

E. Grays Creek [encompasses the area northwest of a line beginning at a point, at or near Lat. 39° 5.280' N., Long. 76° 27.877' W., then running 20° (True) to a point, at or near Lat. 39° 5.327' N., Long. 76° 27.855' W., and running to the head of the creek. This area has a 6-knot speed limit all year.] *and Sillery Bay.*

(1) *Area. All of the waters of the Magothy River, Sillery Bay, and Grays Creek enclosed by a line beginning at a point on the east end of Dobbins Island defined by Lat. 39°04.710' N, Long. 76°27.520' W; then running 7° True to Hickory Point defined by Lat. 39°05.310' N, Long. 76°27.430' W, then running along shore, including all of Grays Creek, to a point defined by Lat. 39°05.090' N, Long. 76°27.920' W, then running 171° True to a point on the west end of Dobbins Island defined by Lat. 39°04.670' N, Long. 76°27.840' W, then running along shore back to the point of beginning.*

(2) *The speed limit for the area described in §E(1) of this regulation is 6 knots at all times.*

F.—H. (text unchanged)

[I. Sillery Bay encompasses the area of Dobbins Island and Little Island beginning at the west end of Dobbins Island, at or near Lat. 39° 4.670' N., Long. 76° 27.835' W., then running 1° (True) to the west end of Little Island, at or near Lat. 39° 5.045' N., Long. 76° 27.828' W., then running easterly along the shoreline to a point, at or near Lat. 39° 5.0370' N., Long. 76° 27.745' W., then running 152° (True) to the east end of Dobbins Island, at or near Lat. 39° 4.713' N., Long. 76° 27.525' W., then westerly following the shoreline to the point of beginning. This area has a 6-knot speed limit all year.]

[J.] I. (text unchanged)

JEANNIE HADDAWAY-RICCIO  
Secretary of Natural Resources

**Subtitle 18 BOATING—SPEED LIMITS AND OPERATION OF VESSELS**

**08.18.24 Severn River Vessel Management Area**

Authority: Natural Resources Article, §§8-703, 8-704, and 8-725.2, Annotated Code of Maryland

**Notice of Proposed Action**  
[22-047-P]

The Secretary of the Department of Natural Resources proposes to adopt amendments to Regulation .03 under **COMAR 08.18.24 Severn River Vessel Management Area.**

**Statement of Purpose**

The purpose of this action is to create a regulated speed area at the entrance to Yantz Creek. Yantz Creek itself already has a speed limit of 6 knots at all times. However, there is a sandbar at the mouth of Yantz Creek, directly on the current regulatory line, that has increasingly been used by a large number of recreators. Safety concerns have been raised about having the speed zone line located where so many people are in the water or rafted up. This action will create a new regulated area outside the mouth of Yantz Creek which will have a speed limit of 6 knots on Saturdays, Sundays, and State holidays during the boating season. The new line will be roughly 700 feet from the current line. Having the line for this area much in advance of the sandbar will mitigate the safety concerns that have been presented.

**Comparison to Federal Standards**

There is no corresponding federal standard to this proposed action.

**Estimate of Economic Impact**

The proposed action has no economic impact.

**Economic Impact on Small Businesses**

The proposed action has minimal or no economic impact on small businesses.

**Impact on Individuals with Disabilities**

The proposed action has no impact on individuals with disabilities.

**Opportunity for Public Comment**

Comments may be sent to Severn River Vessel Management Area Regulations, Regulatory Staff, Department of Natural Resources Fishing and Boating Services, 580 Taylor Avenue, E-4, Annapolis, MD 21401, or call 410-260-8417, or email to boatingregspubliccomment.dnr@maryland.gov. Comments will be accepted through March 14, 2022. A public hearing has not been scheduled.

**.03 Severn River North Shore — Speed Limits.**

The Severn River north shore areas, with their corresponding speed limits, are set forth below:

A. (text unchanged)

B. Yantz Creek.

(1) *Yantz Creek Proper.*

(a) *Area. [This encompasses the area] All of the waters upstream of a line beginning at a point at or near Lat. 39° 4.097' N., Long. 76° 33.818' W., then running 167° (True) to a point, at or near Lat. 39°4.022'N., Long. 76°33.796'W.*

(b) Except as otherwise restricted, the speed limit for [this] the area described in §B(1)(a) of this regulation is 6 knots.

(2) *Yantz Creek Entrance.*

(a) *Area. All of the waters east of a line beginning at a point on shore defined by Lat. 39°03.800' N, Long. 76°33.910' W; then running 354° True to a point on shore defined by Lat. 39°04.100' N, Long. 76°33.950' W and west of the area described in §B(1)(a) of this regulation.*

(b) *The speed limit for the area described in §B(2)(a) of this regulation is 6 knots on Saturdays, Sundays, and State holidays during the boating season.*

C.—K. (text unchanged)

JEANNIE HADDAWAY-RICCIO  
Secretary of Natural Resources

**Subtitle 18 BOATING—SPEED LIMITS AND OPERATION OF VESSELS**

**08.18.34 Little Choptank River**

Authority: Natural Resources Article, §§8-703 and 8-704, Annotated Code of Maryland

**Notice of Proposed Action**  
[22-045-P]

The Secretary of Natural Resources proposes to adopt new Regulation .03 under **COMAR 08.18.34 Little Choptank River.**

**Statement of Purpose**

The purpose of this action is to create a regulated speed area in Slaughter Creek, between the Taylors Island Bridge and Slaughter Creek Marina. The Department has previously received complaints about unsafe boating activity in this area. Slowing the speed of boats in this area will decrease unsafe activities in the area. While the department received a request to place a speed restriction on the entirety of Slaughter Creek, the Department believes that restricting vessel speeds in the proposed area will address the large majority of the issues that have incurred the complaints. The area will have a 6 knot speed limit on Saturdays, Sundays, and State holidays during the boating season.

