

Hayden AI MD House Testimony 2026.pdf

Uploaded by: Ann Shikany

Position: FAV



WRITTEN TESTIMONY OF HAYDEN AI ON
HB1113 BUS OBSTRUCTION MONITORING SYSTEMS AND BUS STOP ZONES
HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE
FEBRUARY 26, 2026

Chair Korman, Vice Chair Guyton, and members of the committee, thank you for the opportunity to testify today. Hayden AI is a US-based company that works with transit agencies, including WMATA, to help them stop illegal parking obstructions that undermine safe, accessible and reliable public transit.

Transit bus-mounted parking enforcement is being adopted by agencies across the country to reduce illegal parking in both bus lanes and bus stops. These programs are up and running in Washington, DC, New York City, Philadelphia, Chicago, Los Angeles, Sacramento, Santa Monica and the San Francisco Bay Area. One thing all these programs have in common is that they all protect bus stop zones from illegal parking.

Under the law that was passed in 2024, Maryland excluded bus stops. While the law did allow bus stops that are “adjacent” to bus lanes to be enforced, this exception would only encompass a tiny fraction, probably less than one percent, of bus stop zones in Maryland.

The local impact of this exclusion is especially harmful to those who need its protection most. WMATA’s Clear Lanes program enforces both bus lanes and bus stop zones from illegal parking in DC. But when their buses cross into Maryland, only a small fraction of bus stops can be enforced – only those that happen to be on a bus lane. This means the disabled, seniors, and families with small children using transit outside of bus lanes will be more likely to have to cross into active traffic to board a bus.

Everywhere else, enforcement of illegal parking at bus stops is considered essential. Illegal parking in bus stops greatly increases hazards, especially for people with disabilities and seniors. For example, blocked bus stops make boarding dangerous and sometimes impossible for wheelchair users because bus operators are unable to properly deploy wheelchair access ramps if the bus cannot pull up to the curb.

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.



That's why we urge the Committee to approve HB 1113, which would restore the protection of bus stop zones to the Better Bus Law that was enacted in 2024.

HB 1113 - Vehicle Laws - Bus Obstruction Monitorin

Uploaded by: Brian Wivell

Position: FAV

Amalgamated Transit Union Local 1300

126 W. 25th Street, Baltimore, Maryland 21218
Telephone: 410-889-3566 Facsimile: 410-243-5541
www.atu1300.org

Proudly representing the transit workers of the MTA!



HB 1113 - Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones Favorable

House Environment and Transportation Committee
February 26th, 2026

ATU Local 1300 represents over 3,000 transit workers at the Maryland Transit Administration (MTA). This includes bus operators, bus mechanics, rail operators, rail maintenance workers, and more. Our members keep Maryland moving every day.

Bus lanes and bus stops only work effectively if the buses can use them as they were intended. The state invests money in bus stops and bus lanes, intending for them to be used by buses, but all too often people park their cars or block traffic. A full bus of transit riders may be held up by a single person driving their personal automobile. It's unfair and needs to be addressed through vehicle laws that realign the state's enforcements with its priorities.

Our goal is to get people where they need to be safely and efficiently. If that's the goal, then it only makes sense that drivers stopping, standing, or parking in bus stop zones should be subject to penalties. Only through real costs will drivers begin to realign their own behaviors. Similar policies already exist in the District of Columbia. In the nine months since the program was started the District issued \$15,000,000 in tickets to 147,000 vehicles.

We urge a favorable report for HB 1113.

HB1113 PDF .pdf

Uploaded by: Glenn Smith

Position: FAV

SUPPORT FOR BILL HB 1113

Good Day to the Chairperson and Committee Members. I am Minister Glenn Isaac Smith and I am President of Baltimore Transit Equity Coalition and Reconnecting Communities In West Baltimore Coalition . Today I would like to testify in support of Bill HB 1113 – Vehicle Laws- Bus obstruction monitoring systems and Bus Stop Zones. As a transit rider I have experienced a total disregard for Bus Lane regulations and disregard for Bus Stop rules. In some cases the bus operators were unable to load a wheelchair passenger due to bus stop violations. I have seen infractions of the Bus Lane in order for cars to avoid waiting in the allowed lanes for normal traffic flow. I encourage passage of this bill in order to allow the intended use of Bus Lanes and Bus Stop integrity. Without these regulation measures offenders have seen no consequences for offenses. Thank you for your time and consideration.

Minister Glenn Isaac Smith

Co-Founder and President

BTEC/RCWBC

827 N. Arlington Avenue #504

Baltimore, Maryland 21217

443-765-2638

HB1113 Testimony_Delegate Lewis.pdf

Uploaded by: Levke Haas

Position: FAV

ROBBYN LEWIS
Legislative District 46
Baltimore City

Environment and Transportation
Committee

Chair
Motor Vehicle and Transportation
Subcommittee

Chair, Baltimore City House Delegation



The Maryland House of Delegates
6 Bladen Street, Room 424
Annapolis, Maryland 21401
410-841-3772
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Robbyn.Lewis@house.maryland.gov

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

Sponsor Testimony

HB 1113 – Vehicle Laws – Bus Obstruction Monitoring Systems and Bus Stop Zones

26 February 2026

Thank you, Chair Korman, Vice Chair Guyton and members of the Environment and Transportation Committee. I am Delegate Robbyn Lewis testifying on behalf of HB 1113 which will achieve a critical milestone in bus service improvement: safe and accessible bus stop zones.

The humble bus is the backbone of our public transit system. Without fanfare, MTA buses in the Baltimore metro region alone moved more than 135,000 people each day of 2025. That is 50 million riders for core bus service in the Baltimore region in FY25, a post COVID high. Additionally, bus riders represent over 70% of MTA's total ridership. However, improvement in the quality of bus service – its speed, reliability and frequency – is much needed.

This matters because better bus service makes Maryland more: affordable by reducing car dependency; accountable by delivering world class service; and richer in opportunity for folks who are young, have disabilities or are seniors aging in place.

Over the past several years, the General Assembly has proved its commitment to improving bus service. First, we passed a study bill to explore Dedicated Bus Lane enforcement. Based on the recommendations in that study, we then passed legislation enabling Baltimore City to use camera technology to enforce, or protect, Dedicated Bus Lanes, thereby helping buses move faster and more reliably. In 2024, we decided that all Marylanders deserve better bus service, so we expanded enforcement authorization to every jurisdiction for their dedicated bus lanes.

As introduced, HB 1113 protects “bus stop zones” - the area around a bus stop – by prohibiting stopping, standing or parking a vehicle there if a bus is present in the zone, and further authorizes the automated enforcement systems to be used to record violations of this prohibition.

I am aware of amendments that have been proposed in the Senate for the crossfile, SB 936, and am open to considering those changes that strengthen this bill. I am also aware of recommendations from advocates that may also strengthen this bill. I look forward to working

with all parties to refine this proposal so it delivers results that improve affordability, accountability and opportunity for the people of Maryland.

Thank you for your consideration, I ask your favorable report for HB 1113.

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

Delegate Robbyn Lewis
District 46, Baltimore City
Maryland House of Delegates

HB1113-ET-FAV.pdf

Uploaded by: Nina Themelis

Position: FAV



BRANDON M. SCOTT
MAYOR

*Office of Government Relations
88 State Circle
Annapolis, Maryland 21401*

HB 1113

February 26, 2026

TO: Members of the House Environment and Transportation Committee

FROM: Nina Themelis, Director, Mayor's Office of Government Relations

RE: House Bill 1113 – Vehicle Laws – Bus Obstruction Monitoring Systems and Bus Stop Zones

POSITION: FAVORABLE

Chair Korman, Vice Chair Guyton, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) supports House Bill (HB) 1113.

HB 1113 would replace references to “bus lane monitoring systems” with “bus obstruction monitoring systems”, expanding enforcement from dedicated bus lanes to all transit zones, including bus stops. The bill also prohibits stopping, standing, or parking in a bus stop zone when a transit vehicle is present, subject to limited exceptions.

Bus lane and bus stop obstructions negatively impact travel times and passenger safety. When vehicles block bus stops, riders are forced to walk on the road and then step up to the bus, as opposed to boarding at the curb. This creates accessibility challenges for those with mobility devices or impairments. Furthermore, it creates potential vehicular conflicts by putting riders in the way of parked vehicles.

Current law authorizes the use of onboard or fixed bus obstruction monitoring systems with a civil penalty of \$75 per infraction. This legislation would support the use case for bus-mounted cameras by allowing these enforcement devices to monitor not only dedicated bus lanes, which are still relatively limited across Maryland, but also bus stops. In the long term, this change will reduce bus-vehicle conflicts and improve the experience of all bus riders.

For the above stated reasons, the BCA respectfully requests a **favorable** report on HB 1113.

022626 - HB1113 Favorable - Reem Rayef - WMATA.pdf

Uploaded by: Reem Rayef

Position: FAV

Washington Metropolitan Area Transit Authority
Public Testimony in Support of HB 1113 - FAVORABLE

Vehicle Laws – Bus Obstruction Monitoring Systems & Bus Stop Zones
House Environment & Transportation Committee
26 February 2026



Chair Korman and members of the committee, thank you for the opportunity to testify today. I am a Project Manager in the Government Relations Office at the Washington Metropolitan Area Transit Authority (WMATA, or Metro), and I am here to urge this committee's support for House Bill 1113. This bill establishes a commonsense safety measure that supports bus service for Marylanders across the state: camera-enforced bus stop zones.

