

# **CSG Testimony on HB 107 Vehicle Laws - Bus Lane Ob**

Uploaded by: Carrie Kisicki

Position: FAV

February 1, 2024

The Honorable Delegate Marc Korman  
Chair, Environment and Transportation Committee  
Maryland House of Delegates  
House Office Building, Room 251  
Annapolis, Maryland 21401

**HB 107, “Vehicle Laws - Bus Lane Obstruction - Monitoring Systems Expansion and Workgroup (Better Bus Service Act of 2024)” — Support**

Carrie Kisicki, Montgomery County Advocacy Manager

Dear Chair Korman and Committee Members,

Thank you for the opportunity to testify on HB 107, the Better Bus Service Act of 2024. Please accept this testimony on behalf of the Coalition for Smarter Growth, the leading organization advocating for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for our region to grow and provide opportunities for all. We urge you to support HB 107.

Providing fast and reliable bus service is an urgent racial and socioeconomic equity concern in Montgomery County, where the median household income of bus riders is approximately \$35,000 compared to a county median household income of \$110,000.

Improving bus service is also central to achieving our county and state climate goals, as attracting new riders to public transit through fast, frequent, reliable and convenient bus service will reduce travel by car and therefore carbon emissions.

A single vehicle obstructing a dedicated lane can easily slow down a trip for dozens of riders. Without the ability to enforce prohibitions against stopping or parking in dedicated bus lanes, riders in jurisdictions like Montgomery County do not experience the full benefit of these measures—and jurisdictions that choose to invest in dedicated lanes do not get the full value out of that investment.

Prohibiting unallowed stopping and parking in dedicated bus lanes, and allowing local jurisdictions to enforce this prohibition, will make bus service faster and more reliable for riders and allow jurisdictions to maximize the benefits of their investments in better service.

For these reasons, we strongly urge you to support HB 107. Thank you for your consideration.

Sincerely,

*Carrie Kisicki*

Carrie Kisicki  
Montgomery County Advocacy Manager

# **Testimony.HB 107 Vehicle Laws - Bus Lane Obstructi**

Uploaded by: Christine Slater

Position: FAV



Tina Slater  
402 Mansfield Road  
Silver Spring MD 20910-5515

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## HB 107

HB 107 – Vehicle Laws – Bus Lane Obstruction – Monitoring Systems  
Expansion and Workgroup (Better Bus Service Act of 2024)

FAVORABLE

Dear Chair Korman and House Environ. & Transp. Committee Members:

As we all try to move towards a greener transportation system to ward off escalating Climate Change, let's promote systems that support walking, biking, and taking transit.

Bill HB107 definitely promotes that mission.

With dedicated lanes, buses can move faster than cars through rush-hour congestion. Also, encouraging bicyclists to use dedicated bus lanes (when safe and when bus frequency is moderate) is a "two-fer", aiding both transit riders and bicyclists.

I am in favor of automated enforcement of the bus lanes – prohibiting unallowed stopping and parking in a dedicated bus lane --- similar to bus-lane enforcement provisions recently enacted in Washington, DC.

Please support a Workgroup that can look into details of how this can be done. I hope there will be a Favorable HB 107 committee report and House floor vote.

Thank you.

Tina Slater  
301-585-5038 home/landline  
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# Hayden AI Testimony 2024.pdf

Uploaded by: Dan Katz

Position: FAV

Environment and Transportation Committee  
February 1, 2024

Mr. Chairman, Vice Chair Boyce and members of the committee, thank you for the opportunity to testify today. My name is Dan Katz, and I am Vice President of Public Policy for Hayden AI, a technology company that is working to empower public transit with new tools to improve transit bus service and make it safer and more accessible.

We strongly support HB 107 because it unlocks new technology for transit systems in Maryland, so agencies here have the legislative authority to utilize technology currently available in California, New York, Philadelphia, Chicago and D.C.

This technology is working to fix a longstanding problem: illegally parked vehicles obstruct transit buses. Whether blocking a dedicated bus lane, parking at a bus stop or double parking into a lane of traffic that obstructs the safe passage of a bus, illegal parking can greatly undermine the safety and on-time performance of transit buses.

The technology is focused on objects – not people. It can identify an illegally parked car that is obstructing a bus so a transit agency can then forward that information to the local parking authority. To protect privacy, this bill requires all video evidence to be destroyed when it is no longer relevant to an active citation.

In addition to bus lane enforcement, enforcement of illegal parking in bus stops is a critical part of this bill. Blocked bus stops present serious hazards for people with disabilities and seniors. For a disabled person, a blocked bus stop can mean the difference between reaching their destination on time or late – or not reaching it at all. Illegal parking at bus stops makes boarding dangerous and sometimes impossible for wheelchair users because bus operators are unable to properly deploy wheelchair access ramps to the curb if the bus cannot pull up to the curb.

These automated enforcement systems do work and do change behavior. In New York City, some of the most congested segments in the city, with these systems in place, have seen bus lane speed improve by 36 percent. And collisions involving buses have gone down dramatically as well, in some cases as much as 34 percent.

Those are some of the safety, accessibility, and performance improvements that HB 107 can bring to Maryland.

Thank you.

Dan Katz  
Vice President of Public Policy, Hayden AI



# **Comments on HB107, the Better Bus Service Act.pdf**

Uploaded by: Dan Reed

Position: FAV



Chair Marc Korman  
and Members, Environment and Transportation Committee  
House Office Building  
6 Bladen Street  
Annapolis, Maryland 21401

February 1, 2024

Dear Chair Korman and Members of the Environment and Transportation Committee:

My name is Dan Reed and I serve as the Regional Policy Director for [Greater Greater Washington](#), a nonprofit that works to advance racial, economic, and environmental justice in land use, transportation, and housing throughout Greater Washington. **GGWash supports House Bill 107, the Better Bus Service Act of 2024**, which would allow local jurisdictions to enforce bus lane violations.

Maryland has a growing network of bus lanes, which give thousands of bus riders a faster, more reliable trip each day. However, we only get the full benefit of the public's investment in bus lanes when they're clear and free for buses to move. The Better Bus Service Act would make it illegal for private vehicles to drive, park, or stand in a bus lane. It would also allow local jurisdictions and transit agencies to use bus lane monitoring systems, including traffic cameras, which are shown to be effective at changing driver behavior<sup>1</sup>. This bill would also create a Workgroup on Curb Space Management that would provide recommendations on how to manage the many competing uses for the curbside on busy roads, such as bus lanes, bike lanes, parking, deliveries, and pick-ups and drop-offs.

