

HOUSE BILL 1236

R2

(0lr1601)

ENROLLED BILL

— *Environment and Transportation/Budget and Taxation* —

Introduced by **Delegates Solomon, Lopez, Acevero, B. Barnes, Barron, Boyce, Bridges, Carr, Charkoudian, Conaway, Corderman, Crutchfield, D.M. Davis, Ebersole, W. Fisher, Fraser-Hidalgo, Hornberger, Kelly, Korman, Krimm, Lehman, R. Lewis, Lierman, Love, Moon, Palakovich Carr, Qi, Shetty, Stewart, Terrasa, Wells, Wilkins, K. Young, and P. Young**

Read and Examined by Proofreaders:

Proofreader.

Proofreader.

Sealed with the Great Seal and presented to the Governor, for his approval this

_____ day of _____ at _____ o'clock, _____ M.

Speaker.

CHAPTER _____

1 AN ACT concerning

2 **Transit – Maryland Area Regional Commuter Train – Expansion of Service**

3 FOR the purpose of requiring the Maryland Transit Administration to engage in good faith
4 negotiations with the District of Columbia, the Commonwealth of Virginia, and
5 appropriate train companies to reach a written agreement on a pilot program to
6 establish Maryland Area Regional Commuter train service between certain train
7 stations in the District of Columbia and the Commonwealth of Virginia; requiring
8 the Administration to consult with certain entities to determine the most effective
9 means to establish train service between certain train stations; requiring that the
10 good faith negotiations and consultation include discussions of a certain train service
11 schedule; requiring the Administration to report certain information to certain

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.

Italics indicate opposite chamber/conference committee amendments.



committees of the General Assembly on or before certain dates; requiring the Maryland Transit Administration to engage in good-faith negotiations with Delaware and appropriate train companies to reach a written agreement on a pilot program to establish Maryland Area Regional Commuter train service between Perryville, Maryland and Newark, Delaware; requiring the Administration to consult with certain entities to determine the most effective means to establish train service between Perryville and Newark; requiring that the good-faith negotiations and consultation include discussions of a certain train service schedule; requiring the Administration to conduct a study on constructing a rail connection between Penn Station and Camden Station; providing for the scope of the study; requiring the Administration to, on or before a certain date, submit a report of its findings and recommendations to certain committees in the General Assembly; ~~requiring the Administration to advance the planning and construction of the Bayview MARC station in coordination with Baltimore City; requiring the planning to include analyzing innovative financing concepts or public-private partnerships;~~ providing for the termination of this Act; and generally relating to the expansion of Maryland Area Regional Commuter train service.

Preamble

WHEREAS, Improved regional rail connectivity can enhance job access and opportunity for Maryland residents and existing and growing job centers; and

WHEREAS, Such connectivity can also provide access for Delaware, District of Columbia, and Virginia residents to jobs in Maryland; and

WHEREAS, Implementation of regional rail makes use of existing and planned track infrastructure to enhance regional mobility, providing a cost-effective approach for delivering transportation options and reducing emissions associated with the transportation network; now, therefore,

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That:

(a) The Maryland Transit Administration shall:

(1) engage in good faith negotiations with the District of Columbia, the Commonwealth of Virginia, and the appropriate railroad companies to reach a written agreement on a pilot program to establish Maryland Area Regional Commuter train service between Union Station in the District of Columbia and Alexandria Station in the Commonwealth of Virginia; and

(2) consult with regional private entities, including leading employers, labor representatives, rider advisory committees, and regional planning boards, to determine the most effective means to establish Maryland Area Regional Commuter train service between Union Station in the District of Columbia and Alexandria Station in the Commonwealth of Virginia, including train service scheduling and funding.

(b) The good faith negotiations and consultation required under subsection (a) of this section shall include discussions of a Maryland Area Regional Commuter train service schedule that includes:

(1) two morning trains traveling from Union Station through the L'Enfant Plaza Station in the District of Columbia on to the Crystal City Station and ending at Alexandria Station in the Commonwealth of Virginia; and

(2) two evening trains traveling from Alexandria Station through the Crystal City Station in the Commonwealth of Virginia on to the L'Enfant Plaza Station and ending at Union Station in the District of Columbia.

