

# 2024 Maryland Bicycling, Road-Safety, and Transit Legislation

(Online with clickable links at [bit.ly/MD2024leg](https://bit.ly/MD2024leg).)

**Maryland bicycling/road-safety bills passed in 2024** (bill-number order; not 100% of bills):

- [HB 159/SB465](#), Electric Vehicle Recharging Equipment Act of 2024, regarding equipment including e-bike charging in a condominium or homeowners association.
- [HB 193](#), enabling Anne Arundel County speed-limit reductions to 15 MPH.
- [HB 228](#), extending the timeline of the Park System Critical Maintenance Fund and addressing provisions of Park System Capital Improvements and Acquisition Fund, which include (existing law) "Improving bike lanes and trails, increasing walkability, and expanding parking availability."
- [HB 337/SB 315](#), the Sarah Debbink Langenkamp Memorial Act, addressing penalties for hitting a bicyclist in a bike lane.
- [SB 345](#), requiring an MDOT Vision Zero Coordinator to collaborate with state agencies and local authorities and hold quarterly public meetings (amended from creation of an Advisory Commission).
- [HB 364](#), authorizing stop-sign cameras near schools in Prince George's County.
- [SB 943](#), the Better Bus Service Act, allowing bus-lane enforcement cameras (with bikes allowed).

**On the revenue front**, the Budget Reconciliation and Financing Act of 2024, [SB 362](#), shores up the Transportation Trust Fund. Additional revenue sources that the state will tap include a fee on electric vehicles (whose drivers of course don't pay gasoline taxes), higher registration fees on heavy vehicles, and a fee on Uber and Lyft rides. The FY25 revenue estimate is \$257 million. And [SB 479](#), the Maryland Road Worker Protection Act of 2024, increases fines for speeding in a work zone.

## **Transportation misses --**

- The Transportation and Climate Alignment Act was passed by the House as [HB 836](#) and passed 2nd reading in the Senate. It didn't get a Senate 3rd reading vote and died on the Senate floor.

Bills that passed the House but didn't make it out of the Judicial Proceedings Committee (JPR) in the Senate:

- [HB 111](#), making Bikes on Sidewalks the default statewide.
- [HB 278](#), allowing the State Highway Administration to reduce urban state road speed limits by 5 MPH without an engineering and traffic investigation.
- [HB 511](#), Bicycle Safety Yield.
- [HB 612](#), enabling Montgomery County speed-limit reductions without an engineering and traffic investigation

Other bills that didn't pass in the House or the Senate:

- [HB 28](#), imposing higher registration fees for heavy passenger vehicles and light trucks. Higher fees were part of Budget Reconciliation and Financing Act of 2024, [SB 362](#), although they're less than the fees HB 28 would have established.
- [HB 135/SB 593](#), MDTA routine accommodations for bicycles and pedestrians.
- [HB 156](#), Electric Bicycle Rebate and Voucher Program.
- [HB 389/SB 514](#), addressing responsibility for maintenance of sidewalks and bike paths along state roads.
- [HB 530/SB 645](#), the Great Maryland Trails Act.
- [SB 200](#), construction of sidewalks and crosswalks; safe alternative routes to public schools.