

# SENATE BILL 514

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CF 2lr1563

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By: **Senators Beidle, Augustine, Corderman, Elfreth, Feldman, Gallion, Kelley, McCray, Rosapepe, and Sydnor**

Introduced and read first time: January 28, 2022

Assigned to: Finance

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## A BILL ENTITLED

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; and generally relating to the Maryland Area Regional  
9 Commuter rail service and the enhancement of rail services.

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

15 Preamble

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

18 WHEREAS, The State must advance the Maryland Transit Administration’s MARC  
19 Cornerstone Plan and other MARC improvements to unlock a truly regional rail system  
20 that reliably services more Maryland communities and connects to Virginia and Delaware;  
21 now, therefore,

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

24 **Article – Transportation**

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EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



1 7-311.

2 (A) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE MEANINGS  
3 INDICATED.

4 (2) "MARC" MEANS THE MARYLAND AREA REGIONAL COMMUTER  
5 RAIL SERVICE.

6 (3) "MARC CORNERSTONE PLAN" MEANS THE PLAN ESTABLISHED  
7 BY THE ADMINISTRATION TO TRANSLATE THE ADMINISTRATION'S TRANSIT VISION  
8 STATEMENT INTO STRATEGIC PRIORITIES, POLICIES, PROGRAMS, AND INITIATIVES  
9 FOR MARC RAIL SERVICE.

10 (4) "TRANSIT VISION STATEMENT" MEANS THE ADMINISTRATION'S  
11 OBJECTIVE TO PROVIDE SAFE, EFFICIENT, AND RELIABLE TRANSIT ACCESS ACROSS  
12 MARYLAND WITH WORLD-CLASS CUSTOMER SERVICE.

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

17 (I) THE BRUNSWICK LINE;

18 (II) THE CAMDEN LINE;

19 (III) THE PENN LINE;

20 (IV) NEW REGIONAL SERVICE BETWEEN PERRYVILLE,  
21 MARYLAND AND NEWARK, DELAWARE;

22 (V) NEW REGIONAL RUN-THROUGH RAIL SERVICE TO  
23 ALEXANDRIA, VIRGINIA; AND

24 (VI) EXTENDING THE BRUNSWICK LINE TO BETTER SERVE  
25 WESTERN MARYLAND.

26 (2) EACH INVESTMENT PROGRAM ESTABLISHED UNDER PARAGRAPH  
27 (1) OF THIS SUBSECTION SHALL:

28 (I) COMMENCE IN FISCAL YEAR 2023;

1 (II) INCLUDE A REVIEW OF EXISTING RAIL OPERATIONS,  
2 INFRASTRUCTURE, AND RIGHT-OF-WAY INFORMATION TO CONFIRM EXISTING  
3 CONDITIONS;

4 (III) INCLUDE RAIL SIMULATION MODELS FOR EACH OF THE  
5 CURRENT CORRIDORS SERVED BY MARC AND AREAS IDENTIFIED FOR NEW  
6 SERVICE;

7 (IV) IDENTIFY FUTURE OPERATING SCENARIOS THAT CAN  
8 IMPROVE SERVICE, INCLUDING NEW MIDDAY, WEEKEND, EVENING,  
9 THROUGH-RUNNING, AND BIDIRECTIONAL SERVICE;

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

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

14 2. NEW STATIONS OR STATION ENHANCEMENTS; AND

15 3. IMPROVEMENTS TO ENHANCE ACCESS TO JOBS AND  
16 HOUSING IN NEIGHBORING JURISDICTIONS; AND

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

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

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

26 (1) IN COORDINATION WITH THE DISTRICT OF COLUMBIA, VIRGINIA,  
27 THE VIRGINIA RAILWAY EXPRESS, AMTRAK, AND CSX, DEVELOP A SERVICE AND  
28 OPERATIONS PLAN FOR MARC THROUGH-RUNNING TO ALEXANDRIA, VIRGINIA;

29 (2) IN COORDINATION WITH DELAWARE, PENNSYLVANIA, THE  
30 SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA), AND  
31 AMTRAK, DEVELOP A SERVICE AND OPERATIONS PLAN FOR MARC, SEPTA, OR  
32 AMTRAK TO RUN COMPETITIVE TRANSIT SCHEDULES BETWEEN PERRYVILLE,

1 **MARYLAND AND NEWARK, DELAWARE;**

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

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

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

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

10 **(II) GERMANTOWN STATION IMPROVEMENTS;**

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

13 **(7) HIRE THREE FULL-TIME EQUIVALENT (FTE) STAFF AT A COST OF**  
14 **APPROXIMATELY \$450,000 ANNUALLY BEGINNING IN FISCAL YEAR 2023 FOR THE**  
15 **ADMINISTRATION'S PLANNING AND CAPITAL PROGRAMMING TO ENSURE THE**  
16 **ADMINISTRATION HAS ADEQUATE STAFF RESOURCES TO LEVERAGE FEDERAL RAIL**  
17 **FUNDING.**

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

19 (a) The Maryland Transit Administration shall conduct a MARC Cornerstone  
20 Plan Implementation Study.

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

22 (1) the total expected cost to implement:

23 (i) the entire MARC Cornerstone Plan;

24 (ii) Maryland-Virginia through-running rail service;

25 (iii) Maryland-Delaware through-running rail service; and

26 (iv) Western Maryland MARC extension programs;

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

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

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

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

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

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

16          SECTION 3. AND BE IT FURTHER ENACTED, That this Act shall take effect July  
17 1, 2022.