

# SENATE BILL 199

R2  
SB 424/20 – B&T

(PRE-FILED)

1lr1305  
CF HB 114

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By: **Senators McCray and Zucker**

Requested: October 30, 2020

Introduced and read first time: January 13, 2021

Assigned to: Budget and Taxation

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Committee Report: Favorable with amendments

Senate action: Adopted

Read second time: March 6, 2021

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## CHAPTER \_\_\_\_\_

1 AN ACT concerning

2 **Transportation** – ~~Maryland Transit Administration – Funding~~ **Funding and**  
3 **MARC Rail Extension Study**  
4 **(Transit Safety and Investment Act)**

5 FOR the purpose of establishing the Purple Line Construction Zone Grant Program;  
6 establishing the purpose of the Grant Program; requiring the Department of  
7 Commerce to implement and administer the Grant Program; requiring the  
8 Department of Commerce, in consultation with the Department of Transportation,  
9 to adopt certain regulations; requiring the Department of Commerce and the  
10 Maryland Transit Administration to consult qualified small businesses for a certain  
11 purpose; requiring the Department of Commerce to make a certain application  
12 available as soon as practicable; establishing a maximum amount for a certain grant  
13 awarded; authorizing the Department of Commerce to award grants until a certain  
14 time; prohibiting the Department of Commerce from awarding more than one grant  
15 to the same business in a certain period of time; requiring that certain funds revert  
16 to the Maryland Economic Development Assistance Fund; requiring the  
17 Administration to report certain information in the Consolidated Transportation  
18 Program; requiring the Governor to include certain appropriations in the State  
19 budget from the Transportation Trust Fund to the ~~Maryland Transit~~ Administration  
20 for certain operating and capital needs of the Administration in certain fiscal years;  
21 authorizing the reduction of certain appropriations under certain circumstances;  
22 requiring that certain capital appropriations to the Administration be in addition to  
23 any funds appropriated for the capital needs of a certain transit project; providing  
24 that a certain provision of law may not be construed to limit the authority of the

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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 Administrator to use certain funds to increase the State investment in certain transit  
 2 systems for a certain purpose; requiring the Administration to submit a report each  
 3 year on the planning and use of capital funds for certain capital projects in the prior  
 4 fiscal year; altering the termination date for certain provisions of law concerning  
 5 funding for the Administration; declaring the intent of the General Assembly;  
 6 requiring the Department of Transportation to conduct a study on extending  
 7 Maryland Area Regional Commuter (MARC) rail service to western Maryland;  
 8 requiring the Department of Transportation to study and make recommendations  
 9 regarding certain matters; requiring the Administration to incorporate certain  
 10 recommendations into the Statewide Transit Plan; requiring the Department of  
 11 Transportation to complete the study notwithstanding any alteration or  
 12 postponement of the Statewide Transit Plan; requiring the Department of  
 13 Transportation to report its findings and recommendations to the Governor and the  
 14 General Assembly on or before a certain date; making conforming changes; defining  
 15 a certain ~~term~~ terms; and generally relating to funding for the Maryland Transit  
 16 Administration, the Statewide Transit Plan, and a study on extending MARC rail  
 17 service to western Maryland.

18 BY adding to  
 19 Article – Economic Development  
 20 Section 16–101 to be under the new title “Title 16. Purple Line Construction Zone  
 21 Grant Program”  
 22 Annotated Code of Maryland  
 23 (2018 Replacement Volume and 2020 Supplement)

24 BY repealing and reenacting, with amendments,  
 25 Article – Transportation  
 26 Section 2–103.1(c)(4)(vi) and (vii), 7–205, and 7–309  
 27 Annotated Code of Maryland  
 28 (2020 Replacement Volume)

29 BY adding to  
 30 Article – Transportation  
 31 Section 2–103.1(c)(4)(vii)  
 32 Annotated Code of Maryland  
 33 (2020 Replacement Volume)

34 BY repealing and reenacting, with amendments,  
 35 Chapter 351 of the Acts of the General Assembly of 2018  
 36 Section 9

37 BY repealing and reenacting, with amendments,  
 38 Chapter 352 of the Acts of the General Assembly of 2018  
 39 Section 9

40 Preamble

1 WHEREAS, Section 7–309 of the Transportation Article of the Annotated Code of  
2 Maryland requires the Maryland Transit Administration (Administration) to assess its  
3 ongoing, unconstrained capital needs; and

