

Secretary may submit a revised plan at any time prior to fourteen days before the end of that regular session. If the General Assembly, by the adoption of a joint resolution, on or before the end of that regular session, does not reject the revised plan, the Secretary may submit the revised plan to the United States Department of Transportation. If the General Assembly by adoption of a joint resolution, on or before the end of that regular session, rejects the revised plan, the Secretary may not submit the revised plan to the United States Department of Transportation.

(e) Except as provided in § 108, this section does not apply to the plans for Section A of Phase I of the rapid transit system. It does not apply to that part of Phase II of the system providing for the northern central line intended to terminate at Cockeysville if that line is entirely surface light rail.

108.

(a) The Secretary of Transportation of Maryland shall obtain an in-depth study, including an independent review by a qualified consultant, of light rail as an alternative to heavy rail for Section A of Phase 1 of the rapid rail transit system in the Baltimore Metropolitan Transit District, and, if he finds it to be feasible and appropriate, he shall present to the United States Department of Transportation a proposal for the design and construction of Section A of Phase 1 as a light rail system. The Secretary shall report his findings and those of the consultant to the committee on or before October 1, 1976.

(b) The committee shall have the power to review the study and findings as provided for in subsection (a) of this section and to make recommendations it deems appropriate to the General Assembly. The provisions of § 107 (a) through (d) do not apply to this section.

(c) The requirement for the study provided for in subsection (a) of this section shall not preclude the expenditure from any appropriation for Section A of Phase 1 of the rapid rail transit system prior to the Secretary reporting the findings of the study to the committee nor preclude the State of Maryland from accepting the grant of federal matching funds for Section A of Phase 1 as presently approved or from executing any documents pertaining thereto within the time limits set by the United States Department of Transportation, it being the intent of the General Assembly that the State preserve and accept the commitment of federal funds for said Section A of Phase 1, with such design or construction changes as may thereafter be approved by the United States Department of Transportation.

SECTION 2. AND BE IT FUTHER ENACTED, That section(s) of the Annotated Code of Maryland read(s) as follows: