514: 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, SB514 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

SB 514 Support.pdf

Uploaded by: Leonardo McClarty

Position: FAV



6240 Old Dobbin Lane ■ Suite 110 ■ Columbia, MD 21045

February 11, 2022

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

RE: HB0778 / SB0514 – Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act)

Position: **FAVORABLE**

Dear Senator Kelley:

The Howard County Chamber of Commerce (“Chamber”) is a business organization comprised of small business, corporations, non-profits, and governmental agencies all working together for the betterment of the Howard County business community. Our mission is to provide advocacy, connections, and access to timely information to advance the growth and success of the Howard County business community.

I write to you at this moment on behalf of our 650-plus member companies who employ thousands across Central Maryland. Undoubtedly, transportation and infrastructure investment are a major determinant of economic development and private investment. Moreover, public transportation is vital for workers that do not have their own private vehicles. In fact, Howard County is served by four MARC Camden Line stations and has proposed TOD projects in three station areas. As such, the continued investment in rail lines that support commuter rail is vital in the future growth of our local economies.

For reasons noted in proceeding paragraphs, the Howard County Chamber is pleased to support HB0778 / SB0514 and encourages a FAVORABLE vote as continued investment in MARC rail service will enhance our region’s quality of life and spur economic investment.

Respectfully,

Leonardo McClarty, CCE
President/CEO, Howard County Chamber

cc: Senator Pam Beidle
Howard Chamber Board of Directors
Howard Chamber Legislative Affairs Committee

SB 514 - 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 Delores G. Kelley
Chair, Finance Committee

FROM: Marc Elrich
County Executive

RE: Senate Bill 514 – *Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act)* – Support

I am writing to express my strong support for Senate Bill 514, 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. Senate Bill 514 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 Senate Finance Committee

sb514 Mark Thompson Testimony Supporting SB 514.pd

Uploaded by: Mark Thompson

Position: FAV

1/ST

1/ST Properties

Maryland Jockey Club @ Laurel Park
3600 Laurel Fort Meade Road
Laurel, MD 20724

February 16, 2022

Testimony in Support of Senate Bill 514

Transportation – Investment Program – MARC Rail Service

(Maryland Regional Rail Transformation Act)

Esteemed Senators,

My name is Mark Thompson. I'm Senior Vice President of Development for 1/ST Properties which is affiliated with the Maryland Jockey Club. I lead all of our redevelopment efforts surrounding the Maryland Jockey Club at Laurel Park and Historic Pimlico in Baltimore. I'm testifying in support of SB 514.

1/ST Properties is developing a transit oriented community called Paddock Pointe in North Laurel. This is an adaptive reuse of an old parking lot that is directly adjacent to MARC's Camden Line. The Maryland Jockey Club at Laurel Park is on the other side of the train line. Paddock Pointe already has 150 new homeowners living there since our opening in summer of 2020. As you know, we are also working closely with the Maryland Stadium Authority and Anne Arundel County on a transformative redevelopment of our racing facilities. This new facility will serve to anchor redevelopment of the Route 198 corridor.

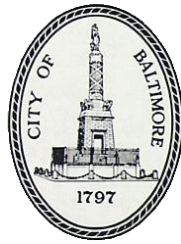
Directly between Paddock Pointe and the racetrack is a decrepit MARC stop with flag service only. We are working with MDOT to revitalize this station and create a new transit link with defined stops. Given its position between these two major redevelopments, the MARC station at Laurel Park plays a vital role in creating a new opportunity for this area. A recent study by the Greater Washington Partnership found that transit oriented development at Laurel Park could create 1,800 new permanent jobs, \$180 million in annual labor income and \$95 million in annual fare income.

SB 514 would set strong benchmarks for ongoing investment in and development of MARC's commuter rail operations. We are confident that, working with Howard and Anne Arundel Counties, MDOT can leverage the investments and energy created by Paddock Pointe and the new Maryland Jockey Club at Laurel Park to bring much needed rapid transit to this area. I urge your approval of this important bill. Thank you for your consideration.