4 WHEREAS, The Administration released the Capital Needs Inventory in July 2019,  
5 which captured and quantified the capital investment needs over a 10–year period for the  
6 assets of the following modes: (1) Local Bus, including CityLink, LocalLink, and Express  
7 BusLink; (2) Commuter Bus; (3) Maryland Area Regional Commuter trains; (4) Baltimore  
8 Metro SubwayLink; (5) Light RailLink; and (6) MobilityLink; and

9 WHEREAS, These services provide nearly 320,000 rides a day for residents in  
10 Baltimore City and Anne Arundel, Baltimore, Calvert, Charles, Frederick, Harford,  
11 Howard, Montgomery, Prince George’s, Queen Anne’s, and St. Mary’s counties; and

12 WHEREAS, The Capital Needs Inventory identified that in order to provide safe,  
13 reliable transit services the Administration would need, on average, \$462 million per year  
14 in capital funding for state of good repair needs during the 10–year period identified in the  
15 report; and

16 WHEREAS, In addition to its state of good repair needs, the Capital Needs Inventory  
17 identified a need of more than \$100 million per year over the same period for capital  
18 enhancement needs; and

19 WHEREAS, Section 7–301.1 of the Transportation Article requires the  
20 Administration to prepare the Central Maryland Regional Transit Plan, a long–range  
21 transit plan for Maryland transit service growth in Baltimore City and Anne Arundel,  
22 Baltimore, Harford, and Howard counties; and

23 WHEREAS, The Central Maryland Regional Transit Plan suggests that the existing  
24 public transportation system does not provide adequate service to meet existing demand;  
25 and

26 WHEREAS, The Maryland Department of Transportation’s draft FY 2020–2025  
27 Consolidated Transportation Program (CTP) provides the Administration only \$326 million  
28 on average per year for the Capital Needs Inventory during this period; and

29 WHEREAS, The funding levels identified in the CTP for the Administration will  
30 increase the agency’s Capital Needs Inventory and delay the implementation of the Central  
31 Maryland Regional Transit Plan, including the growth of the transit system; and

32 WHEREAS, Infrastructure becomes more expensive to operate and maintain if  
33 maintenance is deferred; and

34 WHEREAS, Emergency shutdowns, such as the 2018 shutdown of the Baltimore  
35 subway system, and equipment failures impact the reliability of Administration services;  
36 and

1 WHEREAS, Riders and the public at large expect the State to maintain its public  
2 transit infrastructure at a level of reasonable reliability and the utmost safety; now,  
3 therefore,

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

6 Article – Economic Development

7 TITLE 16. PURPLE LINE CONSTRUCTION ZONE GRANT PROGRAM.

8 16-101.

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

11 (2) “GRANT PROGRAM” MEANS THE PURPLE LINE CONSTRUCTION  
12 ZONE GRANT PROGRAM.

13 (3) “QUALIFIED SMALL BUSINESS” MEANS A SOLE PROPRIETORSHIP,  
14 A PARTNERSHIP, A LIMITED PARTNERSHIP, A LIMITED LIABILITY PARTNERSHIP, A  
15 LIMITED LIABILITY COMPANY, OR A CORPORATION THAT:

16 (I) EMPLOYS 20 OR FEWER EMPLOYEES;

17 (II) IS INDEPENDENTLY OWNED AND OPERATED;

18 (III) IS NOT A SUBSIDIARY OF ANOTHER BUSINESS;

19 (IV) IS NOT DOMINANT IN ITS FIELD OF OPERATION; AND

20 (V) IS IMPACTED BY THE CONSTRUCTION OF THE PURPLE LINE  
21 LIGHT RAIL PROJECT IN MONTGOMERY COUNTY AND PRINCE GEORGE’S COUNTY.

22 (B) (1) THERE IS A PURPLE LINE CONSTRUCTION ZONE GRANT  
23 PROGRAM.

24 (2) THE PURPOSE OF THE GRANT PROGRAM IS TO PROVIDE FUNDS  
25 TO QUALIFIED SMALL BUSINESSES TO ASSIST IN OFFSETTING BUSINESS REVENUE  
26 LOST AS A RESULT OF THE CONSTRUCTION OF THE PURPLE LINE LIGHT RAIL  
27 PROJECT IN MONTGOMERY COUNTY AND PRINCE GEORGE’S COUNTY.

28 (3) IN EACH OF FISCAL YEARS 2023 AND 2024, THE DEPARTMENT OF  
29 COMMERCE SHALL PROVIDE \$1,000,000 IN GENERAL FUNDS TO THE GRANT  
30 PROGRAM TO ASSIST QUALIFIED SMALL BUSINESSES.

1 (C) THE DEPARTMENT OF COMMERCE SHALL IMPLEMENT AND  
2 ADMINISTER THE GRANT PROGRAM.

3 (D) (1) SUBJECT TO PARAGRAPH (2) OF THIS SUBSECTION, THE  
4 DEPARTMENT OF COMMERCE, IN CONSULTATION WITH THE DEPARTMENT OF  
5 TRANSPORTATION, SHALL ADOPT REGULATIONS TO IMPLEMENT THIS SECTION,  
6 INCLUDING REGULATIONS TO ESTABLISH:

7 (I) ELIGIBILITY AND GRANT APPLICATION REQUIREMENTS;  
8 AND

9 (II) A PROCESS FOR REVIEWING GRANT APPLICATIONS AND  
10 AWARDING GRANTS TO ELIGIBLE QUALIFIED SMALL BUSINESSES.

11 (2) IN DEVELOPING THE REGULATIONS REQUIRED UNDER  
12 PARAGRAPH (1) OF THIS SUBSECTION, THE DEPARTMENT OF COMMERCE AND THE  
13 MARYLAND TRANSIT ADMINISTRATION SHALL CONSULT QUALIFIED SMALL  
14 BUSINESSES TO ENSURE THAT THE ELIGIBILITY AND APPLICATION REQUIREMENTS  
15 FOR THE GRANT PROGRAM ARE NOT OVERLY BURDENSOME TO QUALIFIED SMALL  
16 BUSINESSES.

17 (3) THE DEPARTMENT OF COMMERCE SHALL MAKE THE  
18 APPLICATION DEVELOPED FOR PURPOSES OF THE GRANT PROGRAM AVAILABLE TO  
19 QUALIFIED SMALL BUSINESSES AS SOON AS PRACTICABLE.

20 (E) (1) (I) SUBJECT TO THE LIMITATIONS OF THIS PARAGRAPH, THE  
21 DEPARTMENT OF COMMERCE SHALL ESTABLISH, BY REGULATION, GUIDELINES TO  
22 CALCULATE THE AMOUNT OF A GRANT AWARDED UNDER THIS SECTION.

23 (II) IN ESTABLISHING GUIDELINES UNDER SUBPARAGRAPH (I)  
24 OF THIS PARAGRAPH, THE DEPARTMENT OF COMMERCE MAY USE A 12-MONTH  
25 PROJECTION OF THE DIFFERENCE BETWEEN THE BUSINESS REVENUE OF A  
26 QUALIFIED SMALL BUSINESS DURING THE 3-MONTH PERIOD IMMEDIATELY  
27 PRECEDING THE START OF THE PURPLE LINE CONSTRUCTION COMPARED TO THE  
28 3-MONTH PERIOD IMMEDIATELY FOLLOWING THE START OF THE PURPLE LINE  
29 CONSTRUCTION.

30 (III) A GRANT AWARDED UNDER THE GRANT PROGRAM MAY NOT  
31 EXCEED \$50,000.

32 (2) SUBJECT TO THE ELIGIBILITY REQUIREMENTS ESTABLISHED  
33 UNDER SUBSECTION (D) OF THIS SECTION, IF A QUALIFIED SMALL BUSINESS IS  
34 REQUIRED TO BE REGISTERED WITH THE STATE AND IS REGISTERED, THE

1 QUALIFIED SMALL BUSINESS MAY APPLY FOR A GRANT UNDER THE GRANT  
2 PROGRAM REGARDLESS OF OWNERSHIP OR LOCATION.

3 (3) (I) SUBJECT TO SUBPARAGRAPH (II) OF THIS PARAGRAPH, THE  
4 DEPARTMENT OF COMMERCE MAY AWARD GRANTS UNTIL ALL THE MONEY  
5 ALLOTTED FOR THE GRANT PROGRAM HAS BEEN AWARDED OR UNTIL DECEMBER  
6 31, 2024, WHICHEVER OCCURS FIRST.

7 (II) THE DEPARTMENT OF COMMERCE MAY NOT AWARD MORE  
8 THAN ONE GRANT TO THE SAME QUALIFIED SMALL BUSINESS IN A 12-MONTH  
9 PERIOD.

