

HOUSE BILL 778

R2

2lr1563
CF SB 514

By: **Delegates Solomon, Bartlett, Brooks, Carr, Chang, Charkoudian, Charles, W. Fisher, Fraser-Hidalgo, Hill, Hornberger, Kerr, Korman, Lehman, J. Lewis, Love, Luedtke, Rogers, Shetty, Smith, Terrasa, Thiam, Watson, Williams, K. Young, and P. Young**

Introduced and read first time: February 3, 2022

Assigned to: Appropriations

Committee Report: Favorable with amendments

House action: Adopted

Read second time: March 11, 2022

CHAPTER _____

1 AN ACT concerning

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

4 FOR the purpose of requiring the Maryland Transit Administration to establish certain
5 investment programs for enhancing certain rail lines and services operated by the
6 Maryland Area Regional Commuter rail service; requiring the Administration to
7 advance certain rail projects in a certain fiscal year; requiring the Administration to
8 conduct a certain study; establishing the Transportation Trust Fund Workgroup;
9 and generally relating to the Maryland Area Regional Commuter rail service and the
10 enhancement of rail services.

11 BY adding to
12 Article – Transportation
13 Section 7–311
14 Annotated Code of Maryland
15 (2020 Replacement Volume and 2021 Supplement)

16 Preamble

17 WHEREAS, The Maryland Area Regional Commuter (MARC) rail service connects
18 Baltimore and Washington, D.C. to many of Maryland’s suburban communities; and

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.

Underlining indicates amendments to bill.

~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from the law by amendment.



1 WHEREAS, The State must advance the Maryland Transit Administration's MARC
2 Cornerstone Plan and other MARC improvements to unlock a truly regional rail system
3 that reliably services more Maryland communities and connects to Virginia and Delaware;
4 now, therefore,

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

7 **Article – Transportation**

8 **7–311.**

9 (A) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE MEANINGS
10 INDICATED.

11 (2) “MARC” MEANS THE MARYLAND AREA REGIONAL COMMUTER
12 RAIL SERVICE.

13 (3) “MARC CORNERSTONE PLAN” MEANS THE PLAN ESTABLISHED
14 BY THE ADMINISTRATION TO TRANSLATE THE ADMINISTRATION'S TRANSIT VISION
15 STATEMENT INTO STRATEGIC PRIORITIES, POLICIES, PROGRAMS, AND INITIATIVES
16 FOR MARC RAIL SERVICE.

17 (4) “TRANSIT VISION STATEMENT” MEANS THE ADMINISTRATION'S
18 OBJECTIVE TO PROVIDE SAFE, EFFICIENT, AND RELIABLE TRANSIT ACCESS ACROSS
19 MARYLAND WITH WORLD-CLASS CUSTOMER SERVICE.

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

24 (i) THE BRUNSWICK LINE, INCLUDING A THIRD TRACK
25 BETWEEN ROCKVILLE AND GERMANTOWN TO BETTER SERVE WESTERN MARYLAND
26 AND EXISTING COMMUNITIES SERVED BY THE LINE;

27 (ii) THE CAMDEN LINE;

28 (iii) THE PENN LINE;

29 (iv) NEW REGIONAL SERVICE BETWEEN PERRYVILLE,
30 MARYLAND AND NEWARK, DELAWARE;

31 (v) NEW REGIONAL RUN-THROUGH RAIL SERVICE TO
32 ALEXANDRIA, VIRGINIA; AND

1 (VI) EXTENDING THE BRUNSWICK LINE TO BETTER SERVE
2 WESTERN MARYLAND.

3 (2) EACH INVESTMENT PROGRAM ESTABLISHED UNDER PARAGRAPH
4 (1) OF THIS SUBSECTION SHALL:

5 (I) COMMENCE IN FISCAL YEAR 2023;

6 (II) INCLUDE A REVIEW OF EXISTING RAIL OPERATIONS,
7 INFRASTRUCTURE, AND RIGHT-OF-WAY INFORMATION TO CONFIRM EXISTING
8 CONDITIONS;

9 (III) INCLUDE RAIL SIMULATION MODELS FOR EACH OF THE
10 CURRENT CORRIDORS SERVED BY MARC AND AREAS IDENTIFIED FOR NEW
11 SERVICE;

12 (IV) IDENTIFY FUTURE OPERATING SCENARIOS THAT CAN
13 IMPROVE SERVICE, INCLUDING NEW MIDDAY, WEEKEND, EVENING,
14 THROUGH-RUNNING, AND BIDIRECTIONAL SERVICE;

15 (V) DEVELOP CONCEPTUAL LEVEL IMPROVEMENT PLANS TO
16 ENHANCE MARC'S SERVICE OVER TIME, INCLUDING:

17 1. CONCEPT PLANS FOR HIGHEST-VALUE
18 INFRASTRUCTURE IMPROVEMENTS IDENTIFIED BY THE SIMULATION MODELS;

19 2. NEW STATIONS OR STATION ENHANCEMENTS; AND

20 3. IMPROVEMENTS TO ENHANCE ACCESS TO JOBS AND
21 HOUSING IN NEIGHBORING JURISDICTIONS; AND

22 (VI) IDENTIFY A 5-YEAR PRIORITY SET OF CAPITAL PROJECTS
23 AND ACTIVITIES TO IMPLEMENT PLANNED IMPROVEMENTS TO BE FUNDED IN THE
24 CONSOLIDATED TRANSPORTATION PROGRAM.

25 (3) IN FISCAL YEAR 2028 AND EVERY FIFTH FISCAL YEAR
26 THEREAFTER, THE ADMINISTRATION SHALL UPDATE EACH INVESTMENT PROGRAM
27 ESTABLISHED UNDER THIS SUBSECTION.