The Better Bus Service Act will ensure that busy Maryland roads work better for everyone, while ensuring that travelers can get where they're going reliably and safely. We ask the Environment and Transportation Committee to give this bill a favorable report.

Sincerely,

A handwritten signature in black ink that reads 'Dan Reed'.

Dan Reed  
Regional Policy Director

<sup>1</sup>

<https://www.iihs.org/news/detail/speed-cameras-reduce-injury-crashes-in-maryland-county-iihs-study-shows#:~:text=They%20found%20that%20the%20cameras,police%20officer%20on%20the%20scene.>

The Washington, DC region is great and it can be greater.

80 M Street SE, Suite 100, Washington, DC 20003  
[info@ggwash.org](mailto:info@ggwash.org)

# **HB\_107\_FinalSponserAmendments\_Jan30**

Uploaded by: Delegate Robbyn Lewis

Position: FAV



THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

**Sponsor Amendments to HB107 - Vehicle Laws - Bus Lane Obstruction - Monitoring Systems Expansion and Workgroup (Better Bus Service Act of 2024)**

1. Ensure that the language (here and everywhere that transit agencies are referenced) would also apply to bus lanes intended for use by WMATA as well as the locally operated transit services that are not operated by departments of transportation (such as the multijurisdictional RTA)
2. Page 1, Line 3, add Washington Metropolitan Transit Authority after MTA
3. Page 2, line 6, change it to read Dedicated Bus Lane MAY include transit bus stops
  - a. **Include subsection that allows local jurisdiction to opt in to include transit stops for enforcement of parking and standing**
4. On Page 2, line 11, delete the words “parked or allowed to stand” keep driven
  - a. Add Washington Metropolitan Transit Authority after MTA
  - b. Add ““privately operated buses with a seated capacity greater than 16 passengers” to the list
  - c. **Add paratransit vehicle if not included in (1)**
5. Page 2, line 29 change to “a local, regional, or statewide transit agency or authority”)
6. Page 6 ,line 21, make warning period 90 days
7. On page 7, in line 19, after “office” insert “OR TECHNICIAN”. If you look at sections of the statute for school bus camera citations and redlight camera violations, in both cases, the signed statement requirement can be done by a “technician employed the law enforcement agency”. See Transportation Article 21-706.1(f)(viii).
8. ~~Replace “Local Law Enforcement Agency” with language that clearly includes MTA Police and WMATA Police such as “Local Law Enforcement Agency or Transit Agency Police Department”~~ **Strike ‘Local Law Enforcement Agency’ everywhere replace with ‘Agency of Jurisdiction Authorized to Enforce’ or use language from Article 21-706**
9. Page 10, line 2, Should read “Baltimore County Department of Public Works and Transportation”
10. Page 10, line 25 “analyze curb space regulations within transit-served areas of the State.”
11. Change report date to **June 30, 2025**
12. Page 3, Lines 3, replace ‘lane’ with ‘OBSTRUCTION’
  - a. ‘Bus OBSTRUCTION monitoring system’ throughout the bill
13. Page 3, Line 28 After ‘motor vehicles’ strike ‘traveling, STANDING, OR PARKED in a bus lane’ and add **PURSUANT TO THE FOLLOWING VIOLATIONS:**

**(i) 21-1133 OR A LOCAL LAW PROHIBITING DRIVING STANDING OR PARKING IN A DEDICATED BUS LANE;**

**(ii) 21-1003 (GG) OR A LOCAL LAW PROHIBITING STOPPING, STANDING, OR PARKING A VEHICLE AT A BUS STOP ZONE;**

**(iii) 21-1003 (HH) OR A LOCAL LAW PROHIBITING STOPPING, STANDING OR PARKING A VEHICLE IN A BIKE LANE.**

**(iv) 21-1003 (DD) OR A LOCAL LAW PROHIBITING STOPPING, STANDING OR PARKING A VEHICLE IN FRONT OF A CURB RAMP DESIGNED FOR THE USE OF INDIVIDUALS WITH DISABILITIES.**

**(v) 21-1003 (R) OR A LOCAL LAW PROHIBITING STOPPING, STANDING OR PARKING ON THE ROADWAY SIDE OF ANY OTHER VEHICLE THAT IS STOPPED OR PARKED AT THE EDGE OR CURB OF A HIGHWAY.**

**(v) 21-1003 (J) OR A LOCAL LAW PROHIBITING STOPPING, STANDING OR PARKING AT ANY PLACE WHERE STOPPING IS PROHIBITED BY AN OFFICIAL SIGN.**

14. Privacy Provisions

- a. Devices shall be angled and focused so as to capture recorded images of violations and not unnecessarily capture identifying images of other drivers, vehicles and pedestrians.
- b. Recorded images that do not contain evidence of an enforceable offense shall be destroyed within 15 days after the information was first obtained. Otherwise, recorded image evidence may be retained for up to six months from the date the information was first obtained, or 60 days after final disposition of the citation, whichever is later, after which the recorded image shall be destroyed.
- c. Bus Obstruction Monitoring Systems shall not utilize biometric identifying technology, including, but not limited to, facial recognition technology.
- d. Other than for the purposes outlined in this law, recorded images produced by bus obstruction monitoring systems shall not be used for any law enforcement purpose or in a criminal or civil proceeding in the absence of a court order requiring such images to be produced.

# **HB\_107\_SponserAmendment\_273928**

Uploaded by: Delegate Robbyn Lewis

Position: FAV



HB0107/273928/1

AMENDMENTS  
PREPARED  
BY THE  
DEPT. OF LEGISLATIVE  
SERVICES

01 FEB 24  
08:45:54

BY: Delegate R. Lewis

(To be offered in the Environment and Transportation Committee)

AMENDMENTS TO HOUSE BILL 107

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 2, strike “**Lane**”; in lines 7 and 10, in each instance, strike “lane” and substitute “obstruction”; in line 8, strike “the prohibition” and substitute “certain prohibitions”; strike beginning with “against” in line 8 down through “lane” in line 9; and after line 20, insert:

“BY adding to

Article - Transportation

Section 21-1003(gg) and (hh)

Annotated Code of Maryland

(2020 Replacement Volume and 2023 Supplement)”.

AMENDMENT NO. 2

On page 2, in line 3, strike “**(1)**”; in lines 4 and 14, in each instance, after “Administration” insert “, **THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY,**”; strike line 6 in its entirety; after line 6, insert:

“21-1003.

