

HOUSE BILL 187

R5

(PRE-FILED)

4r1390
CF SB 168

By: **Delegates Ruth, Boyce, Guyton, Kaufman, R. Lewis, Martinez, T. Morgan, Pasteur, Terrasa, and Ziegler**

Requested: November 1, 2023

Introduced and read first time: January 10, 2024

Assigned to: Environment and Transportation and Judiciary

A BILL ENTITLED

1 AN ACT concerning

2 **Task Force to Study Aggressive and Reckless Driving**

3 FOR the purpose of establishing the Task Force to Study Aggressive and Reckless Driving
4 to study data, research, initiatives, and policies regarding aggressive and reckless
5 driving; and generally relating to the Task Force to Study Aggressive and Reckless
6 Driving.

7 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
8 That:

9 (a) (1) In this section the following words have the meanings indicated.

10 (2) (i) “Aggressive driving” means driving a motor vehicle in a manner
11 intended to provoke or challenge other drivers.

12 (ii) “Aggressive driving” includes:

13 1. tailgating or driving too close to another motor vehicle in
14 a manner intended to intimidate the other driver;

15 2. changing lanes abruptly to cut off another motor vehicle;

16 3. ignoring the right-of-way;

17 4. passing on the shoulder unless the passage is allowed by
18 law or clear signage; and

19 5. spontaneously racing another motor vehicle.

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



1 (3) “COVID–19” means, interchangeably and collectively, the coronavirus
2 known as COVID–19 or 2019–nCoV and the SARS–CoV–2 virus.

3 (4) “Reckless driving” means driving a motor vehicle:

4 (i) in wanton or willful disregard for the safety of persons or
5 property; or

6 (ii) in a manner that indicates a wanton or willful disregard for the
7 safety of persons or property.

8 (b) There is a Task Force to Study Aggressive and Reckless Driving.

9 (c) The Task Force consists of the following members:

10 (1) one member of the Senate of Maryland, appointed by the President of
11 the Senate;

12 (2) one member of the House of Delegates, appointed by the Speaker of the
13 House;

14 (3) the Secretary of Transportation, or the Secretary’s designee;

15 (4) the Administrator of the Motor Vehicle Administration, or the
16 Administrator’s designee;

17 (5) the Administrator of the State Highway Administration, or the
18 Administrator’s designee;

19 (6) the Superintendent of the Maryland State Police, or the
20 Superintendent’s designee;

21 (7) the Secretary of Health, or the Secretary’s designee; and

22 (8) the following members, appointed by the Governor:

23 (i) three representatives of the Maryland Association of Counties,
24 representing the geographic and population density diversity of the State;

25 (ii) three representatives of the Maryland Municipal League,
26 representing the geographic and population density diversity of the State;

27 (iii) one representative of the Maryland Chiefs of Police Association;

28 (iv) one mental health professional with expertise in road rage;

29 (v) one mental health professional with expertise in the impacts of

1 COVID-19 on mental health;

2 (vi) one neuroscience expert with expertise in the effects of
3 COVID-19 on the brain;

4 (vii) one individual with professional expertise in the planning and
5 development of roads and highways, including expertise in the State's Complete Streets
6 Program; and

7 (viii) one individual with professional expertise in traffic
8 management.

9 (d) The Governor shall designate the chair of the Task Force.

10 (e) The Motor Vehicle Administration shall provide staff for the Task Force.

11 (f) A member of the Task Force:

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 (g) The Task Force shall:

16 (1) conduct a survey to determine the availability of data to study
17 aggressive and reckless driving, including conducting a survey of:

18 (i) State police records;

19 (ii) records from county and municipal police departments;

20 (iii) reported traffic fatalities;

21 (iv) civil and criminal citations;

22 (v) data from traffic control signal monitoring systems and speed
23 monitoring systems;

24 (vi) Motor Vehicle Administration records on driver's license points,
25 suspensions, and revocations;

26 (vii) State Highway Administration traffic data;

27 (viii) data from other states if considered relevant by the Task Force;

28 and

1 (ix) any other data the Task Force considers relevant;

2 (2) evaluate data from the last 10 years to determine:

3 (i) whether there has been an increase in aggressive and reckless
4 driving in the State; and

5 (ii) if there has been an increase in aggressive and reckless driving
6 in the State, over what period the increase occurred;

7 (3) conduct a survey of published, peer-reviewed research on:

8 (i) aggressive and reckless driving behaviors;

9 (ii) the effectiveness of civil and criminal penalties to reduce
10 aggressive and reckless driving;

11 (iii) the psychological, social, and neurological impacts of the
12 COVID-19 pandemic that may contribute to risky, impulsive, or antisocial behaviors;

13 (iv) the psychological impacts of driving in heavy traffic;

14 (v) the psychological effects of the consequences of climate change,
15 including high heat, that may contribute to risky, aggressive, or antisocial behaviors,
16 disinhibition, or emotional dysregulation; and

17 (vi) any other topics the Task Force considers relevant;

18 (4) examine initiatives or policy changes made in other states over the last
19 5 years that are intended to reduce aggressive and reckless driving; and

20 (5) develop recommendations on possible causes of aggressive and reckless
21 driving and actions, interventions, policies, and legislation to reduce aggressive and
22 reckless driving.

23 (h) (1) On or before December 1, 2024, the Task Force shall submit an interim
24 report to the Governor and, in accordance with § 2-1257 of the State Government Article,
25 the General Assembly on its interim findings and recommendations, including:

26 (i) a list of published data sources reviewed;

27 (ii) a list of experts consulted;

28 (iii) additional data collection needed for the final report; and

29 (iv) recommended legislation to be introduced in the 2025 legislative
30 session.

1 (2) On or before December 1, 2025, the Task Force shall submit a final
2 report to the Governor and, in accordance with § 2-1257 of the State Government Article,
3 the General Assembly on its final findings and recommendations, including:

4 (i) a list of published data sources reviewed;

5 (ii) a list of experts consulted;

6 (iii) findings on whether there has been an increase in aggressive and
7 reckless driving in the State;

8 (iv) findings on the causes of aggressive and reckless driving in the
9 State;

10 (v) recommendations on actions, interventions, and policies that
11 could reduce aggressive and reckless driving; and

12 (vi) recommended legislation to be introduced in the 2026 legislative
13 session.

14 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July
15 1, 2024. It shall remain effective for a period of 2 years and, at the end of June 30, 2026,
16 this Act, with no further action required by the General Assembly, shall be abrogated and
17 of no further force and effect.