SB0514-FIN-FAV.pdf

Uploaded by: Natasha Mehu

Position: FAV



BRANDON M. SCOTT
MAYOR

*Office of Government Relations
88 State Circle
Annapolis, Maryland 21401*

SB 514

February 16, 2022

TO: Members of the Senate Finance Committee

FROM: Natasha Mehu, Director, Office of Government Relations

RE: Senate Bill 514 - Transportation - Investment Program - MARC Rail Service
(Maryland Regional Rail Transformation Act)

POSITION: SUPPORT

Chair Kelley, Vice Chair Feldman, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** Senate Bill (SB) 514.

SB 514 would require the State of Maryland to investigate and determine opportunities towards improving and expanding MARC rail service. The legislation seeks to leverage the recently passed national infrastructure bill to encourage the Maryland Department of Transportation (MDOT) to invest in existing MARC rail infrastructure. Additionally, the bill would require MDOT to complete a 30% design for a proposed Bayview MARC Station during FY2023, providing the eastside of Baltimore City a MARC Station with Penn Line access.

The recently adopted federal Infrastructure Investment and Jobs Act provides MDOT a unique opportunity to consider future investment into MARC rail service. MARC's Penn Line exists on the busiest corridor within Amtrak's portfolio, the Northeast Corridor (NEC). House Bill 778 would require MDOT to complete 15% designs for a 4th rail to be added to the Penn Line. Increased rail capacity plus the potential addition of a new MARC station at Johns Hopkins Bayview in East Baltimore could prove to be a valuable economic development tool for the City's eastside.

Improving MARC rail service stands to benefit both the State of Maryland and the City of Baltimore by providing residents with increased mobility opportunities.

For these reasons, the BCA respectfully request a **favorable** report on Senate Bill 514.

SB0514-FAV-DTMG-2-16-22.pdf

Uploaded by: Olivia Bartlett

Position: FAV



Olivia Bartlett, DoTheMostGood Maryland Team

Committee: Finance

Testimony on: SB0514 – Transportation – Investment Program – MARC Rail Service (Maryland Regional Rail Transformation Act)

Position: Favorable

Hearing Date: February 16, 2022

Bill Contact: Senator Pamela Beidle

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 SB0514 because offering better rail service and connections in the DC regional area is vital for achieving Maryland’s greenhouse gas emission reduction goals and will improve the quality of life for many Maryland commuters.

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.

SB0514 directly addresses this problem and pressing need for better commuter rail service in Maryland. SB0514 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 serve western Maryland better.

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 and providing a better quality of life. Reducing the number of cars on the road will also reduce congestion on the road for those who must still drive – a win/win for us and the environment!

Therefore, DTMG strongly supports these common-sense measures to improve rail service in the region and urges a **FAVORABLE** report on SB0514.

Respectfully submitted,

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

SB 514 Federal Grant Programs20220215_16191075.pdf

Uploaded by: Pamela Beidle

Position: FAV



THE SENATE OF MARYLAND ANNAPOLIS, MARYLAND 21401

Summary of Federal Grant Programs Able to Support Implementation of the Transformation of Maryland Regional Rail System

In November 2021, the federal government enacted the Bipartisan Infrastructure Law (BIL, also known as the Infrastructure Investment & Jobs Act) that provides historic funding levels for many infrastructure networks in the U.S., including passenger rail, commuter rail, and transit systems. The summary included below is a non-exhaustive list of federal investment programs that were authorized in the BIL, are accessible to Maryland, and can help transform the state's regional rail system (i.e., MARC).¹

PASSENGER & FREIGHT RAIL PROGRAMS

The BIL invests \$66 billion in advanced appropriations and authorizes up to an additional \$36 billion through FY2026 for USDOT's rail programs.

Amtrak Northeast Corridor Grants - \$6 billion

In general, the funds for Amtrak are to be used for capital projects to address Amtrak's state of good repair backlog, including funding for infrastructure, fleet replacement, and ADA updates. These funds are allocated to Amtrak, and not to states. That said, Amtrak's investments made in the Northeast Corridor benefits MARC's Penn Line, which accesses the Northeast Corridor to deliver its service.