(c) (1) Subject to paragraph (2) of this subsection, on or before December 1 each year, the Maryland Transit Administration shall submit a report in accordance with § 2-1257 of the State Government Article to the Senate Budget and Taxation Committee, the House Appropriations Committee, and the House Environment and Transportation Committee.

(2) The reports required under paragraph (1) of this subsection shall:

(i) summarize the best efforts and discussions undertaken to comply with the requirements of subsection (a) of this section;

(ii) identify solutions to any impediments to establishing Maryland Area Regional Commuter train service between Union Station in the District of Columbia and Alexandria Station in the Commonwealth of Virginia;

(iii) if necessary, list the statutory changes necessary to establish Maryland Area Regional Commuter train service between Union Station in the District of Columbia and Alexandria Station in the Commonwealth of Virginia; and

(iv) provide any other information that the Maryland Transit Administration considers necessary for successful run-through service.

SECTION 2. AND BE IT FURTHER ENACTED, That:

(a) The Maryland Transit Administration shall:

(1) engage in good-faith negotiations with Delaware and the appropriate railroad companies to reach a written agreement on a pilot program to establish a Maryland Area Regional Commuter train service between Perryville, Maryland and Newark, Delaware; and

(2) consult with regional private entities, including leading employers, labor representatives, rider advisory committees, and regional planning boards, to determine the most effective means to establish Maryland Area Regional Commuter train

service between Perryville, Maryland and Newark, Delaware, including train service scheduling and funding.

(b) The good-faith negotiations and consultation required under subsection (a) of this section shall include discussions of a Maryland Area Regional Commuter train service that includes:

(1) two morning trains traveling from Perryville to Newark; and

(2) two evening trains traveling from Newark to Perryville.

(c) On or before December 1 each year, the Maryland Transit Administration shall submit a report in accordance with § 2-1257 of the State Government Article to the Senate Budget and Taxation Committee, the House Appropriations Committee, and the House Environment and Transportation Committee that:

(1) summarizes the best efforts and discussions undertaken to comply with the requirements of subsection (a) of this section;

(2) identifies solutions to any impediments to establishing Maryland Area Regional Commuter train service between Perryville, Maryland and Newark, Delaware;

(3) if necessary, lists the statutory changes necessary to establish Maryland Area Regional Commuter train service between Perryville, Maryland and Newark, Delaware; and

(4) provides any other information that the Maryland Transit Administration considers necessary for successful run-through service.

SECTION 3. AND BE IT FURTHER ENACTED, That:

(a) The Maryland Transit Administration shall conduct a study on constructing a rail connection between Penn Station and Camden Station.

(b) The study shall explore the feasibility of constructing a rail connection between Penn Station and Camden Station, including design concepts that would:

(1) enable Penn Line service into downtown Baltimore; and

(2) provide access to Riverside Yard for locomotive repair and maintenance;

(c) On or before December 1, 2021, the Maryland Transit Administration shall submit a report of its findings and recommendations in accordance with § 2-1257 of the State Government Article to the Senate Budget and Taxation Committee, the House Appropriations Committee, and the House Environment and Transportation Committee.

~~SECTION 4. AND BE IT FURTHER ENACTED, That:~~

~~(a) The Maryland Transit Administration shall advance the planning and construction of the Bayview MARC Station in coordination with Baltimore City.~~

~~(b) The planning shall include analysis of:~~

~~(1) innovative financing concepts; and~~

~~(2) public-private partnerships.~~

SECTION ~~2. 5.~~ 4. AND BE IT FURTHER ENACTED, That this Act shall take effect July 1, 2020. It shall remain effective for a period of 2 years and, at the end of June 30, 2022, this Act, with no further action required by the General Assembly, shall be abrogated and of no further force and effect.

Approved:

Governor.

Speaker of the House of Delegates.

President of the Senate.