**(GG) A PERSON MAY NOT STOP, STAND, OR PARK A VEHICLE AT A BUS STOP ZONE.**

**(HH) A PERSON MAY NOT STOP, STAND, OR PARK A VEHICLE IN A BIKE LANE.**”;

in line 11, strike “, PARKED, OR ALLOWED TO STAND”; in line 14, after “transportation” insert “, INCLUDING A VEHICLE PROVIDING PARATRANSIT SERVICE”; in line 17, strike “and”; in line 18, after “intersection” insert “; AND”

**(6) A PRIVATELY OPERATED BUS WITH A SEATING CAPACITY OF AT LEAST 17 PASSENGERS.**

**(C) A LOCAL JURISDICTION MAY INCLUDE A TRANSIT BUS STOP WITHIN DEDICATED BUS LANES UNDER SUBSECTION (A) OF THIS SECTION**”;

in line 22, after “ENFORCEMENT” insert “AGENCY OR PARKING ENFORCEMENT”; in line 27, strike “LANE” and substitute “OBSTRUCTION”; and in line 29, strike “OR MULTISTATE” and substitute “, REGIONAL, OR STATEWIDE”.

On page 3, in lines 3, 7, 9, 16, and 28, in each instance, strike “lane” and substitute “OBSTRUCTION”; in line 5, after “vehicle” insert “WHOSE DRIVER IS”; in the same line, strike the second set of brackets; strike beginning with “INVOLVED” in line 5 down through “VIOLATION” in line 6; after line 9, insert:

**“(5) “LAW ENFORCEMENT AGENCY” MEANS A LAW ENFORCEMENT AGENCY OF A LOCAL POLITICAL SUBDIVISION THAT IS AUTHORIZED TO ISSUE A CITATION FOR A VIOLATION OF THE MARYLAND VEHICLE LAW OR OF LOCAL TRAFFIC LAWS AND REGULATIONS.”**;

in lines 10, 16, and 26, strike “(5)”, “(6)”, and “(7)”, respectively, and substitute “(6)”, “(7)”, and “(8)”, respectively; in line 26, after the first “of” insert “;

**(1)**”;

and in the same line, after “subtitle” insert “; OR”



**(II) § 21-1003(J), (R), (DD), (GG), OR (HH) OF THIS TITLE**".

On page 4, in lines 1 and 17, in each instance, strike "traveling, **STANDING, OR PARKED** in a bus lane" and substitute "**WHOSE DRIVER IS COMMITTING A VIOLATION**"; in lines 2, 3, 16, 18, 19, 20, 22, 25, 26, 28, and 29, in each instance, strike "lane" and substitute "**OBSTRUCTION**"; in line 7, strike the second "lane" and substitute "**OBSTRUCTION**"; in line 10, strike "LANE" and substitute "**OBSTRUCTION**"; in line 16, after "(3)" insert "**(I)**"; in line 17, strike "that are"; after line 17, insert:

**"(II) A RECORDED IMAGE FROM A BUS OBSTRUCTION MONITORING SYSTEM:**

**1. THAT CONTAINS EVIDENCE OF A VIOLATION MAY BE RETAINED FOR UP TO 6 MONTHS AFTER THE IMAGE WAS FIRST CAPTURED OR 60 DAYS AFTER FINAL DISPOSITION OF THE CITATION, WHICHEVER IS LATER;**

**2. THAT DOES NOT CONTAIN EVIDENCE OF A VIOLATION SHALL BE DESTROYED WITHIN 15 DAYS AFTER THE RECORDED IMAGE WAS FIRST CAPTURED; AND**

**3. MAY NOT BE USED FOR ANY OTHER PURPOSE WITHOUT A WARRANT, SUBPOENA, OR COURT ORDER.**

**(C) A BUS OBSTRUCTION MONITORING SYSTEM MAY NOT USE BIOMETRIC IDENTIFICATION TECHNIQUES, INCLUDING FACIAL RECOGNITION TECHNOLOGY.**";

in line 18, strike the brackets; and in the same line, strike "(C)".

On page 5, in lines 3, 10, 11, 16, and 20, in each instance, strike the brackets; in lines 3, 10, 12, 16, 20, and 22, strike “(D)”, “(E)”, “(H)(5)”, “(F)(1)”, “(F)”, and “(E)”, respectively; in lines 3 and 13, in each instance, strike “lane” and substitute “OBSTRUCTION”; and in line 22, strike the second set of brackets.

On page 6, in lines 18 and 20, in each instance, strike the brackets; in lines 18, 20, and 24, in each instance, strike “(E)”; in lines 21 and 22, in each instance, strike “lane” and substitute “OBSTRUCTION”; in line 21, strike “45” and substitute “90”; and in line 24, strike the first set of brackets.

On page 7, in lines 5, 9, 17, and 23, in each instance, strike the brackets; in lines 5, 9, 17, and 23, strike “(E)”, “(H)(5)”, “(G)”, and “(C)”, respectively; in line 19, after “OFFICER” insert “OR TECHNICIAN”; and in lines 20, 22, and 25, in each instance, strike “lane” and substitute “OBSTRUCTION”.

On page 8, in line 1, strike the brackets; and in the same line, strike “(H)”.

On page 9, in lines 3, 7, and 9, in each instance, strike the brackets; in lines 3, 7, 9, 17, and 21, strike “(F)”, “(I)”, “(J)”, “(K)”, and “(L)”, respectively; in lines 17 and 21, in each instance, strike the first set of brackets; and in line 24, strike “lane” and substitute “OBSTRUCTION”.

On page 10, in line 2, strike “Office of Transportation for Baltimore County” and substitute “Baltimore County Department of Public Works and Transportation”; and in line 25, strike “Baltimore City” and substitute “transit-served areas of the State”.

On page 11, in line 7, strike “lane”; in line 8, strike “cameras” and substitute “systems”; and in line 10, strike “July 1, 2024” and substitute “June 30, 2025”.

# **HB107 Sponsor Testimony.pdf**

Uploaded by: Delegate Robbyn Lewis

Position: FAV

**ROBBYN LEWIS**  
*Legislative District 46*  
Baltimore City

Health and Government Operations  
Committee

*Subcommittees*

Health Occupations and Long Term Care  
Public Health and Minority  
Health Disparities

*House Chair*

Joint Committee on Program Open Space  
and Agricultural Land Preservation



The Maryland House of Delegates  
6 Bladen Street, Room 424  
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**THE MARYLAND HOUSE OF DELEGATES**  
ANNAPOLIS, MARYLAND 21401

## **Testimony in Support of HB107 - Vehicle Laws - Bus Lane Obstruction - Monitoring Systems Expansion and Workgroup (Better Bus Service Act of 2024)**

Thank you Chair Korman, Vice-Chair Boyce, and members of the Environment and Transportation Committee, I am Delegate Robbyn Lewis testifying on behalf of HB107 which will deliver better bus service throughout Maryland.