10 (4) ANY MONEY THAT HAS NOT BEEN AWARDED ON OR BEFORE  
11 DECEMBER 31, 2024, SHALL REVERT TO THE MARYLAND ECONOMIC  
12 DEVELOPMENT ASSISTANCE FUND.

13 **Article – Transportation**

14 2–103.1.

15 (c) (4) Annually, the Consolidated Transportation Program shall include a  
16 report that:

17 (vi) Provides a purpose and need summary statement that includes:

18 1. A general description and summary that describes why  
19 the project is necessary and satisfies State transportation goals, including Climate Action  
20 Plan goals required by the Greenhouse Gas Emissions Reduction Act of 2009 under §  
21 2–1205(b) of the Environment Article;

22 2. The location of the project, including a map of the project  
23 limits, project area, or transportation corridor; and

24 3. A summary of how the project meets the selection criteria  
25 for inclusion in the capital program; [and]

26 (VII) PROVIDES THE MARYLAND TRANSIT ADMINISTRATION  
27 STATE OF GOOD REPAIR BUDGET FOR THE CURRENT FISCAL YEAR AND  
28 PROJECTIONS FOR THE SUBSEQUENT FISCAL YEAR; AND

29 [(vii)] (VIII) Includes any other information that the Secretary believes  
30 would be useful to the members of the General Assembly, the general public, or other  
31 recipients of the Consolidated Transportation Program.

32 7–205.

1 (a) IN THIS SECTION, "STATE OF GOOD REPAIR NEEDS" INCLUDES THE  
2 CAPITAL NEEDS IDENTIFIED BY THE ADMINISTRATION IN THE ASSESSMENT  
3 REQUIRED UNDER § 7-309 OF THIS ARTICLE.

4 (B) For fiscal year 2020, the Governor shall include in the State budget an  
5 appropriation from the Transportation Trust Fund for the operation of the Administration  
6 that is equal to the appropriation for the operation of the Administration in the fiscal year  
7 2019 State budget as introduced, increased by at least 4.4%.

8 [(b)] (C) For each of fiscal years 2021 and 2022, the Governor shall include in  
9 the State budget an appropriation from the Transportation Trust Fund for the operation of  
10 the Administration that is equal to the appropriation for the operation of the  
11 Administration in the State budget for the immediately preceding fiscal year, increased by  
12 at least 4.4%.

13 (D) FOR EACH OF FISCAL YEARS 2023 THROUGH ~~2028~~ 2029, THE  
14 GOVERNOR SHALL INCLUDE IN THE STATE BUDGET AN APPROPRIATION FROM THE  
15 TRANSPORTATION TRUST FUND FOR THE OPERATION OF THE ADMINISTRATION  
16 THAT MAY NOT BE LESS THAN THE FISCAL YEAR 2022 APPROPRIATION FOR THE  
17 OPERATION OF THE ADMINISTRATION.

18 [(c)] (E) (1) For each of fiscal years 2020 through 2022, the Governor shall  
19 include in the State budget an appropriation for the capital needs of the Administration of  
20 at least \$29,100,000 from the revenues available for the State capital program in the  
21 Transportation Trust Fund.

22 (2) SUBJECT TO PARAGRAPH (3) OF THIS SUBSECTION, THE  
23 GOVERNOR SHALL INCLUDE IN THE STATE BUDGET AN APPROPRIATION FOR THE  
24 STATE OF GOOD REPAIR NEEDS OF THE ADMINISTRATION IN THE FOLLOWING  
25 AMOUNTS FROM THE REVENUES AVAILABLE FOR THE STATE CAPITAL PROGRAM IN  
26 THE TRANSPORTATION TRUST FUND:

27 (I) FOR FISCAL YEAR 2023, AT LEAST ~~\$361,880,000~~  
28 \$402,037,183;

29 (II) FOR FISCAL YEAR 2024, AT LEAST ~~\$414,893,000~~  
30 \$502,081,501;

31 (III) FOR FISCAL YEAR 2025, AT LEAST ~~\$453,839,000~~  
32 \$450,000,000;

33 (IV) FOR FISCAL YEAR 2026, AT LEAST ~~\$566,573,000~~  
34 \$450,000,000;

1 (V) FOR FISCAL YEAR 2027, AT LEAST ~~\$566,573,000~~  
 2 \$450,000,000; AND

3 (VI) FOR FISCAL YEAR 2028, AT LEAST ~~\$531,573,000~~  
 4 \$450,000,000; AND

5 (VII) FOR FISCAL YEAR 2029, AT LEAST \$318,558,000.