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

1 **(1) IN COORDINATION WITH THE DISTRICT OF COLUMBIA, VIRGINIA,**
2 **THE VIRGINIA RAILWAY EXPRESS, AMTRAK, AND CSX, DEVELOP A SERVICE AND**
3 **OPERATIONS PLAN FOR MARC THROUGH–RUNNING TO ALEXANDRIA, VIRGINIA;**

4 **(2) IN COORDINATION WITH DELAWARE, PENNSYLVANIA, THE**
5 **SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA), AND**
6 **AMTRAK, DEVELOP A SERVICE AND OPERATIONS PLAN FOR MARC, SEPTA, OR**
7 **AMTRAK TO RUN COMPETITIVE TRANSIT SCHEDULES BETWEEN PERRYVILLE,**
8 **MARYLAND AND NEWARK, DELAWARE;**

9 **(3) COMPLETE 30% OF THE DESIGN FOR A NEW ELKTON INFILL**
10 **MARC STATION ON THE PENN LINE;**

11 **(4) COMPLETE 30% OF THE DESIGN FOR A NEW BAYVIEW INFILL**
12 **MARC STATION ON THE PENN LINE;**

13 **(5) COMPLETE 30% OF THE DESIGN FOR:**

14 ~~**(I) A THIRD TRACK BETWEEN ROCKVILLE AND GERMANTOWN**~~
15 ~~**ON MARC'S BRUNSWICK LINE TO BETTER SERVE WESTERN MARYLAND AND**~~
16 ~~**EXISTING COMMUNITIES SERVED BY THE LINE; AND**~~

17 ~~**(II) GERMANTOWN STATION IMPROVEMENTS;**~~

18 **(6) COMPLETE 15% OF THE DESIGN FOR A FOURTH TRACK ON THE**
19 **PENN LINE; AND**

20 **(7) HIRE THREE FULL–TIME EQUIVALENT (FTE) STAFF AT A COST OF**
21 **APPROXIMATELY \$450,000 ANNUALLY BEGINNING IN FISCAL YEAR 2023 FOR THE**
22 **ADMINISTRATION'S PLANNING AND CAPITAL PROGRAMMING TO ENSURE THE**
23 **ADMINISTRATION HAS ADEQUATE STAFF RESOURCES TO LEVERAGE FEDERAL RAIL**
24 **FUNDING.**

25 SECTION 2. AND BE IT FURTHER ENACTED, That:

26 (a) The Maryland Transit Administration shall conduct a MARC Cornerstone
27 Plan Implementation Study.

28 (b) The study shall assess and present for public review:

29 (1) the total expected cost to implement:

30 (i) the entire MARC Cornerstone Plan;

31 (ii) Maryland–Virginia through–running rail service;

1 (iii) Maryland–Delaware through–running rail service; and

2 (iv) Western Maryland MARC extension programs;

3 (2) the total expected cost of the first 5–year capital program for Brunswick
4 Line, Camden Line, Penn Line, Maryland–Virginia through–running, Maryland–Delaware
5 through–running, and Western Maryland extension rail services;

6 (3) the Administration’s workforce needs to efficiently implement the
7 MARC Cornerstone Plan, Maryland–Delaware through–running, and Western Maryland
8 extension rail services, including a staffing and compensation comparison between MARC
9 and peer regional railroads throughout the United States; and

10 (4) efficient and achievable methods by which the rail capital investments
11 and services identified and analyzed under this subsection should be funded.

12 (c) In developing the study, the Administration shall consult with regional
13 private entities, including leading employers, labor representatives, transit rider advisory
14 committees, and regional planning boards.

15 (d) (1) On or before December 1, 2022, the Administration shall submit to the
16 Governor and, in accordance with § 2–1257 of the State Government Article, the General
17 Assembly an executive summary and report of its findings and recommendations from the
18 study.

19 (2) The Administration shall post the executive summary and report
20 required under paragraph (1) of this subsection on the website of the Administration.

21 SECTION 3. AND BE IT FURTHER ENACTED, That:

22 (a) In this section, “Workgroup” means the Transportation Trust Fund
23 Workgroup.

24 (b) There is a Transportation Trust Fund Workgroup.

25 (c) The Workgroup consists of the following members:

26 (1) two members of the Senate of Maryland, appointed by the President of
27 the Senate;

28 (2) two members of the House of Delegates, appointed by the Speaker of
29 the House;

30 (3) the Secretary of Transportation or the Secretary’s designee;

1 (4) one individual representing the business community, jointly designated
2 by the President of the Senate and the Speaker of the House; and

3 (5) one individual representing the unions, jointly designated by the
4 President of the Senate and the Speaker of the House.

5 (d) The Department of Legislative Services shall provide staff for the Workgroup.

6 (e) The Workgroup shall examine:

7 (1) the current State funding sources and structure of the Maryland
8 Transportation Trust Fund;

9 (2) threats and challenges to the existing funding sources;

10 (3) short- and long-term multimodal infrastructure construction and
11 maintenance funding needs for all regions of the State;

12 (4) how to ensure that the Transportation Trust Fund and not other fund
13 sources supports the State's infrastructure needs and options for sustainable, long-term
14 revenue sources for transportation;

15 (5) how to position the State to benefit from the multiyear federal
16 infrastructure bill;

17 (6) how to ensure that the State's public-private partnership law provides
18 adequate oversight; and

19 (7) potential changes to policies and procedures, including legislation that
20 may be needed to implement any recommendations.

21 (f) On or before December 16, 2022, the Workgroup shall submit a report of its
22 findings and recommendations to the Governor and, in accordance with §
23 2-1257 of the State Government Article, the General Assembly.

24 SECTION ~~3~~ 4. AND BE IT FURTHER ENACTED, That this Act shall take effect
25 July 1, 2022.