I introduced a similar bill in 2023 as HB1027; that bill was heard, but did not move forward.

HB107 is state-wide legislation that will enable transit agencies to use bus-mounted, forward-facing camera technology to monitor obstructions to protect the movement of buses on Dedicated Bus Lanes (DBLs).

I devoted the interim to working hard to improve it, meeting and discussing with all stakeholders, including the Maryland Transit Administration and the Washington Metropolitan Area Transit Authority. I organized and led a half-day transit tour in Baltimore for nearly 20 legislators to share information about Dedicated Bus Lanes and transit service challenges. I also learned from fellow legislators who shared concerns about risks associated with camera surveillance. (The bill before you incorporates best practices for privacy protection, which was an important concern raised last year.) I talked with technology experts, and researched and adapted ideas from states and localities that are currently using bus-mounted, forward facing camera technology to deliver significantly improved bus service. The bill before you synthesizes those inputs into a proposal that will, with modest investment, deliver significantly improved bus service for the people of Maryland.

Bus service matters because the bus is the workhorse of our mass transit system. Buses are the most cost-effective transit mode. They stitch together entire networks of human movement. Every week, hundreds of thousands of front-line health care and retail workers, people with disabilities, and many middle- and high-school students depend on them utterly. These Marylanders deserve to have the best service. This bill will help deliver it.

HB107 sounds familiar to some of you, but it does something new. In 2022 the General Assembly passed HB53, a local bill that enabled Baltimore City to use stationary, “wayside” cameras to enforce Dedicated Bus Lanes. The bill before you is statewide, not local. Furthermore, it enables not clunky cameras lumbering on the side of the road, but rather small cameras that are fixed on inside of the bus, facing outward, looking at the lane to identify

obstacles that block the buses movement, and prevent all of the people riding from reaching their destination in a timely manner.

Of course, there are allowed uses of Dedicated Bus Lanes by other vehicles; this bill takes account of those. For example, vehicles that are moving in the lane in order to make a right turn are certainly allowed. But no vehicles may park or stop on these lanes, nor may they block the transit stops along these lanes.

Please note I do have a few very minor sponsor amendments which, I believe, will further strengthen the bill. These clarify that parking and stopping are prohibited on Dedicated Bus Lanes and at transit stops; simplify language about the personnel who review footage and issue citations; and move the reporting requirement later.

Thank you for your consideration. I respectfully request a favorable report on HB107.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Lewis', with a long horizontal stroke extending to the right.

Delegate Robbyn Lewis

District 46, Baltimore City

Maryland House of Delegates

6 Bladen St. Room 424

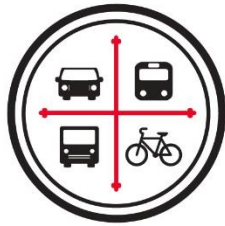
Annapolis, MD 21401

(o)

# HB 107 Support\_CMTA.pdf

Uploaded by: Eric Norton

Position: FAV



# Transportation Alliance

February 1, 2024

## **Testimony on HB 107 – *Better Bus Service Act of 2024* – Environment and Transportation Committee**

### **Position: Favorable**

The Central Maryland Transportation Alliance supports HB 107, which expands the ability of local jurisdictions to enforce dedicated bus lanes.

Dedicated bus lanes can be an effective tool to move people more efficiently through our most crowded and economically productive corridors. Public education and enforcement are critical to the effectiveness of dedicated bus lanes. But bus riders regularly report that lanes are blocked by parked or standing cars and trucks.

At the Transportation Alliance we recruited volunteers and conducted observations of Baltimore City bus lanes in fall 2018. During our observations 25% of the time a car or truck was parked in any given block of a bus lane. Buses are forced to merge into general travel lanes, causing delays and disrupting schedules. These disruptions can impact the entire network and on-time performance suffers. MTA's buses, for example, are typically reporting an on-time performance rate of under 75%.

However, better and consistent enforcement should reduce incidents of cars or trucks stopped or standing in bus lanes, lower travel times for bus trips, improve reliability for scheduled bus arrivals, and move more people per hour through our busiest corridors. A study from New York City shows camera enforcement on bus lanes increased bus speeds by up to 34% and increased ridership by up to 20%.

We encourage a FAVORABLE report for House Bill 107.

# **Bikemore HB0107 Better Bus Service Act Favorable.p**

Uploaded by: Jed Weeks

Position: FAV





January 30, 2024

House Environment and Transportation Committee  
Annapolis, MD 21401

## **FAVORABLE - HB0107 Better Bus Service Act of 2024**

Dear Chair Korman and Members of the Committee:

Bikemore is writing on behalf of our more than 5,000 engaged constituents and the hundreds of thousands of Baltimoreans who walk, bike, and take transit in support of HB0107.

Dedicated Bus Lanes are an incredibly effective tool to speed bus operations, increase reliability, and grow ridership as a result of those speed and reliability improvements. Jurisdictions across the country are expanding their Dedicated Bus Lane Networks, including significant growth in Washington, D.C. and Baltimore City.

But Dedicated Bus Lanes are only as effective as the enforcement of them. A single parked or standing car in a block can seriously impede operations, removing travel time savings benefits for an entire trip. Cities that have seen transformative changes in transit related to installation of Dedicated Bus Lanes—such as New York City—have paired those installations with automated enforcement. Other cities have taken note, and are implementing their own enforcement, including Washington, D.C.

HB0107 will normalize automated enforcement expectations across the urbanized region's service networks of WMATA and MDOT MTA, providing the driving public with clear expectations of enforcement if they drive in bus lanes or stop, stand, or park obstructing bus lanes or transit stops. Revenue generated by enforcement can be used to engineer permanent infrastructure discouraging blocking bus lanes and bus stops.

We need to do everything in our power to make transit more frequent, reliable, and accessible. This includes the larger conversation of fully funding our transit needs in Maryland, but it also means taking every small opportunity to make transit riders' lives easier. HB0107 will do that.

We encourage a favorable report on HB0107.

