

Maryland Military Coalition HB0077 Written Testimo

Uploaded by: DAVID Dragics

Position: FAV



MARYLAND MILITARY COALITION

Serving Veterans through Legislative Advocacy

January 30, 2024

The Honorable Marc Korman
Chairman, Environment and Transportation Committee
Room 251
House Office Building
Annapolis, MD 21401

Subject: **Request for FAVORABLE Report** – HB0077 – Motor Vehicles – Parking – Armed Forces Special Registration Plates

Dear Chair Korman and distinguished members of the Environment and Transportation Committee:

On behalf of the members of the Maryland Military Coalition (MMC) and as its Legislative Director, I write to recommend a **FAVORABLE report** by the Committee on ***HB0077 – Motor Vehicles – Parking – Armed Forces Special Registration Plates***, sponsored by Delegate Rachel Munoz. This legislation prohibits a county or municipal corporation of the State of Maryland from adopting or enforcing an ordinance, regulation, or policy that would require payment of a fee for parking a motor vehicle in a parking space with a parking meter if that vehicle has certain armed forces-related registration plates as defined in the bill.

The MMC strongly supports the proposal to provide this type of free parking to those honorably discharged veterans who have earned combat-related armed forces medals or individuals who are the recipient of the Department of Defense Gold Star for surviving spouses, parents, and next of kin of members of the armed forces who lost their lives in combat or are disabled veterans with special registration plates. It recognizes the fact that each has either honorably served our nation or, in the case of the Gold Star recipients, had a family member who made the ultimate sacrifice for our country. It is the least we can do for all of them.

The Maryland Military Coalition **strongly supports** HB00 and asks for a **FAVORABLE** report from the Environment and Transportation Committee. This bill builds on the Moore Administration's Year of the Military Families, providing another benefit that assists and helps the veterans and their families who have bravely served, fought, and sacrificed for our state and country.

The Maryland Military Coalition is a registered non-profit, non-partisan advocacy organization comprised of 21 prominent Maryland-based veteran and military groups, representing over

**Request for FAVORABLE Report – HB0077 – Motor Vehicles – Parking – Armed Forces Special
Registration Plates**

150,000 service-connected individuals, including those currently serving, veterans, retirees and their families, caregivers, and survivors.

We want to thank Delegate Rachel Munoz for sponsoring this legislation and her continued strong support of the veterans community in Maryland.

Respectfully,

A handwritten signature in cursive script that reads "David L. Dragics".

David L. Dragics
COL USA (Ret)
Legislative Director

Member Organizations, Maryland Military Coalition

James P. Monahan
Air Force Sergeants Association

John P. May
American Military Society

Elwood Raphael Gray
American Minority Veterans Research Project

W. G. G.
Association of the United States Navy

Lynn A. Gash
Commissioned Officers Association of the
US Public Health Service

Wilbur B. Fisher
Disabled American Veterans

Seldon H. Hedberg
Distinguished Flying Cross Association

Phyllis J. Collins
Fleet Reserve Association

Seldon H. Hedberg
Jewish War Veterans of the USA

Steve L. Bloodwin
Maryland Air National Guard Retirees'
Association

Emmett R. Robert
Maryland Veterans Chamber of Commerce

Robert J. Winton
Military Officers Association of America

Charles E. Galt
Military Order of the Purple Heart

E. J.
Montford Point Marines of America

M. L. Messer
National Association for Black Veterans

Michael P. Hays
Naval Enlisted Reserve Association

Christian Andreason
NOAA Association of Commissioned Officers

John S. J.
Reserve Organization of America

Catherine L. McGraw
Society of Military Widows

E. J.
National Active and Retired Federal Employees
Veterans Affairs Directorate, NARFE MD

M. Blackwell
Veterans of Foreign Wars

HB_77_SponserAmendment

Uploaded by: Delegate Munoz Delegate Munoz

Position: FAV



HB0077/453529/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

29 JAN 24
17:05:31

BY: Delegate Munoz

(To be offered in the Environment and Transportation Committee)

AMENDMENT TO HOUSE BILL 77

(First Reading File Bill)

On page 2, in line 20, strike “§ 13-619.1” and substitute “§ 13-619.1(A)(2)”; and strike beginning with “A” in line 21 down through “ADMINISTRATION” in line 22 and substitute “A U.S. DEPARTMENT OF DEFENSE GOLD STAR RECIPIENT SPECIAL REGISTRATION PLATE ISSUED UNDER § 13-619.1(A)(4) OF THIS ARTICLE”.

HB 77 Testimony Dolan pdf.pdf

Uploaded by: Joseph Dolan

Position: FAV

01FEB2024

To: Maryland House Environment and Transportation Committee
From: LCDR Joseph Dolan, USN IRR
Subj: HB 77 Written Testimony

Maryland House Environment and Transportation Committee,

My name is Joseph Dolan and I am a resident of Anne Arundel County. I am writing to seek support for House Bill 77. I am in favor of this bill and it would have a meaningful financial impact on me and my family. This law would change the laws for parking in Maryland for combat-decorated veterans. As a specific example, I'd like to reference the State of Texas. Current legislation in Texas allows veterans with specific military decorations to get specialty license plates which allow them to park in public for free anywhere in Texas. I have included a link to that legislation here: <https://statutes.capitol.texas.gov/Docs/TN/htm/TN.681.htm>

Clearly, Maryland is home to multiple bases and military stations such as Fort Meade, Andrews AFB, the U.S. Naval Academy, Pax River NAS, Aberdeen Proving Ground, etc. Service members and veterans who have served and continue to serve at these locations are important members of our economy and our community. Many of them have made significant sacrifices and I think it would be right for Maryland to support them with this simple but important benefit.

I went to the U.S. Naval Academy and was on active duty for 10 years as a pilot and have been in the Navy Reserves for 7 more years. As a member of the Reserves, I work with the admissions department at the U.S. Naval Academy. For my full-time job, I am an airline pilot and work out of BWI. Like many of my co-workers, I flew combat missions in OIF and OEF during my tenure and I have been awarded an Air Medal for that service. The parking at BWI is both expensive and time-consuming, often requiring more than 30 minutes from the remote employee lots to the terminal. This issue is even worse after midnight when shuttle service is reduced. If I choose to circumvent the shuttles, I can park in the hourly garage for a fee. For hourly parking at BWI, if I park for only 12 days per month, that costs \$264 per month. Just to park. Conversely, I personally know many pilots at the same airline who are based in both Houston, TX and Dallas, TX who have identical military decorations (specifically, the Air Medal) who are allowed to park at their respective airport hourly parking lots for free. Texas has stood up and thanked their decorated veterans with parking legislation and I think Maryland can and should too.

I also recognize that this legislation, like most others, would be assigned a financial cost to weigh and debate. My plea on that topic would be: when combat-decorated veterans were asked to accomplish a task, they didn't balk at the potential costs. I don't think Maryland should either.

The Maryland MVA already offers the ability to purchase plates with the relevant military awards and decorations but the tags are not associated with a corresponding benefit of free parking.

I have worked closely with Delegate Munoz's and Sen. Simonaire's offices to forward this initiative and I thank them for their continued efforts.

Please see the submitted documents with the Transportation Code of Texas for comparison. Additionally, I have also included a letter of support from people that I know and/or work with who have also expressed support for this legislation and/or would directly benefit from it.

In conclusion, I strongly support this legislation in order to thank and support Maryland's combat veterans. I appreciate your time and consideration and I look forward to moving forward with this issue.

Thank you very much,

Joseph K. Dolan
LCDR USN, IRR

HB77 Letter of Support PDF.pdf

Uploaded by: Joseph Dolan

Position: FAV

01FEB2024

To: Maryland House Environment and Transportation Committee
From: HB 77 Supporters

Maryland Delegates,

We the undersigned strongly support HB 77. We believe this his bill would have a meaningful financial benefit to combat-decorated veterans in Maryland. As veterans ourselves, many of whom are combat-decorated, we are in favor of this legislation which supports our military community. Please accept this letter of support to move HB 77 further in the legislative process.

