

## Chapter 340

## (House Bill 130)

AN ACT concerning

**Maryland Transit Administration – ~~Workgroup to~~ and Baltimore City  
Department of Transportation – Study of Dedicated Bus Lanes in Baltimore  
City**

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

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,

That:

- (a) ~~There is a Workgroup to Study Dedicated Bus Lanes in Baltimore City.~~
- (b) ~~The Workgroup consists of the following members:~~
- (1) ~~the Maryland Transit Administrator, or the Administrator's designee;~~
  - (2) ~~the Director of the Baltimore City Department of Transportation, or the Director's designee;~~
  - (3) ~~one member of the Baltimore City Council, selected by the Baltimore City Council;~~
  - (4) ~~one representative of the Central Maryland Transportation Alliance, selected by the Central Maryland Transportation Alliance;~~
  - (5) ~~one representative of Bikemore, selected by Bikemore;~~

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

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

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

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

~~(e) A member of the Workgroup:~~

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

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

~~(f) The Workgroup~~ The Maryland Transit Administration, jointly with the Baltimore City Department of Transportation, shall:

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

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

~~(g) (b)~~ The study required under subsection (a)(1) of this section shall include:

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

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

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

~~(h) (c)~~ On or before December 31, 2019, the ~~Workgroup~~ Maryland Transit Administration and the Baltimore City Department of Transportation shall report ~~its~~ their findings, recommendations, and enforcement plan to the Governor and, in accordance with § 2-1246 of the State Government Article, the General Assembly.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect June 1, 2019. It shall remain effective for a period of 1 year and 1 month and, at the end of June

30, 2020, this Act, with no further action required by the General Assembly, shall be abrogated and of no further force and effect.

**Approved by the Governor, April 30, 2019.**