

BY: Finance Committee

AMENDMENTS TO SENATE BILL NO. 256

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 2, strike “Mass Transit Administration - Light Rail” and substitute “St. Mary’s County”; in the same line, after “Extension” insert “of Mass Transit Systems”; strike beginning with “requiring” in line 3 down through “extension.” in line 17 and substitute “requiring the Board of Commissioners of St. Mary’s County to ensure that a certain right-of-way owned by St. Mary’s County is preserved for future use by the State for certain purposes; requiring the County Commissioners to attempt to acquire certain rights-of-way under certain circumstances; prohibiting the County Commissioners from encumbering a certain right-of-way under certain circumstances; requiring the County Commissioners to attempt to eliminate certain existing encumbrances on a certain right-of-way; defining certain terms; and generally relating to future extension of mass transit systems.”; and strike in their entirety lines 18 through 22, inclusive, and substitute:

“BY adding to

Article 25 - County Commissioners

Section 236D

Annotated Code of Maryland

(1996 Replacement Volume and 1997 Supplement)”.

AMENDMENT NO. 2

On pages 1 through 3, strike in their entirety the lines beginning with line 25 on page 1 through line 21 on page 3, inclusive, and substitute:

“Article 25 - County Commissioners

236D.

(A) (1) IN THIS SECTION THE FOLLOWING TERMS AND PHRASES HAVE THE

(Over)

MEANINGS INDICATED.

(2) "BOARD" MEANS THE BOARD OF COUNTY COMMISSIONERS OF ST. MARY'S COUNTY.

(3) "SOUTHERN MARYLAND RAILROAD RIGHT-OF-WAY" MEANS:

(I) THE RIGHT-OF-WAY OWNED BY ST. MARY'S COUNTY SINCE JUNE 26, 1970 THAT EXTENDS APPROXIMATELY 28 MILES FROM HUGHESVILLE, MARYLAND TO PATUXENT RIVER, MARYLAND; AND

(II) ANY LAND OR RIGHT-OF-WAY ACQUIRED BY ST. MARY'S COUNTY UNDER THIS SECTION.

(B) THE BOARD SHALL ENSURE THAT THE SOUTHERN MARYLAND RAILROAD RIGHT-OF-WAY IS PRESERVED FOR FUTURE USE BY THE STATE FOR THE PURPOSE OF EXTENDING A MASS TRANSIT SYSTEM THROUGH THE RIGHT-OF-WAY OR ANY PORTION OF THE RIGHT-OF-WAY.

(C) TO THE EXTENT THAT ANY LAND OR RIGHT-OF-WAY OWNED BY A PERSON OTHER THAN ST. MARY'S COUNTY INTERRUPTS OR INTERFERES WITH THE SOUTHERN MARYLAND RAILROAD RIGHT-OF-WAY OR WITH A POTENTIAL CONNECTING ROUTE BETWEEN BRANDYWINE, MARYLAND AND THE SOUTHERN MARYLAND RAILROAD RIGHT-OF-WAY, THE BOARD SHALL MAKE EVERY EFFORT TO ACQUIRE AT A REASONABLE PRICE A RIGHT-OF-WAY TO ELIMINATE THE INTERRUPTION OR INTERFERENCE.

(D) (1) THE BOARD MAY NOT ENCUMBER THE SOUTHERN MARYLAND RAILROAD RIGHT-OF-WAY IN ANY WAY THAT INTERFERES WITH THE POTENTIAL FOR THE LAND TO BE USED BY THE STATE WHEN NEEDED.

(2) TO THE EXTENT THAT THE SOUTHERN MARYLAND RAILROAD RIGHT-OF-WAY IS ENCUMBERED BEFORE OCTOBER 1, 1998, THE BOARD SHALL MAKE EVERY EFFORT TO ELIMINATE ANY ENCUMBRANCE THAT INTERFERES WITH THE POTENTIAL FOR THE LAND TO BE USED BY THE STATE WHEN NEEDED."

AMENDMENT NO. 3

On page 3, in line 22, strike “4.” and substitute “2”.