Thank you very much.

- Maryland Veterans and Residents

Joseph Dolan	MD	AA
Nick Scerbo	MD	AA
Kien Do	MD	AA
Todd Woodward	MD	Howard
Seth Rampulla	MD	AA
Louis Carvalho	MD	Carroll
Chris Morin	MD	Montgomery
Al Girimonte	MD	Montgomery
Todd Lounsbury	MD	AA
Chris Banton	MD	AA
Kurt Johanson	MD	AA
Jon Leonardo	MD	AA
Andrew Mclean	MD	AA
Arthur Hodge	MD	AA
Pete Staveley	MD	Carroll
Chris Comeau	MD	Howard
Scott Smith	MD	AA
Adam Bosma	MD	AA

TRANSPORTATION CODE Texas .pdf

Uploaded by: Joseph Dolan

Position: FAV

TRANSPORTATION CODE

TITLE 7. VEHICLES AND TRAFFIC

SUBTITLE H. PARKING, TOWING, AND STORAGE OF VEHICLES

CHAPTER 681. PRIVILEGED PARKING

Sec. 681.008. PARKING PRIVILEGES: CERTAIN VETERANS AND MILITARY AWARD RECIPIENTS. (a) A vehicle may be parked for an unlimited period in a parking space or area that is designated specifically for persons with physical disabilities if:

(1) the vehicle:

(A) displays special license plates issued under Section [504.202](#) (b-1); and

(B) is being operated by or for the transportation of the person to whom the plates were issued; or

(2) the vehicle displays license plates issued by another state of the United States that indicate on the face of the license plates that the owner or operator of the vehicle is a disabled veteran of the United States armed forces.

(a-1) A vehicle described by Subsection (a) may be parked for an unlimited period in a parking space or area that is designated specifically for persons with physical disabilities on the property of an institution of higher education, as defined by Section [61.003](#), Education Code, regardless of whether a permit is generally required for the use of the space or area. An institution of higher education may require a vehicle described by Subsection (a) to display a parking permit issued by the institution specifically for the purpose of implementing this subsection, but may not charge a fee for the permit. This subsection does not entitle a person to park a vehicle described by Subsection (a) in a parking space or area that has not been designated specifically for persons with physical disabilities on the property of the institution if the vehicle has not been

granted or assigned a parking permit required by the institution.

(a-2) Subsection (a-1) does not apply to a parking space or area located in:

(1) a controlled access parking facility if at least 50 percent of the number of parking spaces or areas designated specifically for persons with physical disabilities on the property of the institution of higher education are located outside a controlled access parking facility;

(2) an area temporarily designated for special event parking; or

(3) an area where parking is temporarily prohibited for health or safety concerns.

(b) A vehicle on which license plates described by Subsection (a) (2) or issued under Section [504.202](#), [504.308](#), [504.310](#), [504.315](#), [504.316](#), or [504.319](#) are displayed is exempt from the payment of a parking fee collected through a parking meter charged by a governmental authority other than a branch of the federal government, when being operated by or for the transportation of:

(1) the person who registered the vehicle under Section [504.202](#) (a), [504.308](#), [504.310](#), [504.315](#), [504.316](#), or [504.319](#);

(2) a person described in Section [504.202](#) (b) if the vehicle is registered under that subsection; or

(3) the owner or operator of a vehicle displaying license plates described by Subsection (a) (2).

(c) This section does not permit a vehicle to be parked at a time when or a place where parking is prohibited.

(d) A governmental unit may provide by ordinance or order that the exemption provided by Subsection (b) also applies to payment of a fee or penalty imposed by the governmental unit for parking in a parking garage or lot or in a space with a limitation on the length of time for parking.