**Sincerely,**

**Jed Weeks**  
Executive Director

# **HB0107 - Better Bus Service Act of 2024 - Letter o**

Uploaded by: John Hillegass

Position: FAV

# BALTIMORE'S TRANSIT FUTURE

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January 30, 2024

The Honorable Marc Korman  
Chair, House Environment and Transportation Committee

**Re: Support for House Bill 0107 — the Better Bus Service Act of 2024**

Dear Chair Korman and Committee Members,

On behalf of the Greater Baltimore Committee (GBC) and the Greater Washington Partnership (the Partnership), co-leads of the Baltimore's Transit Future coalition, we are writing to express our support for House Bill 0107, which prohibits driving or parking in a designated bus lane, authorizes automated enforcement of bus lanes, and establishes a working group on curb space management.

More than 100,000 trips are taken each day on the Maryland Transit Administration's (MTA) bus network, connecting residents to jobs, healthcare, education, and more.<sup>1</sup> With the redesign of the Baltimore area bus network in 2018, the region added 5.5 miles of dedicated lanes on high volume corridors.<sup>2</sup> However, bus lanes are not effective if other vehicles drive, park, or stand in the lane. Many metropolitan areas — including Washington, DC<sup>3</sup>, Philadelphia, and New York — are now using automated bus cameras to allow for consistent enforcement without adding large operating expenses or draining police resources.

When buses are stuck in congestion, it reduces their reliability and increases their operating costs. Research indicates that the inverse is also true, as travel times get faster, bus ridership tends to increase.<sup>4</sup> With more than 90% of MTA bus riders living in households earning less than \$50,000 per year, and more than 80% identifying as Black or African American, prioritizing the efficient movement of buses advances regional goals for economic inclusion.<sup>5</sup> Automated bus lane enforcement enhances both resource stewardship and equity. However, in the longer term, we encourage a regular review of the penalty levels for driving in bus lanes, as high fines can have a disproportionately negative effect on low-income drivers and decrease public support for this important policy tool.

For these reasons, we urge a favorable report on HB107. Thank you for your consideration and shared commitment to reducing barriers to opportunity by prioritizing strategic investments and policies to create a more competitive transit network.

Sincerely,

Nick Henninger-Ayoub, Director of Policy & Research, Greater Baltimore Committee  
John Hillegass, Director of Regional Mobility & Infrastructure, Greater Washington Partnership

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<sup>1</sup> MDOT MTA, [Performance Improvement](#) Dashboard, 2023.

<sup>2</sup> MDOT MTA, [Infrastructure Improvements Dedicated Bus Lanes](#).

<sup>3</sup> DCIST, [D.C. To Start Fining Drivers In Bus-Only Lanes Starting Jan. 29](#), Jan. 24, 2024

<sup>4</sup> Greater Washington Partnership, [Rethinking the Bus: Five Essential Steps for Improving Mobility](#), 2018.

<sup>5</sup> Maryland Transit Administration (MTA) [2020-2023 Title VI Implementation Program](#).

# BALTIMORE'S TRANSIT FUTURE

## About the Baltimore's Transit Future Campaign

The [Greater Baltimore Committee](#) and [Greater Washington Partnership](#) launched the Baltimore's Transit Future campaign to call attention to the urgent business imperative and need for the Greater Baltimore region to create a world-class public transit system that helps create shared economic prosperity and catalyzes inclusive growth. Since June 2022, more than 70 business, civic, and non-profit organizations, including many of the largest employers in the State, have joined the campaign encouraging regional focus on six priorities:

1. Address the transit system's repair backlog and operator shortage.
2. Establish frequent, reliable transit service to regional job centers.
3. Support regional coordination, decision making, and funding.
4. Implement a 10-year rapid transit expansion program.
5. Prioritize regional rail investment.
6. Catalyze equitable development at transit and rail stations.

The time for action is now. The residents and businesses of Maryland's largest city and surrounding suburbs deserve a world-class transit system. These six strategic priorities will set the course for a more equitable transportation system, making the Baltimore region a more attractive place to live, work, play, and build a business.

### We Support Baltimore's Transit Future



# **Bike MD 2024 HB 107 – Better Bus Service.pdf**

Uploaded by: Joshua Feldmark

Position: FAV



HB 107 – Vehicle Laws – Better Bus Service Act of 2024

Environment & Transportation Committee

February 1, 2024

Josh Feldmark

[joshua@bikemd.org](mailto:joshua@bikemd.org)

Position: Support

Good afternoon Mr. Chairman and members of the Committee. I am Joshua Feldmark representing Bike Maryland. We represent cyclists of all abilities across the state who ride 5 miles around the park with their families, for transportation, to a 100 mile ride. We believe that all cyclists should feel safe when they ride.

There is a reasonable chance, at this moment, you are wondering to yourself what the bike people are doing testifying on a bus bill. First and foremost it is important to note that we believe strongly in a transportation system that works effectively and safely for all modalities. We take particular interest in supporting users of options that, generally speaking, do not have adequate representation here in Annapolis and more often than not, are largely unable to represent themselves at hearings like this. Bus riders are clearly in that category and so we hope that we can adequately support their interests today.

In previous years this august body has supported the implementation of complete streets policies, Complete streets is an approach to planning and design of our roadways that enables safe access for all users, including pedestrians, bicyclists, motorists and transit riders. However, complete streets will only work if “everyone stays in their lane.” In other words, in order to make this system work, the rules need to be enforced appropriately.

In a comprehensive study of this issue, the National Capital Regional Transportation Planning Board came to some rather unsurprising conclusions. Bus lanes provide an opportunity to eliminate some of the performance challenges our bus systems face as a result of traffic congestion. Bus lanes have the potential to significantly improve bus speeds and reliability. For transit agencies, bus lanes can result in shorter running times, which in turn lead to increased reliability, decreased schedule recovery times, and reduced operating cost. For bus passengers, bus lanes can decrease in-bus travel times as well as reduce average waiting times at stops and crowding resulting from the improved reliability – increasing the attractiveness of transit and potentially increasing bus ridership.

All of those benefits, however, can be negated without proper enforcement of the bus lane. Although practices vary across the country, enforcement of bus lane use is absolutely critical in ensuring that buses are not adversely affected by vehicle traffic. Several studies indicated that the perception of limited bus lane enforcement increases violation rates, diminishing the effectiveness of bus lanes and resulting in reduced bus speeds.

For these reasons, we urge this committee to issue a favorable report on HB 107.

# **Written Testimony HB 107 – Better Bus Service Act**

Uploaded by: Matthew Girardi

Position: FAV



## Statement of the Amalgamated Transit Union (ATU) Local 689

HB 107– Better Bus Service Act of 2024

February 1st, 2024

**TO: The Honorable Marc Korman and Members of the Environment and Transportation Committee**

**FROM: Matthew Girardi, Political & Communications Director, ATU Local 689**

ATU Local 689 strongly supports HB 107 and urges the House Appropriations Committee to issue a favorable report. This bill is a commonsense measure that would make Maryland roads easier to navigate for operators, trips quicker for the riding public, and streets safer for all.