6 (3) (I) SUBJECT TO SUBPARAGRAPH (II) OF THIS PARAGRAPH, AN  
 7 APPROPRIATION REQUIRED UNDER PARAGRAPH (2) OF THIS SUBSECTION MAY BE  
 8 REDUCED IF THE TOTAL APPROPRIATION FOR STATE OF GOOD REPAIR NEEDS IN A  
 9 PRIOR FISCAL YEAR EXCEEDED THE AMOUNT SPECIFIED UNDER PARAGRAPH (2) OF  
 10 THIS SUBSECTION FOR THAT FISCAL YEAR.

11 (II) A REDUCTION AUTHORIZED UNDER SUBPARAGRAPH (I) OF  
 12 THIS PARAGRAPH:

13 1. MAY BE APPLIED ONLY TO ONE FISCAL YEAR; AND

14 2. MAY NOT EXCEED THE DIFFERENCE BETWEEN THE  
 15 TOTAL APPROPRIATION FOR STATE OF GOOD REPAIR NEEDS FOR THE PRIOR FISCAL  
 16 YEAR AND THE AMOUNT SPECIFIED UNDER PARAGRAPH (2) OF THIS SUBSECTION  
 17 FOR THAT FISCAL YEAR.

18 [(2)] (4) (I) The appropriation required under paragraph (1) of this  
 19 subsection may not supplant any other capital funding otherwise available for the  
 20 Administration.

21 (II) THE APPROPRIATIONS REQUIRED UNDER PARAGRAPH (2)  
 22 OF THIS SUBSECTION SHALL BE IN ADDITION TO ANY FUNDS APPROPRIATED FOR  
 23 THE CAPITAL PLANNING, ENGINEERING, RIGHT-OF-WAY ACQUISITION, OR  
 24 CONSTRUCTION OF THE PURPLE LINE IN MONTGOMERY COUNTY AND PRINCE  
 25 GEORGE'S COUNTY.

26 (F) THIS ACT MAY NOT BE CONSTRUED TO LIMIT THE AUTHORITY OF THE  
 27 ADMINISTRATOR TO USE AVAILABLE FUNDS APPROPRIATED TO THE  
 28 ADMINISTRATION TO INCREASE THE STATE INVESTMENT IN LOCALLY OPERATED  
 29 TRANSIT AGENCIES ~~SERVING URBANIZED AREAS IN ORDER TO FACILITATE BUS~~  
 30 ~~REPLACEMENT IN A MANNER CONSISTENT WITH THE FIXED ROUTE SERVICE BUS~~  
 31 ~~FLEET REPLACEMENT SCHEDULE FOR THE ADMINISTRATION.~~

32 7-309.

33 (a) The Administration shall, at least every 3 years, assess the ongoing,  
 34 unconstrained capital needs of the Administration.



1 (b) In undertaking the assessment required under subsection (a) of this section,  
2 the Administration shall:

3 (1) Compile and prioritize capital needs without regard to cost;

4 (2) Identify the backlog of repairs and replacements needed to achieve a  
5 state of good repair for all Administration assets, including a separate analysis of these  
6 needs over the following 10 years; and

7 (3) Identify the needs to be met in order to enhance service and achieve  
8 system performance goals.

9 (c) On or before July 1, 2019, and on or before July 1 every 3 years thereafter, the  
10 Administration shall, in accordance with § 2–1257 of the State Government Article, submit  
11 the assessment required under subsection (a) of this section to the Senate Budget and  
12 Taxation Committee, the House Appropriations Committee, and the House Environment  
13 and Transportation Committee.

14 **(D) ON OR BEFORE JANUARY 20, 2022, AND ON OR BEFORE JANUARY 20**  
15 **EACH YEAR THEREAFTER, THE ADMINISTRATION SHALL, IN ACCORDANCE WITH §**  
16 **2–1257 OF THE STATE GOVERNMENT ARTICLE, SUBMIT AN ACCOUNTING OF THE**  
17 **CAPITAL FUNDS PROGRAMMED, APPROPRIATED, AND EXPENDED ON EACH OF THE**  
18 **PROJECTS IDENTIFIED IN THE ASSESSMENT REQUIRED UNDER SUBSECTION (A) OF**  
19 **THIS SECTION FOR THE PRIOR FISCAL YEAR TO THE SENATE BUDGET AND**  
20 **TAXATION COMMITTEE, THE HOUSE APPROPRIATIONS COMMITTEE, AND THE**  
21 **HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE.**

#### 22 Chapter 351 of the Acts of 2018

23 SECTION 9. AND BE IT FURTHER ENACTED, That, subject to Section 4 of this  
24 Act, this Act shall take effect June 1, 2018. Section 2 of this Act shall remain effective for a  
25 period of [4] 11 years and 1 month and, at the end of June 30, [2022] 2029, Section 2 of  
26 this Act, with no further action required by the General Assembly, shall be abrogated and  
27 of no further force and effect.