BikesonSidewalks.pdf

Uploaded by: Kurt Riegel

Position: FAV



Annapolis Transportation Board

Bicycles on Sidewalks

Annapolis, Anne Arundel County, State of Maryland

Where do we stand?

What should we do?



Goal

- **Diverse and resilient transportation system that serves everyone**
- **Bicycles are just one (important) component**
- **Good and safe infrastructure is difficult & expensive, so let's address a bite-size chunk**
- **Some infrastructure already exists - sidewalks**
- **Not ideal but here, paid for, and underutilized**



Bicycles on Sidewalks

- **Maryland State law forbids bicycles on sidewalks as the default setting statewide**
- **Localities can override**
- **Some do, some don't**
- **Localities' rules often confusing/contradictory**
- **Riders have no good way of knowing whether a trip traversing several localities is legal**



Present Local Situation

- **Maryland State law forbids bicycles on all sidewalks, state/county/city, by default**
- **AACounty same, except “where permitted”**
- **Annapolis is blurry, forbidding “negligent riding” so we mostly don’t know one way or the other**



Why Change?

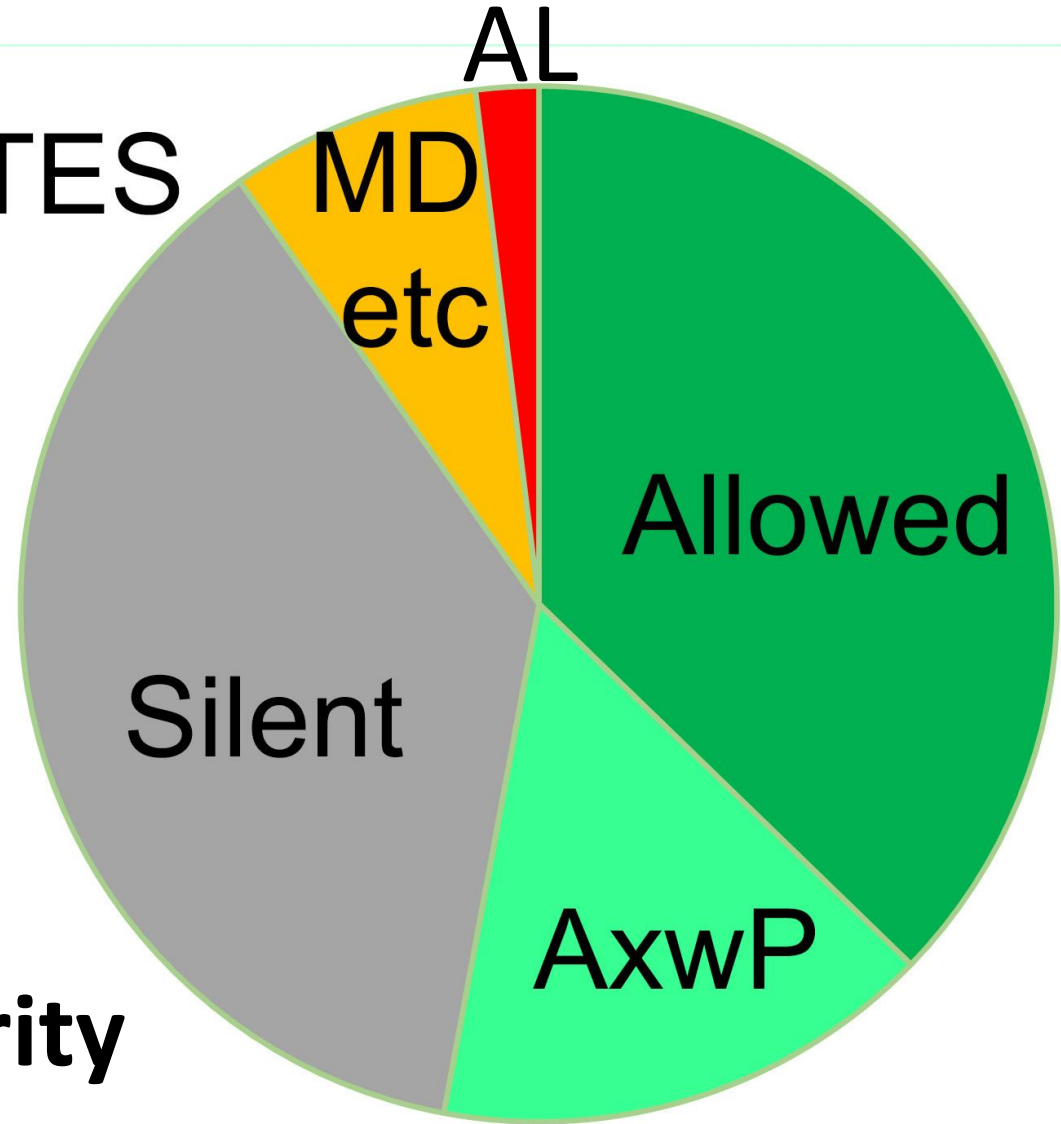
- **Many roads are unsafe, or safe only for highly skilled “spandex” riders**
- **Vulnerable populations (children, elderly, inexperienced) are mandated by law to ride on unsafe roads built for & used by cars**
- **Hardly any safe infrastructure & yet we forbid using safe infrastructure that already exists and is underutilized**