At Local 689, we represent over 15,000 transit workers and retirees throughout the Washington DC Metro Area performing many skilled transportation crafts for the Washington Metropolitan Area Transit Authority (WMATA), MetroAccess, DASH, and DC Streetcar among others. Our union helped turn low-wage, exploitative transit jobs into transit careers. We became an engine for the middle-class of this region.

Local 689 supports HB 107 because, as we have already seen in Washington DC, dedicated bus lanes are good for transit, and ticketing reckless drivers is good for public safety. When lanes are clear, it means that operators are able to navigate through traffic easier, faster, and safer. Likewise, for the riding public, it means that buses are able to come on time more often and get them to their destinations without having to sit in traffic. Thankfully, most people see the logic in this. However, too often, the recklessness of a few individuals illegally obstructing bus lanes has eclipsed the need of the greater riding public. Ultimately, we see this as a matter not only of fairness but also of common sense.

All jurisdictions should have the authority to collect fees on reckless bus lane obstruction as they see fit—including with a bus lane monitoring system akin to that just enacted in Washington DC. Doing so would provide real time incentive for individuals to stay out of dedicated bus lanes and allow for traffic to flow as intended, and a guarantee that drivers would face consequences.

Already, we have seen an uptick in reckless driving over the past few years. Traffic fatalities in Maryland reached 600 in 2023, the highest in nearly two decades. Marylanders deserve better. Keeping bus lanes clear and swiftly penalizing reckless drivers obstructing bus lanes is good for transit workers, the riding public, and our whole transportation network.

We thank Delegate Lewis for introducing this measure and urge the committee to issue a favorable report.



**2024-HB0107-BusService-T4BL-FAV (1).pdf**

Uploaded by: Nicholas Marks

Position: FAV



HB 107: Vehicle Laws - Bus Lane Obstruction - Monitoring Systems Expansion and  
Workgroup (Better Bus Service Act of 2024)  
House Environment and Transportation Committee  
Washington Area Bicyclist Association – FAVORABLE

February 1, 2024

Chair Korman and Committee Members,

We are writing this testimony in support of HB0107. Terps For Bike Lanes advocates for fully funding transit and implementing measures to improve its speed, operating efficiency, and overall convenience. HB 107 plays a significant role in achieving these goals by prohibiting unauthorized stopping and parking in dedicated bus lanes and enabling automated enforcement of bus lane use violations. We believe that such measures will contribute to better transit experiences for all.

The Washington Area Bicyclist Association (WABA), an advocacy organization with 1,200 Maryland members, stands firmly behind this legislation. The proposed prohibition on stopping and parking in dedicated bus lanes in Prince George's and Montgomery Counties aligns with our active involvement in these areas. Similar provisions enacted in the District of Columbia, where WABA is also active, have demonstrated the need for enforcement, further reinforcing our support for HB 107.

Terps For Bike Lanes emphasizes the importance of shared spaces, and we note that bicyclists may use dedicated bus lanes in our jurisdictions. We encourage cyclists to utilize bus lanes when safe, especially when the speed limit is 25 MPH or less and bus frequency is moderate.

Additionally, we commend HB 107 for its establishment of a Workgroup on Curb Space Management. This initiative aligns with our commitment to examining curb-space regulations, management strategies, enforcement methods, and addressing privacy concerns. We believe that a comprehensive approach is vital for effective transit and cyclist safety.

Terps For Bike Lanes urges the committee to provide a favorable report on HB 107 and calls for a

positive vote on the House floor. We appreciate the opportunity to testify on this legislation and look forward to seeing positive changes in transit infrastructure and cyclist safety in our community.

Sincerely,

President - Nicholas Marks

Vice President - Olivia Dinkel

Treasurer - Parisi Fida

Secretary - Stefano Raffo

Student Governance Liaison - Ian Gould

Social Media Director - Alexa Moore

Community Outreach Coordinator - Meaghan Hart

Campus Affairs Coordinator - Cameron Deocampo

terps4bikelanes@gmail.com

**HB0107 - MTA - Dedicated Bus Lanes\_SUPP\_FINAL.pdf**

Uploaded by: Patricia Westervelt

Position: FAV

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February 1, 2024

The Honorable Marc Korman  
Chair, House Environment and Transportation Committee  
251 House Office Building  
Annapolis MD 21401

***RE: Letter of Support – House Bill 107 – Vehicle Laws - Bus Lane Obstruction -  
Monitoring Systems Expansion and Workgroup (Better Bus Service Act of 2024)***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) supports the intent of House Bill 107 as it allows for increased efficiencies and enforcement of statewide dedicated bus lanes (DBLs). The Maryland Transit Administration (MTA) looks forward to continuing to collaborate with the sponsor on this bill.

House Bill 107 authorizes automated bus lane enforcement statewide, through either the use of wayside or onboard cameras. Additionally, it establishes the Workgroup on Curb Space Management, which is charged with analyzing curb space regulations within Baltimore City and providing recommendations.

This legislation builds upon previous legislation which authorized Baltimore City to conduct automated enforcement of driving in DBLs. The MTA and the Baltimore City Department of Transportation (BCDOT) have partnered to plan, design, and install approximately 17 miles of DBLs throughout MTA's Core Bus service area. These lanes minimize traffic delays for buses to increase speed and service reliability, reduce merging and yielding conflicts between buses and other vehicles, and establish a clear path for emergency responders.

Nationwide, data has shown that wayside and on-board automated enforcement has been successful at reducing bus lane incursions and improving transit travel times. Nearly 400 fixed cameras in New York City (NYC) issue over 500,000 per year and 600 onboard cameras in NYC have issued 328,000 citations since October 2019. The Southeastern Pennsylvania Transportation Authority (SEPTA) found nearly 4,000 violations per week during a Spring 2023 pilot on two routes. Additionally, automated enforcement of bus lanes in the San Francisco Bay Area has yielded travel time and on-time performance improvement of up to 20%. Both New York and San Francisco have found that automated enforcement discourages repeat bus lane violators. These successes are leading more cities to implement automated enforcement, with Los Angeles and Washington D.C. beginning programs this year.

The Honorable Marc Korman  
Page Two

MTA is currently partnering with Baltimore City on their plans to implement automated bus lane enforcement. To better understand the state of the market for camera enforcement of DBL violations, MTA conducted a Request for Information (RFI) from bus lane monitoring system vendors in the fall of 2023. MTA can share relevant information from this with Baltimore City and County governments, so that if House Bill 107 is to pass and automated enforcement extends statewide, local governments can use this information to inform their enforcement plans.

