

HB1223/668076/1

BY: Judicial Proceedings Committee

AMENDMENTS TO HOUSE BILL 1223
(Third Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 2, strike “Task Force – Reconstitution” and substitute “Advisory Committee”; in line 3, strike “reconstituting” and substitute “establishing”; in lines 4, 5, 5 and 6, and 11, in each instance, strike “Task Force” and substitute “Advisory Committee”; strike beginning with “; authorizing” in line 6 down through “receive” in line 7 and substitute “and”; and strike beginning with “requiring” in line 7 down through “date;” in line 8.

AMENDMENT NO. 2

On pages 1 through 3, strike in their entirety the lines beginning with line 14 on page 1 through line 25 on page 3, inclusive, and substitute:

“(a) There is a Maryland Quiet Vehicles and Pedestrian Safety Advisory Committee.

(b) The Advisory Committee consists of the following members, appointed by the Secretary of Transportation:

(1) two or three individuals who:

(i) represent the organized blind community in the State;

(ii) are legally blind; and

(iii) have experience or expertise in training blind people to travel safely and independently;

(Over)

(2) two or three individuals representing pedestrian organizations in the State; and

(3) one representative of an organization representing the interests of automobile manufacturers.

(c) The Secretary shall appoint a chair of the Advisory Committee from its membership.

(d) The Department of Transportation may provide staff support for the Advisory Committee.

(e) A member of the Advisory Committee may not receive compensation or reimbursement for expenses as a member of the Advisory Committee.

(f) The Advisory Committee shall:

(1) study:

(i) the effects of vehicle sound on pedestrian safety; and

(ii) all available technology that may enhance the safety of blind pedestrians;

(2) review all available research regarding the effects of vehicle sound on pedestrian safety;

(3) monitor efforts by the federal government and the automobile industry to establish safety standards for hybrid and electric vehicles;

(4) consult with:

(i) consumer groups representing individuals who are blind, other pedestrians, and cyclists;

(ii) advocates for the safety of children;

(iii) experts on acoustics, automobile design, environmental quality, orientation and mobility for blind individuals, pedestrian safety, and other relevant fields; and

(iv) interested members of the public; and

(5) advise the Secretary concerning:

(i) the minimum sound level and the nature and characteristics of the minimum sound that should be required for all new and used vehicles sold and registered in the State; and

(ii) the use of technology to enhance the safety of blind pedestrians.

(g) The Advisory Committee is not required to specify the method or technology through which automobile manufacturers should implement the recommended sound standard.”.

AMENDMENT NO. 3

On page 3, in line 27, strike “Governor” and substitute “Secretary of Transportation”; in line 28, strike “Task Force” and substitute “Advisory Committee”; and in line 29, strike “predecessor” and substitute “Maryland Quiet Vehicles and Pedestrian Safety”.