STATES

- Allowed:** CO, CT, DC, FL, ID, IL, MI, MN, MO, MT, NE, OH, OR, RI, SD, UT, WA, WI, WY
- Allowed except where Prohibited (AxwP):** AK, DE, HI, KY, ME, MA, PA, VA
- Silent:** CA, AZ, AR, IN, IA, KS, LA, MS, NV, NJ, NM, NY, NC, OK, SC, TN, TX, VT, WV

Prohibited unless allowed: MD, GA, NH, ND
Prohibited: AL



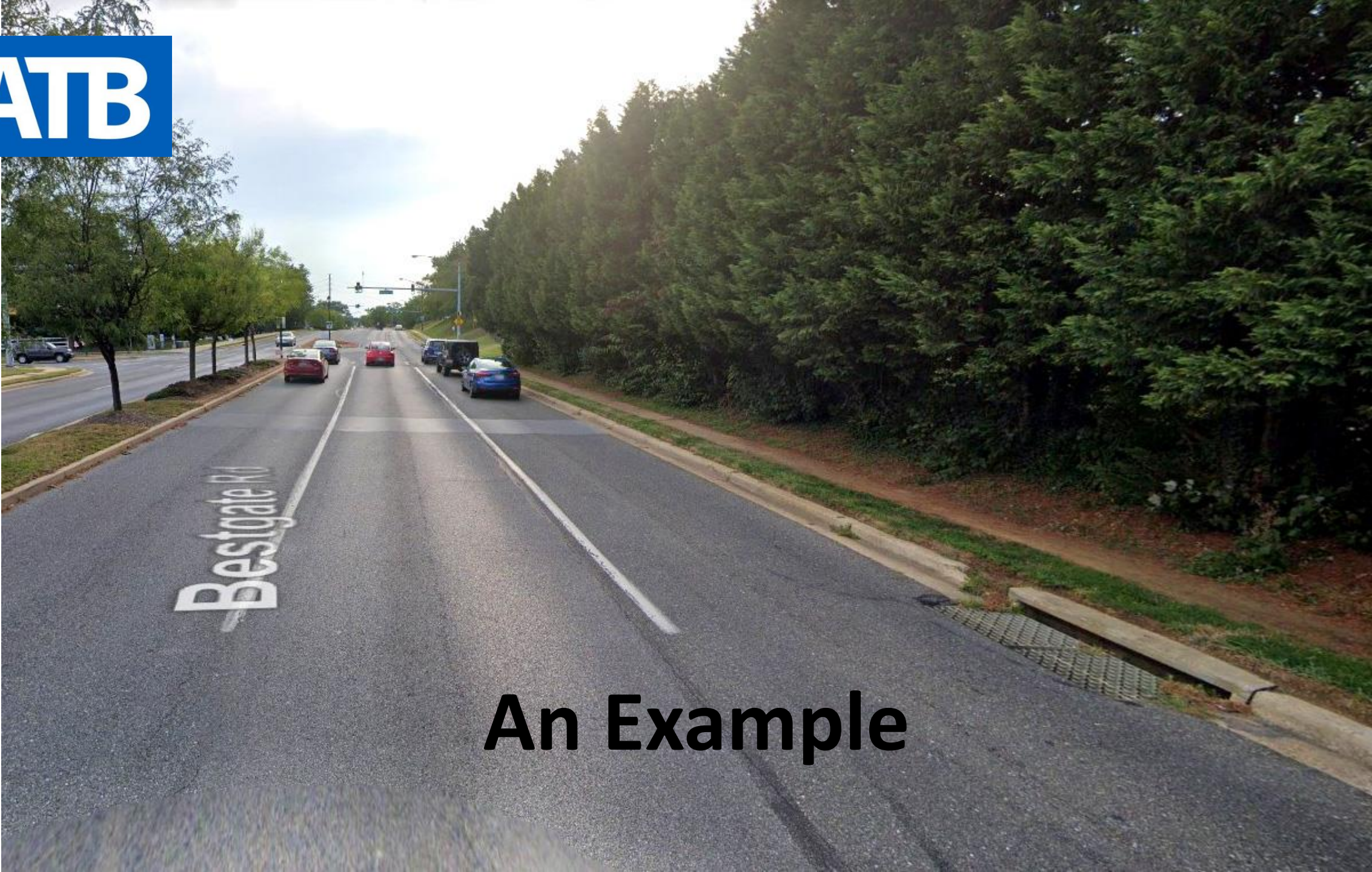
Maryland is in the Minority
We are not “normal”



