

SB0204/127478/1

BY: Finance Committee

AMENDMENTS TO SENATE BILL 204
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 5, after “objectives;” insert “providing for the construction of certain provisions of this Act;”; and in line 6, after “terms;” insert “declaring the intent of the General Assembly for local governments to coordinate with the Maryland Transit Administration in a certain manner;”.

On page 2, after line 2, insert:

“WHEREAS, It is in the interest of the State to support local governments as they exercise their land use authority to develop around planned transit stations in a manner that improves the efficiency and effectiveness of planned transit systems; and”.

AMENDMENT NO. 2

On page 4, in line 2, strike the first “**THE**” and substitute “:

(I) THE”;

and in line 4, after “**PLANNING**” insert “;**AND**

(II) THE LOCAL GOVERNMENT OR MULTICOUNTY AGENCY WITH LAND USE AND PLANNING RESPONSIBILITY FOR THE RELEVANT AREA”;

in line 22, after “(a)” insert “**(1)**”; and after line 29, insert:

(Over)

“(2) THE ESTABLISHMENT OF THE REALIZATION OF TRANSIT-ORIENTED DEVELOPMENT AS A TRANSPORTATION PURPOSE UNDER PARAGRAPH (1) OF THIS SUBSECTION MAY NOT BE CONSTRUED TO:

(I) LIMIT THE AUTHORITY OF LOCAL GOVERNMENTS TO GOVERN LAND USE AS ESTABLISHED UNDER ANY OTHER LAW; OR

(II) GRANT THE STATE OR A DEPARTMENT OF THE STATE ADDITIONAL AUTHORITY TO SUPERSEDE LOCAL LAND USE AND PLANNING AUTHORITY.”.

AMENDMENT NO. 3

On page 5, after line 4, insert:

“SECTION 2. AND BE IT FURTHER ENACTED, That it is the intent of the General Assembly that in order for areas with planned transit stations to be considered for designation as a transit-oriented development, local governments shall coordinate with the Maryland Transit Administration on land-use planning elements such as right-of-way preservation; density; pedestrian, bicycle, bus, and automobile access; project financing mechanisms; and other critical design elements.”;

and in line 5, strike “2.” and substitute “3.”.