MDOT would like to note for the Committee that, in instances where equipment would be mounted to or utilize State Highway Administration (SHA) infrastructure or right-of-way, SHA must maintain approval or permitting processes. SHA would seek to recover costs from sponsor agencies for engineering review and permit approvals.

Additionally, MDOT is identified as staffing the Workgroup on Curb Space Management. It is possible that consulting services would be used to provide technical evaluations and other support for the Workgroup.

The Maryland Department of Transportation respectfully requests that the Committee consider this information when deliberating House Bill 107.

Respectfully submitted,

Pilar Helm  
Director of Government Affairs  
Maryland Department of Transportation  
410-865-1090

Melissa Einhorn  
Director of Governmental Affairs  
Maryland Transit Administration  
410-767-0820

**HB0107-ET\_MACo\_SUP.pdf**

Uploaded by: Sarah Sample

Position: FAV



**MARYLAND**  
*Association of*  
**COUNTIES**

## House Bill 107

*Vehicle Laws – Bus Lane Obstruction – Monitoring Systems Expansion and Workgroup  
(Better Bus Service Act of 2024)*

MACo Position: **SUPPORT**

To: Environment & Transportation Committee

Date: February 1, 2024

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS** HB 107. This bill would allow counties to install and manage bus lane monitoring systems and clarify prohibited activities in designated bus lanes.

HB 107 is enabling legislation, providing counties with an additional tool in maintaining motor vehicle compliance and safety in neighborhoods and communities. This opportunity also helps counties enhance the reliability and safety of public transportation for residents. With an automated option for enforcing motor vehicle laws and violations, there is great potential to divert costs associated with law enforcement personnel, who would typically be tasked with motor vehicle monitoring. These savings can be reinvested in other areas, while maintaining compliance and safety in neighborhoods via the automated monitoring system.

Counties welcome the additional means to provide the accommodations necessary to maintain safe streets and dependable transportation for all and doing so in a way that is sensitive to the constant demands on taxpayer dollars and county budgets. For these reasons, MACo urges a **FAVORABLE** report for HB 107.



**2024-HB107-BusLaneEnforcement-FAV.pdf**

Uploaded by: Seth Grimes

Position: FAV



HB 107: Vehicle Laws - Bus Lane Obstruction - Monitoring Systems Expansion and  
Workgroup (Better Bus Service Act of 2024)  
House Environment and Transportation Committee  
Washington Area Bicyclist Association – FAVORABLE

February 1, 2024

Chair Korman and Committee Members,

Transit is the greenest, most equitable form of transportation for distances that are not walkable or bikeable. We must fully fund transit and do what we can to boost its speed, operating efficiency, and convenience.

**HB 107, by prohibiting unallowed stopping and parking in a dedicated bus lane and allowing automated enforcement of bus lane use, stopping, and parking violations, is a step toward better transit. The Washington Area Bicyclist Association (WABA), an advocacy organization with 1,200 Maryland members, supports this bill.**

We note that the prohibition would extend to dedicated bus lanes in Prince George's and Montgomery Counties, where WABA is active, and would be similar to bus-lane enforcement provisions recently enacted in the District of Columbia, where we are also active and have observed a need for the type of enforcement that would be allowed by HB 107.

In our jurisdictions and about the state, bicyclists may use dedicated bus lanes, hence WABA's special attention to HB 107. We encourage bicyclists to ride in bus lanes when safe, in particular when the speed limit is 25 MPH or less and bus frequency is moderate.

A look at curb-space regulations and management and at enforcement strategy and education and privacy concerns is in order, therefore WABA supports HB 107's establishment of a Workgroup on Curb Space Management.

The Washington Area Bicyclist Association urges a Favorable HB 107 committee report and House floor vote.

Thank you for the opportunity to testify on this legislation.

Seth Grimes, WABA Maryland organizer  
seth.grimes@waba.org

# **HB107\_CharlieScott\_favwa.pdf**

Uploaded by: Charlie Scott

Position: FWA



# **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

## **Public Testimony in Support of HB107**

### **Vehicle Laws – Bus Lane Obstruction - Monitoring Systems Expansion and Workgroup**

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

**February 1, 2024**

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 107.

At Metro, we have just launched a program, in partnership with the District of Columbia, to begin automated enforcement of bus lane and bus stop parking violations. A portion of our bus fleet is now equipped with cameras to detect and record vehicles that are blocking bus lanes or bus stops. Any warnings or tickets are issued by the District of Columbia. The bus stop enforcement began in late 2023 and ticketing of vehicles in dedicated bus lanes started on Monday.

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 HB107 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 Montleled last gomery County. Dedicated bus lanes along an approximately two-mile segment of University Boulevard near Wheaton will be opening in the next month. Additionally, for the past two years, 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



**HB 107 - MoCo\_MCDOT\_FWA (GA 24).pdf**

Uploaded by: Melanie Wenger

Position: FWA



# Montgomery County

## Office of Intergovernmental Relations

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ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

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**HB 107**

**DATE: February 1, 2024**

**SPONSOR: Delegate R. Lewis**

**ASSIGNED TO: Environment and Transportation**

**CONTACT PERSON: Melanie Wenger (melanie.wenger@montgomerycountymd.gov)**

**POSITION: Support with Amendments (Department of Transportation)**

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### **Vehicle Laws – Bus Lane Obstruction – Monitoring Systems Expansion and Workgroup (Better Bus Service Act of 2024)**

The Montgomery County Department of Transportation (MCDOT) strongly supports House Bill 107, which would expand to all local jurisdictions in the State the authority currently only granted to Baltimore City to use bus lane monitoring systems. Bus lane monitoring systems are used to capture a recorded image of the driver of a motor vehicle if a violation is being committed. Under House Bill 107, a local law enforcement agency or a contractor would be permitted to operate a bus lane monitoring system.

State roads in Montgomery County have the highest Metrobus ridership in Maryland. This month, Montgomery County will open its first bus lane, which will be 2.1 miles long, located along University Boulevard. MCDOT is also planning to install bus lanes along Georgia Avenue in Silver Spring later this year. Bus lanes will also be added as part of the County's new bus rapid transit (BRT) FLASH bus service along the Germantown Transit Center and US 29. With these projects, the County has an immediate need for efficient bus lane enforcement, and therefore House Bill 107 will be a useful tool to ensure the effectiveness and safety of bus lanes in Montgomery County and around the State.