Anne Arundel County

- **Rule mostly mirrors the State law**
- **Would be fixed if/when State law is changed**
- **Meanwhile, AA County & Annapolis should harmonize each other's rules to be more supportive & tolerant of bicycles on sidewalks**

ATB



An Example



City of Annapolis

- Existing rule is blurry and should be clarified
- O-31-20 introduced, clarifies bikes are allowed
- Areas prohibitable by Director of Public Works
- No explicit obligation to consult public and stakeholders for input/advice
- ATB has recommended clarifying this



Let's Solve These Problems

- **Reverse State of MD default**
- **Don't force people onto roads that are unsafe, or safe only for "spandex" riders**
- **Protect vulnerable populations (children, elderly, inexperienced) from exposure to cars**
- **Lacking safe bicycle infrastructure, allow using safe infrastructure that already exists**



Board Recommendations

1. City work to reverse default statewide sidewalk ban
2. Council resolution encouraging our legislative delegation/
Transportation Caucus to action (Sarah Elfreth, Dana Jones)
3. Coordinate & harmonize AACo & City rules for sidewalks
4. Pass ordinance O-31-20 with ATB suggestions, for city's
interim bicycle/sidewalk rule pending reform of state law
5. Develop clear city/county standards/administrative
procedures for signs & designating prohibited areas, with
public input from relevant boards & commissions and others
6. Stress need for major new bicycle infrastructure

end

R-2-21 Resolution to State.pdf

Uploaded by: Kurt Riegel

Position: FAV

1 **..Title**

2 **Non-motorized Wheeled Vehicles on Sidewalks** - For the purpose of encouraging the Maryland
3 General Assembly to amend State law to allow non-motorized wheeled vehicles on sidewalks by
4 default; providing amendment language; and generally relating to non-motorized wheeled vehicles
5 on sidewalks.

