

BY: Environmental Matters Committee

AMENDMENTS TO HOUSE BILL NO. 756
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, strike beginning with “a” in line 4 down through “station” in line 5 and substitute “certain stations”.

AMENDMENT NO. 2

On page 2, in line 10, after “(C)” insert “(1) EXCEPT AS PROVIDED IN PARAGRAPH (2) OF THIS SUBSECTION,”; after line 12, insert:

“(2) THE ADMINISTRATION MAY CLOSE THE JESSUP STATION ON THE CSX LINE BETWEEN CAMDEN STATION IN BALTIMORE AND THE DISTRICT OF COLUMBIA AT ANY TIME IF THE ADMINISTRATION FINDS THAT THE RIDERSHIP AT THE JESSUP STATION DOES NOT WARRANT KEEPING THE STATION OPEN.”;

after line 33, insert:

“(IV) THE METHODOLOGY USED TO COMPUTE AVERAGE DAILY RIDERSHIP;”;

and in lines 34 and 36, strike “(IV)” and “(V)”, respectively, and substitute “(V)” and “(VI)”, respectively.

On page 3, in lines 1, 3, 5, 8, 11, 13, and 16, strike “(VI)”, “(VII)”, “(VIII)”, “(IX)”, “(X)”, “(XI)”, and “(XII)”, respectively, and substitute “(VII)”, “(IX)”, “(X)”, “(XI)”, “(XII)”, “(XIII)”, and “(XVII)”, respectively; after line 2, insert:

“(VIII) OPTIONS TO INCREASE RIDERSHIP AT STATIONS WITH LOW RIDERSHIP, INCLUDING INVESTING IN A RIDERSHIP CAMPAIGN TO PROMOTE

(Over)

STATIONS WITH LOW RIDERSHIP;”;

in line 13, after “POTENTIAL” insert “INCREASED BUS SERVICE TO THE STATIONS, AND”;

in line 15, strike “AND”; after line 15, insert:

“(XIV) SPECIFIC EFFORTS UNDERTAKEN TO:

1. ATTRACT NEW RIDERS ON THE LINES AND TO RETAIN RIDERS ALREADY USING THE LINES; AND

2. IMPROVE ACCESS FOR INDIVIDUALS WITH DISABILITIES;

(XV) POTENTIAL ALTERNATIVES TO CLOSING STATIONS THAT WOULD ACHIEVE GREATER EFFICIENCY ON THE BRUNSWICK AND CAMDEN CSX LINES;

(XVI) POTENTIAL SOURCES OF ALTERNATIVE FUNDING FOR THE OPERATING AND CAPITAL COSTS OF KEEPING THE STATIONS OPEN, INCLUDING COLLABORATION WITH LOCAL GOVERNMENTS; AND”;

in line 20, strike “JESSUP AND ST. DENIS STATIONS” and substitute “ST. DENIS STATION”; in line 21, strike the comma and substitute “:

(I)”;

in line 22, strike “(XI)” and substitute “(XVI)”; and in line 23, after “SUBSECTION” insert “:

(II) THE IMPLICATIONS OF CLOSING A PASSENGER RAILROAD SERVICE FACILITY THAT IS A STATE OR FEDERALLY DESIGNATED HISTORIC LANDMARK OR THAT IS LOCATED IN A STATE OR FEDERALLY DESIGNATED HISTORIC DISTRICT;

(III) THE IMPACT ON TRAFFIC CONGESTION ALONG THE INTERSTATE 95, INTERSTATE 295, AND MD STATE ROUTE 100 CORRIDORS AS A RESULT OF THE STATION CLOSURE;

(IV) THE EFFECT OF CLOSING THE ST. DENIS STATION ON RIDERSHIP AT THE HALETHORPE STATION, INCLUDING THE EFFECT ON TRAFFIC AND

PARKING AT THE HALETHORPE STATION AND IN ARBUTUS;

(V) THE PROJECTED RIDERSHIP AT THE ST. DENIS STATION IF TRAIN STOPS ARE INCREASED UP TO NINE STOPS; AND

(VI) THE PROJECTED RIDERSHIP AT THE ST. DENIS STATION IF SERVICE TO AND FROM BALTIMORE IS RESUMED”.