Amtrak National Network Grants - \$15.75 billion

This program is like Amtrak's Northeast Corridor Grants program, but aids service in areas outside the Northeast Corridor such Amtrak's Capitol Limited train that travels from DC to Chicago. The Capitol Limited service runs along MARC's Brunswick Line. No Amtrak service uses MARC's Camden Line, which make it ineligible for Amtrak grant investments.

Federal State Partnership for Intercity Passenger Rail Grants - \$36 billion

A competitive grant program that provides funds for capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service. While there is only a single grant program, not less than 45% of all funds for this program should be allocated to projects on the Northeast Corridor and non-Northeast Corridor projects, respectively.

Consolidated Rail Infrastructure and Safety Improvement Grants - \$5 billion

A competitive grant program that will fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. This program leverages private, state, and local investments to support safety enhancements and general improvements to infrastructure.

¹ Source: White House, [Building a Better America: A Guidebook to the Bipartisan Infrastructure Law for State, Local, Tribal, and Territorial Governments, and Other Partners](#)

Railroad Crossing Elimination Program - \$5 billion

A competitive grant program that provides funds for the mitigation or elimination of hazards at railway-highway crossings.

Restoration & Enhancement Grant Program - \$250 million

A competitive grant program that provides operating assistance to initiate, restore, or enhance intercity passenger rail service. The state may want to explore what role this program can play to support new service to Western Maryland.

PUBLIC TRANSPORTATION PROGRAMS

The BIL invests \$91.2 billion to repair and modernize transit. Key commuter rail programs are found below.

Urbanized Area Formula Grants - \$33.4 billion

This formula program provides transit capital, operating, and planning funding for use in urbanized areas – those with more than 50,000 people. Operating assistance is only an eligible use for areas with less than 200,000 people.

State of Good Repair Grants - \$21.6 billion

This formula program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair.

Capital Investment Grants - \$8 billion

This discretionary grant program is the principal federal capital investment grant program to expand and enhance service.

Formula Grants for Rural Areas - \$4.1 billion

A formula grant program to improve, initiate, or continue public transportation service in nonurbanized areas (rural areas and small cities under 50,000 in population) and to provide technical assistance for rural transportation providers.

MULTIMODAL COMPETITIVE GRANT PROGRAMS

Key competitive programs accessible to commuter railroads are found below.

National Significant Freight & Highway Projects (INFRA) - \$7.3 billion

This program awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Local Assistance Grants Program (RAISE) - \$7.5 billion

This discretionary program provides funding for projects that will have a significant local/regional impact. In previous administrations, this program was known as TIGER and BUILD.

National Highway Freight Program - \$7.2 billion

Provides funds to the States, by formula, to improve the efficient movement of freight on the National Highway Freight Network. In addition, a State may use not more than 30 percent of its total National Highway Freight Program funds each year for freight intermodal or freight rail projects, subject to certain restrictions

National Infrastructure Project Assistance (Megaprojects) - \$5 billion

This discretionary grant program will support large, complex, multimodal projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

HIGHWAY & ROADS PROGRAMS

Most of the transportation-related provisions in BIL concern highways and roads, with approximately \$273 billion allocated to Federal Highway Administration programs. Three key highway formula programs are the National Highway Performance Program, the Surface Transportation Block Grant Program, and the Congestion Mitigation & Air Quality Improvement Program, collectively totaling \$230 billion. While most states allocate these dollars to highways and road investments, it is important to note that, with certain restrictions, states have discretion to invest up to 50 percent these dollars in non-highway multimodal investments including commuter rail (see 23 U.S. Code § 126 - Transferability of Federal-aid highway funds).

FINANCING

There are two federally supported financing programs that can support rail investments, including the Transportation Infrastructure Finance and Innovation Act (TIFIA) and the Railroad Rehabilitation & Improvement Financing program (RRIF).

TIFIA

BIL authorized \$75 billion in lending capacity for TIFIA, which provides credit assistance for surface transportation capital construction projects, including commuter rail.

RRIF

Under RRIF, the FRA Administrator is authorized to provide direct loans and loan guarantees up to \$35.0 billion to finance development of railroad infrastructure. Up to \$7.0 billion is reserved for projects benefiting freight railroads other than Class I carriers. Direct loans can fund up to 100% of a railroad project with repayment periods of up to 35 years and interest rates equal to the cost of borrowing to the government.