6 **..Body**

7 **CITY COUNCIL OF THE**
8 **City of Annapolis**

9
10 **Resolution 2-21**

11 **Introduced by: Alderwoman Tierney**

12 **Co-sponsored by: Alderwoman Pindell Charles, Alderman Schandelmeier**

13 **A RESOLUTION** concerning

14
15 **Non-motorized Wheeled Vehicles on Sidewalks**

16
17 **FOR** the purpose of encouraging the Maryland General Assembly to amend State law to allow
18 non-motorized wheeled vehicles on sidewalks by default; providing amendment language;
19 and generally relating to non-motorized wheeled vehicles on sidewalks.

20
21 **WHEREAS,** Annapolis requires a more diverse and resilient transportation system to support its
22 citizens and commerce; and

23 **WHEREAS,** alternative transportation modes contribute increasingly to the diversity and
24 resilience of the overall transportation system; and

25 **WHEREAS,** non-motorized wheeled vehicles, such as bicycles, are growing in their importance
26 among alternative modes of transportation; and

27 **WHEREAS,** safety concerns represent the primary factor inhibiting people who want to use non-
28 motorized vehicles for transportation; and

29 **WHEREAS,** the development of new infrastructure, such as individualized road lanes and paths
30 for non-motorized vehicles, or pedestrian only paths are hindered by lack of funding
31 and time constraints; and

32 **WHEREAS,** infrastructure in the form of sidewalks currently exist but are underutilized due to
33 a defect in State law that exacerbates personal safety concerns among cyclists; and

34 **WHEREAS,** child, elderly, and inexperienced cyclists are presently mandated by State law to
35 use roads and streets designed for high-speed automotive traffic when safer and
36 underutilized sidewalks are available; and

37 **WHEREAS,** state, county, and municipal laws are confusing, inconsistent, and either discourage
38 or prohibit the safe use of existing infrastructure by non-motorized wheeled
39 vehicles; and

40 **WHEREAS,** Maryland stands in a small minority of 4 out of 50 states and the District of
41 Columbia in prohibiting non-motorized wheeled vehicles on sidewalks; and

42 **WHEREAS,** on January 11, 2021, the Annapolis City Council adopted Ordinance 31-20, to serve
43 as an interim measure pending reform of State law.
44
45
46

1 **NOW, THEREFORE,**

2
3 **BE IT RESOLVED BY THE ANNAPOLIS CITY COUNCIL** that the Maryland General
4 Assembly is encouraged to modify the Maryland Annotated Code, Transportation Article, Section
5 21-1103(b)(2) to allow by default non-motorized vehicles on sidewalks throughout the State of
6 Maryland, and suggests the following amendments:

7
8 “Maryland State Code, Transportation, Title 21 - Vehicle Laws -- Rules of the Road Subtitle 11 -
9 Miscellaneous Rules, § 21-1103. Driving on sidewalk.

- 10
11 a) Except as provided in subsection (b), (c), or (d) of this section, a person may not drive any
12 vehicle on a sidewalk or sidewalk area unless it is a permanent or authorized temporary
13 driveway.
- 14 b)
- 15 1) For the purposes of this subsection, “bicycle” does not include “moped”, as defined in
16 § 11-134.1 of this article.
 - 17 2) ~~Where allowed~~ **UNLESS PROHIBITED** by local ordinance, a person may ride a
18 bicycle, play vehicle, or unicycle on a sidewalk or sidewalk area. **RIDERS SHALL**
19 **PROCEED IN A SAFE MANNER, YIELDING TO PEDESTRIANS.**
 - 20 3) In a place where a person may ride a bicycle on a sidewalk or sidewalk area, a
21 person may also ride a bicycle from the curb or edge of the roadway in or through a
22 crosswalk to the opposite curb or edge of the roadway.
- 23 c) Unless prohibited by local ordinance, an individual with a disability may use a special
24 vehicle other than a wheelchair on sidewalks or sidewalk areas.
- 25 d) An individual may use a wheelchair on sidewalks or sidewalk areas in accordance with §
26 21-501.1 of this title.”
- 27

28 **AND BE IT FURTHER RESOLVED BY THE ANNAPOLIS CITY COUNCIL** that members
29 of our delegation to the Maryland General Assembly, especially those members on the Maryland
30 Transportation Caucus, are encouraged to advocate for these amendments to the Maryland State
31 Code.

