



# **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

## **Public Testimony in Support of HB1027**

### **Vehicle Laws – Bus Lane Monitoring Systems – Statewide Expansion**

#### **Before the House Environment and Transportation Committee**

**March 2, 2023**

Mr. Chairman, members of the committee, thank you for allowing me to testify today. For the record, my name is Charlie Scott and I am the Senior Government Relations Officer for the Washington Metropolitan Area Transit Authority (WMATA). I am here to urge your strong support for House Bill 1027.

At Metro, we are preparing to launch a program, in partnership with the District of Columbia, to begin automated enforcement of bus lane and bus stop parking violations later this year. A portion of our bus fleet will be equipped with cameras to detect and record vehicles that are blocking bus lanes or bus stops. Warnings or tickets will be issued by the District of Columbia.

Our focus, of course, is on improving the experience for our bus customers and we know that on-time performance is one of the key factors in improving customer satisfaction. The ability for our buses to make full use of dedicated bus lanes will improve reliability, making bus service in these corridors even more attractive to new customers.

Ideally, we would like to extend these customer service improvements across the region, and HB1027 is key to enabling this to occur. While dedicated bus lanes are more prevalent in the District of Columbia, we are making strides to extend such bus corridor improvements in Prince George's and Montgomery County. For the past year, our staff has worked in coordination with MDOT SHA on plans to implement targeted areas of dedicated bus lanes on Silver Hill Road in Suitland and Georgia Avenue in Silver Spring. In fact, just earlier this week, WMATA submitted a federal RAISE grant application to the Federal Transit Administration seeking funding for these and associated improvements in these corridors.