SB 514 MARC Rail.pdf

Uploaded by: Pamela Beidle

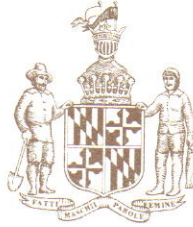
Position: FAV

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.



SB 514 Transit Caucus Testimony20220215_16193944.p

Uploaded by: Pamela Beidle

Position: FAV



MARYLAND TRANSIT CAUCUS

marylandtransitcaucus.org • @CaucusTransit
transitcaucus@gmail.com

Officers

Co-Chair: Senator Malcolm Augustine
Co-Chair: Delegate Lorig Charkoudian
Vice Chair: Senator Pam Beidle
Vice Chair: Delegate Sheila Ruth
Secretary: Delegate Julie Palakovich Carr
At-Large Member: Delegate Marc Korman

Dear Chair Kelley, Vice Chair Feldman, and Members of the Finance Committee,

The more than 80 members of the Transit Caucus have voted to endorse SB 514 - Transportation - Investment Program - MARC Rail Service (Maryland Regional Rail Transformation Act).

The Transit Caucus is a bipartisan group of Senators and Delegates committed to supporting legislation that supports a robust, equitable, modern, and effective transit network that serves all Marylanders. To that end, the Caucus is dedicated to advancing reliable and sustainable transportation options for Marylanders, including but not limited to interconnected public transit, a transition to clean vehicles, and to non-car mobility options and infrastructure to support these options as safe modes of transit. We believe ensuring that every Marylander has access to a variety of safe and reliable mobility options is a critical element of achieving an equitable, prosperous, and healthy state.

The Caucus respectfully requests a favorable report for this legislation.

Thank you for your consideration.

Sincerely,

Senator Malcolm Augustine
Co-Chair

Delegate Lorig Charkoudian
Co-Chair

Members

Delegate Gabriel Acevero
Delegate Carl Anderton
Delegate Heather Bagnall
Delegate Sandy Bartlett
Delegate Lisa Belcastro
Delegate Regina Boyce
Delegate Tony Bridges
Delegate Al Carr
Senator Paul Corderman
Delegate Brian Crosby
Delegate Charlotte Crutchfield
Delegate Debra Davis
Delegate Eric Ebersole
Senator Arthur Ellis
Senator Brian Feldman
Delegate Jessica Feldmark
Delegate Wanika Fisher
Delegate Linda Foley
Delegate Catherine Forbes
Delegate David Fraser-Hidalgo
Delegate Jim Gilchrist
Delegate Michele Guyton
Senator Guy Guzzone
Delegate Anne Healey
Senator Shelly Hettleman
Delegate Terri Hill
Delegate Kevin Homberger
Delegate Faye Martin Howell
Delegate Carl Jackson
Senator Michael Jackson
Delegate Dana Jones
Senator Cheryl Kagan
Delegate Anne Kaiser
Delegate Ariana Kelly
Delegate Ken Kerr
Delegate Trent Kittleman
Delegate Carol Krumm
Senator Susan Lee
Delegate Mary Lehman
Delegate Jazz Lewis
Delegate Robbyn Lewis
Delegate Brooke Liernan
Delegate Mary Ann Lisanti
Delegate Lesley Lopez
Delegate Sara Love
Delegate Eric Luedtke
Senator Cory McCray
Delegate Maggie McIntosh
Delegate Mike McKay
Delegate David Moon
Delegate Joseline Pena-Melnyk
Delegate Susie Proctor
Delegate Lily Qi
Senator Jim Rosapepe
Delegate Kirill Reznik
Delegate Emily Shetty
Delegate Stephanie Smith
Delegate Jared Solomon
Delegate Dana Stein
Delegate Vaughn Stewart
Delegate Jen Terrasa
Delegate Brenda Thiam
Delegate Kris Valderrama
Delegate Geraldine Valentino-Smith
Delegate Jay Walker
Delegate Alonzo Washington
Senator Mary Washington
Delegate Courtney Watson
Delegate Melissa Wells
Delegate Jheanelle Wilkins
Delegate Nicole Williams
Delegate Karen Lewis Young
Senator Ronald Young
Delegate Pat Young
Senator Craig Zucker

SB0514 Transportation Investment Program - MARC Ra

Uploaded by: Patricia Jackman

Position: FAV

SB0514: Transportation Investment Program - MARC Rail Service (Maryland Regional Rail Transportation Act).