Enabling the use of bus lane monitoring systems will help ensure public transit reliability and performance, thus encouraging transit ridership. The County's ability to utilize bus lane monitoring systems under House Bill 107 is a critical step to supporting successful implementation of bus lanes in the near term in addition to supporting the County's extensive plans for BRT over the longer term. For these reasons, MCDOT respectfully requests the Committee to accept the sponsor's recommended stakeholder amendments, and vote favorably on the bill as amended.

# **HB\_107\_MTA\_AutomatedBusLaneEnforcementUpdate**

Uploaded by: Holly Arnold

Position: INFO



## Automated Bus Lane Enforcement Update

MTA and the Baltimore City Department of Transportation have partnered to plan, design, and install approximately 17 miles of dedicated bus lanes throughout the MTA service area. These lanes:

- minimize traffic delays for buses to increase speed and service reliability.
- Reduce merging and yielding conflicts between buses and other vehicles.
- Clear a path for emergency responders.

Enforcement levels significantly influence bus travel time savings. For example, between January and July 2023, MTA tested dedicated bus lanes on two corridors with frequent illegal parking. The segment along Charles Street from Conway to Saratoga recorded over 400 citations during the pilot period and achieved 2 minutes of time savings for buses, while the 36 citations issued along York Road from Radnor to Bellona segment were not sufficient to clear the bus lanes of unauthorized vehicles and transit travel times not only did not improve but were further degraded.



*Vehicles that stand or park in dedicated bus lanes delay transit riders, create safety hazards, and can prevent riders with disabilities from accessing MTA service.*

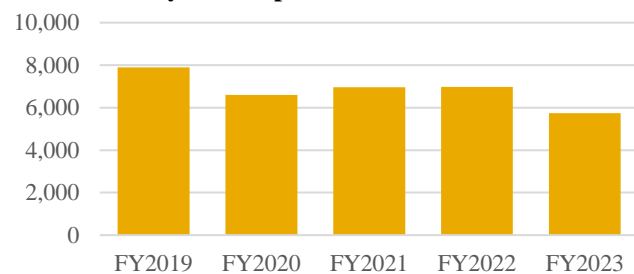
### **Automated Bus Lane Enforcement Nationwide**

Elsewhere in the United States, wayside and on-board automated enforcement has been successful at reducing bus lane incursions and improving transit travel times. Automated enforcement of bus lanes in the San Francisco Bay Area has yielded travel time and on-time performance improvement of up to 20%.<sup>i</sup> New York and San Francisco have specifically found that automated enforcement discourages repeat bus lane violators. These successes are leading more cities to implement automated enforcement: Los Angeles<sup>ii</sup> and Washington D.C. will begin their own programs in 2024.<sup>iii</sup>

### **Bus Lane Enforcement in Baltimore**

Manual bus stop/bus lane citations in Baltimore typically number 400 to 500 per month, down from 600 to 800 per month prior to the pandemic. Current legislation (Chapter 468 of 2022) allows Baltimore City to conduct automated enforcement of driving (but not parking or standing) in dedicated bus lanes.

**Baltimore City Bus Stop/Lane Citations: FY2019–FY2023**



### Program Goals

For Baltimore, MTA and BCDOT have established three primary goals for bus lane enforcement:

**Safety:** Weaving and “queue jumping” by unauthorized vehicles are direct safety hazards, while standing or parking in bus lanes indirectly leads to a safety hazard when buses need to abruptly pull out of dedicated bus lanes after encountering stopped vehicles.

**Transit Service Reliability:** Unauthorized standing and parking delay transit in bus lanes.

**Accessibility:** Bus lane violators prevent buses from pulling to the curb, keeping passengers who use wheelchairs and other mobility aids from being able to board or alight from buses.

### State of the Market and Technology

To better understand the state of the market for camera enforcement of dedicated bus lane violations, MTA conducted a Request for Information (RFI) from bus lane monitoring system vendors in the fall of 2023. This has allowed MTA to develop a non-vendor-specific summary of bus lane monitoring system capabilities and services. MTA will provide this information to Baltimore City and any other local governments within Maryland that may gain the ability to implement an automated bus lane monitoring system in the future so that they can set aggressive but realistic expectations when issuing Requests for Proposals for bus lane monitoring.

MTA requested information about the four primary types of automated enforcement systems:

System Type	Precedent in Maryland
<b>Stationary:</b> permanently mounted at places with high numbers of known violations.	Red-light cameras in use by local jurisdictions throughout the state
<b>Mobile Stationary:</b> placed on pedestals and moved every several weeks or months	Speed cameras in more than 45 jurisdictions in 16 counties throughout the state
<b>Mobile:</b> mounted on an enforcement vehicle to be easily movable on a daily basis	Maryland SafeZones program for work zone speed enforcement
<b>On-Board:</b> mounted on buses to enforce violations that directly inhibit transit service.	School bus stop-arm enforcement used by school districts in 12 Maryland counties

The responding vendors provided a wealth of information about the practices and capabilities of current bus lane monitoring systems. The responses also revealed trends and issues about automated bus lane enforcement that may be of interest to the General Assembly:

**Competitiveness in Bidding:** Half of responding vendors provide all types of equipment capable of enforcing bus lane violations through both photo and video capture. Mobile and on-board set-ups are most widely offered. Not all systems would distinguish an extended stop mid-block if a vehicle subsequently turned right.

**Privacy and Data Protection:** All vendors had robust data privacy practices. Camera systems generally capture and retain only images and video that show violations. This is much more limited than MTA’s current onboard video monitoring systems, which retain continuous interior and exterior video for approximately 30 days before it is overwritten.

**Automated Functions and Human Input:** Vendors predominantly rely on automation for tasks such as data processing, video analysis, notice generation, and payment processing. While they leverage automated workflows, they also incorporate human verification, especially for quality assurance and final approval of violations by law enforcement.

**Minority/Disadvantaged Business (MBE/DBE) Participation:** Vendors cite a range of 3% to 51% MBE/DBE contract participation, with an average of 16%. MBE/DBE would have various subcontracting roles, depending on need and expertise, including design, engineering, installation and removal, back-office processing, field maintenance, and public outreach.

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<sup>i</sup> [https://leginfo.legislature.ca.gov/faces/billAnalysisClient.xhtml?bill\\_id=202120220AB917#](https://leginfo.legislature.ca.gov/faces/billAnalysisClient.xhtml?bill_id=202120220AB917#)

<sup>ii</sup> <https://boardagendas.metro.net/board-report/2023-0458/>

<sup>iii</sup> <https://ddot.dc.gov/clearlanesprogram>