#### 28 Chapter 352 of the Acts of 2018

29 SECTION 9. AND BE IT FURTHER ENACTED, That, subject to Section 4 of this  
30 Act, this Act shall take effect June 1, 2018. Section 2 of this Act shall remain effective for a  
31 period of [4] 11 years and 1 month and, at the end of June 30, [2022] 2029, Section 2 of  
32 this Act, with no further action required by the General Assembly, shall be abrogated and  
33 of no further force and effect.

34 SECTION 2. AND BE IT FURTHER ENACTED, That it is the intent of the General  
35 Assembly that the Maryland Department of Transportation:

1 (1) maximize its use of Consolidated Transportation Bonds to support the  
2 Department's capital program by forecasting Transportation Trust Fund estimates to  
3 include assumed bond issuances that would result in net income debt service coverage  
4 ratios of two-and-a-half times maximum future debt service in each year of the forecast;  
5 and

6 (2) explore all other options to maximize ancillary revenues through the  
7 operations of its units, including the leasing of unused real estate, the sale of air rights, the  
8 sale of advertising, such as naming rights, and other marketing efforts.

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

10 (a) (1) In this section the following words have the meanings indicated.

11 (2) "Department" means the Department of Transportation.

12 (3) "Statewide Transit Plan" means a framework developed by the  
13 Maryland Transit Administration that provides a 50-year vision of coordinated local,  
14 regional, and intercity transit across the State, including defined public transportation  
15 goals and strategies for rural, suburban, and urban regions.

16 (b) The Department shall conduct a study on the feasibility, including the cost, of  
17 extending MARC rail service to western Maryland.

18 (c) In conducting the study, the Department shall:

19 (1) Examine existing commuter rail facilities in the State and current  
20 transportation options in western Maryland;

21 (2) Explore up to three potential routes for expanding rail service to  
22 western Maryland;

23 (3) Identify the possibilities and challenges related to establishing and  
24 operating MARC rail service in western Maryland;

25 (4) Study the public transportation needs of Allegany County and  
26 Washington County in the vicinity of interstates 70 and 81;

27 (5) Confer with the following stakeholders:

28 (i) The Washington County Board of County Commissioners;

29 (ii) The City of Hagerstown;

30 (iii) Washington County residents;

- 1           (iv) Public transit advocates;
- 2           (v) Representatives of the local business community;
- 3           (vi) The Allegany County Board of County Commissioners;
- 4           (vii) The City of Cumberland;
- 5           (viii) Allegany County residents; and
- 6           (ix) The Town of Hancock;
- 7           (6) Identify infrastructure needs;
- 8           (7) Perform a cost analysis of the capital and operating costs of extending  
9 MARC rail service to western Maryland;
- 10          (8) Identify all potential stops and estimate the potential ridership for each  
11 stop;
- 12          (9) Study and compare the potential ridership for rush-hour-only service  
13 and all-day service;
- 14          (10) Develop recommendations on the potential start and end points of a  
15 MARC extension; and
- 16          (11) Explore the potential effect that extending MARC rail service to  
17 western Maryland would have on CSX.
- 18          (d) The Department shall develop recommendations on the feasibility of planning,  
19 financing, constructing, and operating a MARC line that extends commuter rail service to  
20 western Maryland.
- 21          (e) On or before July 1, 2023, the Department shall submit a report of its findings  
22 and recommendations to the Governor and, in accordance with § 2-1257 of the State  
23 Government Article, the General Assembly.
- 24          (f) (1) The Maryland Transit Administration shall incorporate the  
25 recommendations of the study into the Statewide Transit Plan.
- 26          (2) Notwithstanding any alteration or postponement of the Statewide  
27 Transit Plan, the Department shall conduct the study in accordance with this section.

28           SECTION ~~3~~ 4. AND BE IT FURTHER ENACTED, That this Act shall take effect  
29 June 1, 2021.