32
33 **AND BE IT FURTHER RESOLVED BY THE ANNAPOLIS CITY COUNCIL** that the City
34 of Annapolis will continue to work with Anne Arundel County in an effort to unify State, County,
35 and City laws relating to non-motorized wheeled vehicles.

36
37 **AND BE IT FURTHER RESOLVED BY THE ANNAPOLIS CITY COUNCIL** that the City
38 of Annapolis commits to work with Anne Arundel County to develop clear assessment
39 requirements, safety standards, and administrative procedures under any State reformed law
40 relating to sidewalks and non-motorized wheeled vehicles.

41
42 **AND, BE IT FURTHER RESOLVED BY THE ANNAPOLIS CITY COUNCIL** that the City
43 Clerk shall send a copy of this Resolution to the Governor, the President of the Senate, the Speaker
44 of the House of Delegates, and the Maryland Municipal League.

45
46 **EXPLANATION**

47 UPPERCASE indicates matter added.

1

~~Strikethrough~~ indicates matter stricken.

Riegel testimony in support of HB111.pdf

Uploaded by: Kurt Riegel

Position: FAV

Written testimony in support of HB111 (An Act concerning Bicycles, Play Vehicles, and Unicycles – Authorizations and Requirements)

I write to support this legislation, for benefits that it provides including:

- To increase safety for bicyclists in Maryland
- To encourage bicycling, a nonpolluting and healthful transportation mode
- As a step toward diversified and resilient transportation which includes many modes
- For equity, opening bicycling as a safe transportation mode for low income persons
- To harmonize Maryland's bicycling on sidewalks rules to match those of most other states
- To relieve automotive congestion by diverting some travelers away from cars to bicycles.

Kurt Riegel, PhD

Chairman, Annapolis Transportation Board

Attachments:

Resolution by the Annapolis City Council recommending to the Maryland State

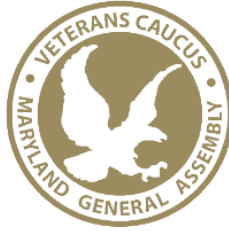
. (R-2-21 Resolution to State.pdf)

Slide presentation on recommendations above (Bicycle.pdf)

MGAVC24_HB0077.pdf

Uploaded by: Nick Allen

Position: FAV



MARYLAND GENERAL ASSEMBLY
VETERANS CAUCUS

TO: Chair Marc Korman
Environment and Transportation Committee
FROM: Maryland Veterans Caucus, House Membership
DATE: January 30th, 2024

RE: HB77 - Motor Vehicles - Parking - Armed Forces Special Registration Plates

The Maryland Veterans Caucus, House Membership respectfully requests a favorable report on **HB77 - Motor Vehicles - Parking - Armed Forces Special Registration Plates**

This bill would prohibit a political subdivision from adopting or enforcing an ordinance, a regulation, or a policy that requires payment of a fee for parking a motor vehicle in a parking space served by a parking meter if the motor vehicle has a certain individually earned, combat-related armed forces special registration plate or a certain disabled veteran special registration plate.

The Veterans Caucus mission is to study, develop, and promote legislation designed to improve the quality of life for veterans in the State of Maryland in the areas of employment, education, economics, training, and health. And to assist the Maryland Department of Veterans Affairs in achieving its mission and goals, on behalf of the veterans in the State.

The Veterans Caucus Legislative Review Board offers and **recommends support and a favorable report of HB77.**

Thank you,

Mike Rogers

Delegate Mike Rogers
HouseChair, Veterans Caucus

OUR MISSION STATEMENT

To study, develop, and promote legislation designed to improve the quality of life for veterans in the State of Maryland in the areas of benefits, employment, education, economics, training, and health, and to assist the Maryland Department of Veterans Affairs in achieving its mission and goals, on behalf of all veterans in the State.