

HOUSE BILL 130

R2
HB 749/18 – ENV

9lr0795

By: **Delegates R. Lewis, Anderson, Boyce, Bridges, Conaway, Glenn, Lierman,
Mosby, Smith, and Wells**

Introduced and read first time: January 21, 2019

Assigned to: Environment and Transportation

A BILL ENTITLED

1 AN ACT concerning

2 **Maryland Transit Administration – Workgroup to Study Dedicated Bus Lanes in**
3 **Baltimore City**

4 FOR the purpose of establishing the Workgroup to Study Dedicated Bus Lanes in Baltimore
5 City; providing for the composition, chair, and staffing of the Workgroup; prohibiting
6 a member of the Workgroup from receiving certain compensation, but authorizing
7 the reimbursement of certain expenses; requiring the Workgroup to study and
8 analyze dedicated bus lane enforcement mechanisms in use by certain other transit
9 agencies and develop a certain enforcement plan; requiring the study to include a
10 certain examination of best practices and technologies, a review of certain potential
11 capital and operating costs, and an evaluation of the most effective methods for
12 ensuring compliance with and enforcement of existing law; requiring the
13 Administration to report its findings, recommendations, and enforcement plan to the
14 Governor and the General Assembly on or before a certain date; providing for the
15 termination of this Act; and generally relating to the Workgroup to Study Dedicated
16 Bus Lanes in Baltimore City.

17 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
18 That:

19 (a) There is a Workgroup to Study Dedicated Bus Lanes in Baltimore City.

20 (b) The Workgroup consists of the following members:

21 (1) the Maryland Transit Administrator, or the Administrator's designee;

22 (2) the Director of the Baltimore City Department of Transportation, or the
23 Director's designee;

24 (3) one member of the Baltimore City Council, selected by the Baltimore

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



1 City Council;

2 (4) one representative of the Central Maryland Transportation Alliance,
3 selected by the Central Maryland Transportation Alliance;

4 (5) one representative of Bikemore, selected by Bikemore;

5 (6) two adult Baltimore City residents who regularly use mass transit,
6 selected by the Central Maryland Transportation Alliance; and

7 (7) one youth Baltimore City resident who regularly uses mass transit,
8 selected by the Central Maryland Transportation Alliance.

9 (c) The Maryland Transit Administrator shall chair the Workgroup.

10 (d) The Maryland Transit Administration shall provide staff for the Workgroup.

11 (e) A member of the Workgroup:

12 (1) may not receive compensation as a member of the Task Force; but

13 (2) is entitled to reimbursement for expenses under the Standard State
14 Travel Regulations, as provided in the State budget.

15 (f) The Workgroup shall:

16 (1) study and analyze dedicated bus lane enforcement mechanisms used by
17 peer transit agencies in the United States; and

18 (2) develop a plan to enforce violations of dedicated bus lanes in Baltimore
19 City.

20 (g) The study required under subsection (f)(1) of this section shall include:

21 (1) an examination of best practices and technologies that have been
22 effective in reducing violations of dedicated bus lanes by unauthorized users;

23 (2) a review of potential capital and operating costs associated with
24 dedicated bus lane enforcement mechanisms; and

25 (3) an evaluation of the most effective methods for ensuring compliance
26 with and enforcement of existing law, including the issuance of fines and exceptions from
27 current prohibitions.

28 (h) On or before December 31, 2019, the Workgroup shall report its findings,
29 recommendations, and enforcement plan to the Governor and, in accordance with § 2-1246
30 of the State Government Article, the General Assembly.

1 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect June
2 1, 2019. It shall remain effective for a period of 1 year and 1 month and, at the end of June
3 30, 2020, this Act, with no further action required by the General Assembly, shall be
4 abrogated and of no further force and effect.