Finance Committee of the Senate

Testimony on: SB0514: *Transportation Investment Program - MARC Rail Service (Maryland Regional Rail Transportation Act)*. Finance Committee

Submitting: Patricia Jackman

Position: Favorable

Hearing Date: 2.16.2022

To the Honorable Chair, Senator Delores G. Kelley and all members of the Senate Finance Committee:

I am writing in favor of SB0514. 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.

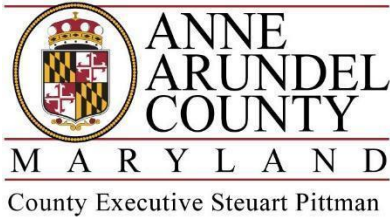
Sincerely,

Patricia Jackman
5813 Lamont Drive
New Carrollton, MS 20784
jjshare@verizon.net
301-318-9024

Anne Arundel County _FAV_SB 514.pdf

Uploaded by: Steuart Pittman

Position: FAV



February 16, 2022

Senate Bill 514

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

Senate Finance Committee

Position: FAVORABLE

Anne Arundel County **SUPPORTS** Senate Bill 514 – 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.

SB 514 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 SB 514 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 Senate Bill 514.

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

Steuart Pittman
County Executive

SB0514- Transportation Investment Program - MARC R

Uploaded by: Susan Barnett

Position: FAV

Finance Committee of the Senate

Testimony on: SB0514: *Transportation Investment Program - MARC Rail Service (Maryland Regional Rail Transportation Act)*

Submitting: Susan Barnett

Position: Favorable

Hearing Date: 2.16.2022, 1:00 PM

To the Honorable Chair and all members of the Senate Finance Committee:

I am writing in favor of SB0514. 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

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

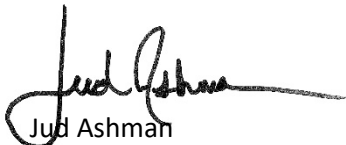
COUNCIL MEMBERS
Neil Harris
Lisa Henderson
Jim McNulty
Ryan Spiegel
Robert T. Wu

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

SB514_MTOC_fwa.pdf

Uploaded by: Benjamin Ross

Position: FWA



Testimony in Support of SB 514 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 Senate Bill 514.

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.

SB0514 - HUB West Baltimore CDC - Favorable with A

Uploaded by: Jonathan Sacks

Position: FWA



HUB West Baltimore
Community Development Corporation
HUBWestBaltimore.org

Baltimore-Washington Transportation Research Group's

WB West Baltimore Project
WestBaltimoreProject.org

SB0514 - MARC Regional Rail Transformation Act - Favorable With Amendment

(February 16, 2022)

Dear Senator Kelley and esteemed members of the Maryland Senate Finance Committee,

Please accept the following testimony in favor of (2022) Senate Bill SB0514 - **with one critical amendment**, the proposed language of which is listed below.

HUB West Baltimore is a soon-to-be launched community development corporation focusing on the 6-10 block radius around the West Baltimore MARC Station, arguably the most disinvested area of the entire State of Maryland. It grew out of the 2-year research, lobbying and planning effort by the Baltimore-Washington Transportation Research Group's West Baltimore Project, through which express MARC service was identified as the single most critical development tool available for rapid, equitable, transformational revitalization of the three neighborhood clusters around the MARC station.

Further, these areas - again, arguably the most disinvested in the state - are between 90-97% African-American and the virtual poster neighborhoods for Redlining and other institutional racism. So, when the MTA, MARC, the City of Baltimore and the State of Maryland talk about directing transportation dollars in the most "equitable" direction, there is no greater locus of "equity" need - and "equity" revitalization potential - than here in West Baltimore.