**Comparison to Federal Standards**

There is no corresponding federal standard to this proposed action.

**Estimate of Economic Impact**

The proposed action has no economic impact.

**Economic Impact on Small Businesses**

The proposed action has minimal or no economic impact on small businesses.

**Impact on Individuals with Disabilities**

The proposed action has no impact on individuals with disabilities.

**Opportunity for Public Comment**

Comments may be sent to Slaughter Creek Regulations, Regulatory Staff, Department of Natural Resources Fishing and Boating Services, 580 Taylor Avenue, E-4, Annapolis, MD 21401, or call 410-260-8417, or email to boatingregpubliccomment.dnr@maryland.gov. Comments will be accepted through March 14, 2022. A public hearing has not been scheduled.

**.03 Slaughter Creek.**

*A. Area. All of the waters of Slaughter Creek south of a line beginning at a point on shore defined by Lat. 38°28.702' N, Long. 76°17.578' W; then running 93° True to a point on shore defined by Lat. 38°28.682' N, Long. 76°17.135' W and north of a line beginning at a point on shore defined by Lat. 38°28.182' N, Long. 76°17.363' W; then running 268° True to a point on shore defined by Lat. 38°28.175' N, Long. 76°17.598' W, including Chapel Cove.*

*B. The speed limit for the area described in §A of this regulation is 6 knots on Saturdays, Sundays, and State holidays during the boating season.*

JEANNIE HADDAWAY-RICCIO  
Secretary of Natural Resources

**Impact on Individuals with Disabilities**

The proposed action has no impact on individuals with disabilities.

**Opportunity for Public Comment**

Comments may be sent to J. Michael Hopkins, Executive Director, Maryland Racing Commission, Maryland Department of Labor, 300 East Towsontown Blvd., Towson, MD 21286, or call 410-296-9682, or email to mike.hopkins@maryland.gov, or fax to 410-296-9687. Comments will be accepted through March 14, 2022. A public hearing has not been scheduled.

**Open Meeting**

Final action on the proposal will be considered by the Maryland Racing Commission during a public meeting to be held on April 5, 2022, at Laurel Park, Laurel, MD, at 12:30 p.m.

**.86 Super High Five.**

A.—E. (text unchanged)

F. Distribution.

(1)—(5) (text unchanged)

(6) If no such ticket is sold, the entire net pool plus any carryover shall be evenly distributed to the holders of *all* tickets [containing any of the finishers].

G. — M. (text unchanged)

**.91 Jackpot Super High Five.**

A. —G. (text unchanged)

H. Mandatory Distribution.

(1)—(5) (text unchanged)

(6) If no such ticket is sold, the entire net pool plus any carryover shall be evenly distributed to the holders of *all* tickets [containing any of the finishers].

I.—P. (text unchanged)

MICHAEL J. ALGEO  
Chairman  
Racing Commission

**Title 09**

**MARYLAND DEPARTMENT OF LABOR**

**Subtitle 10 RACING COMMISSION**

**09.10.01 Thoroughbred Rules**

Authority: Business Regulation Article, §11-210, Annotated Code of Maryland

**Notice of Proposed Action**

[22-043-P]

The Maryland Racing Commission proposes to amend Regulations .86 and .91 under **COMAR 09.10.01 Thoroughbred Rules**.

**Statement of Purpose**

The purpose of this action is to amend regulations to comply with the pari-mutuel tote system program to distribute a wagering pool when there is not a wager that has selected a winning combination.

**Comparison to Federal Standards**

There is no corresponding federal standard to this proposed action.

**Estimate of Economic Impact**

The proposed action has no economic impact.

**Economic Impact on Small Businesses**

The proposed action has minimal or no economic impact on small businesses.

**Subtitle 10 RACING COMMISSION**

**09.10.02 Harness Racing**

Authority: Business Regulation Article, §11-210, Annotated Code of Maryland

**Notice of Proposed Action**

[22-044-P]

The Maryland Racing Commission proposes to amend Regulations .60 and .62 under **COMAR 09.10.02 Harness Racing**.

**Statement of Purpose**

The purpose of this action is to amend regulations to comply with the pari-mutuel tote system program to distribute a wagering pool when there is not a wager that has selected a winning combination.

**Comparison to Federal Standards**

There is no corresponding federal standard to this proposed action.

**Estimate of Economic Impact**

The proposed action has no economic impact.

**Economic Impact on Small Businesses**

The proposed action has minimal or no economic impact on small businesses.

**Impact on Individuals with Disabilities**

The proposed action has no impact on individuals with disabilities.