Yet, little in this MARC "omnibus" bill will directly benefit this key focus area of the State in any way approaching the transformational effect MARC Express could have. Why? Because currently the trip on MARC from Baltimore to Washington's Union Station is often more than an hour with frequent delays. MARC Express would potentially bring that trip-time below a half-hour, making this area of West Baltimore as accessible to Union Station and DC's downtown as Bethesda and Arlington are on the Washington, DC metro system. In short, MARC Express would do nothing less than seamlessly weaving this critical-need area of Maryland directly into one of the hottest economies in the country

The benefit for current West Baltimore residents would be immediate and massive, with tremendous half-hour accessibility to Washington's half-million jobs, nearly all of them paying significantly more than the equivalent job in Baltimore. And on the economic development side, housing price disparities would bring an influx of lower and middle-class families to diversify the income profile of the MARC Station area. So, there'd be highly visible wealth effects brought to the area, both by the changing prospects of existing residents, as well as the addition of new households and homeowners.

Senators, West Baltimore has waited long enough for economic development. We now have the key at our fingertips. Let's use it, by inserting the below language into SB0514. Thank you.

Jonathan Sacks,
Steering Committee Lead, HUB West Baltimore *and* Lead, West Baltimore Project

For FAQ's on MARC Express service: <https://www.hubwestbaltimore.org/marc-express-to-washington>
For more on MARC Express and AA County: <https://www.hubwestbaltimore.org/bwi-rail-station>

Proposed Amendment to Maryland (2022) SB0514/HB0778 to Establish a Pilot MARC Express Service.

The language would compel the MTA/MARC to:

- Run two southbound morning rush hour express trains (between 6am and 9:30am)
- Run two northbound morning rush hour express trains (between 4pm and 6:30pm)
- Run them every work day
- Stop these express trains only at Baltimore Penn Station, the West Baltimore Station, Thurgood Marshall BWI Rail Station and Union Station.

(Proposed new language is below in yellow highlights.)

SENATE BILL 514

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

(By: Senators Beidle, Augustine, Corderman, Elfreth, Feldman,
Gallion, Kelly, McCray, Rosapepe, and Sydnor)

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

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

(VII) ESTABLISHING A PILOT MARC EXPRESS SERVICE TO INCREASE ECONOMIC DEVELOPMENT IN THE AREAS AROUND THE THURGOOD MARSHALL BWI RAIL STATION, THE WEST BALTIMORE STATION, AND THE BALTIMORE PENN STATION.

SECTION 2. AND BE IT FURTHER ENACTED, That:

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

(8) IMPLEMENT:

- (I) TWO (2) SOUTHBOUND TRAINS ON THE PENN LINE BETWEEN 6AM AND 9:30AM EVERY WORK DAY, ORIGINATING AT BALTIMORE PENN STATION AND STOPPING ONLY AT THE WEST BALTIMORE STATION, THE THURGOOD MARSHALL BWI STATION AND WASHINGTON UNION STATION;
- (II) TWO (2) NORTHBOUND TRAINS ON THE PENN LINE BETWEEN 4PM AND 6:30PM EVERY WORKDAY, ORIGINATING AT WASHINGTON UNION STATION AND STOPPING ONLY AT THE THURGOOD MARSHALL BWI STATION, THE WEST BALTIMORE STATION, AND THE BALTIMORE PENN STATION.

SB0514 - MTA - MD Rail Transformation Act - LOI_FI

Uploaded by: Patricia Westervelt

Position: INFO

February 16, 2022

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

***RE: Letter of Information – Senate Bill 514 – Transportation – Investment Program –
MARC Rail Service (Maryland Regional Rail Transformation Act)***

Dear Chair Kelley and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 514 but offers the following information for the Committee's consideration.

Senate Bill 514 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 Senate Bill 514 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 Senate Bill 514 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 Delores G. Kelley
Page Two

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 Senate Bill 514 could put critical safety investments in state of good repair at risk as Senate Bill 514 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 Senate Bill 514.

Respectfully submitted,

Holly Arnold
Administrator
Maryland Transit Administration
410-767-3943

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