Camera-Enforced Bus Lanes Support Fast & Reliable Bus Service

In 2024, the Maryland General Assembly authorized transit agencies' use of bus *lane* enforcement technology – bus-mounted cameras that capture the license plates of drivers obstructing buses in bus lanes – so that drivers can be ticketed for illegally driving, stopping, or parking in designated bus lanes. In the absence of separated busways that physically divide buses from cars, this type of enforcement is essential; it makes the red paint on the asphalt meaningful to drivers, and when applied over sufficiently long stretches of road, it facilitates faster and more reliable bus service. In Washington, DC, where camera-enforced bus lanes are already in effect on more than 14 miles of bus lanes, median bus speeds in enforced lanes were 1 percent faster in 2025 than in 2023; meanwhile, DC-wide bus speeds slowed down by 12 percent in the same period. This means buses in enforced bus lanes performed 13 percentage points better than buses outside bus lanes – which translates to minutes of transit time saved for thousands of bus riders, and reliable service that customers can depend on for daily travel.

Once camera-enforced bus lanes are operational in Maryland in Montgomery & Prince George's Counties and Baltimore City, many bus riders in this state, too, will benefit from the time savings and reliability made possible when buses are not constantly stuck in traffic. However, the enforcement of bus lanes alone is not enough to ensure that everyone can benefit from fast and efficient bus service.

Bus Stop Zone Enforcement is an Imperative Safety Measure

Maryland has yet to authorize the use of bus-mounted camera enforcement in bus stop zones, the curbside area immediately surrounding bus stops. This means that drivers may drive, park, and idle at bus stops without consequences. When this happens while

**Washington
Metropolitan Area
Transit Authority**

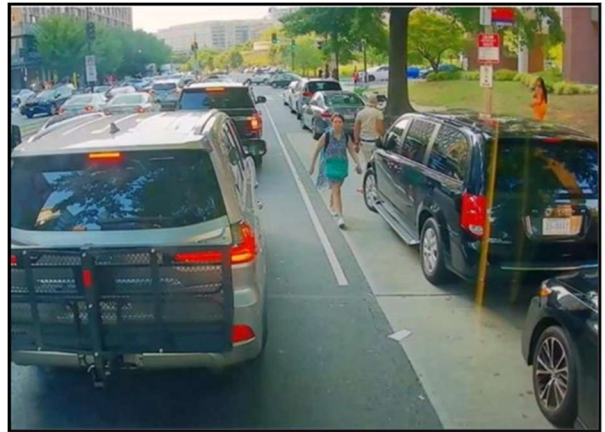
300 7th Street, SW
Washington, DC 20024
202-962-1234

wmata.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

a bus is approaching the bus stop, a number of unsafe scenarios unfold – for drivers and for transit riders:

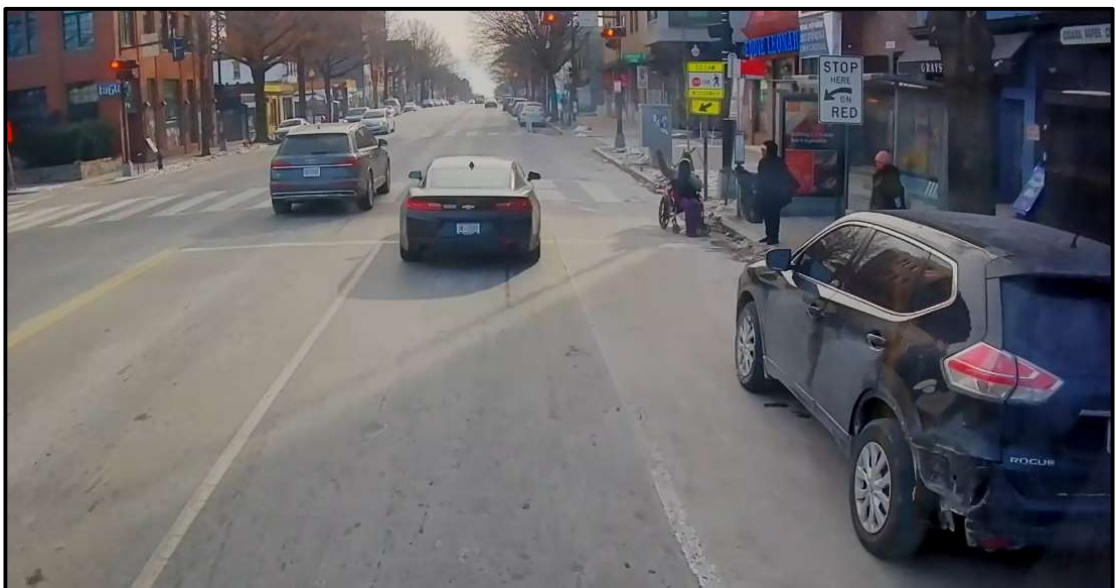
- 1) The bus is forced to obstruct traffic by stopping in the travel lane, causing drivers to behave erratically,
- 2) Disembarking and boarding customers are forced to walk into the street – and potentially moving traffic – to access the curb or board the bus, and
- 3) Operators cannot deploy the ADA ramp for customers in wheelchairs, or customers pushing strollers or carts, making boarding or disembarking treacherous at best, and physically impossible at worst.



Left: A vehicle stopped at a bus stop at Ellsworth Drive & Georgia Avenue in Silver Spring forces customers to walk into the street to board the bus.

Right: A WMATA employee walks into traffic in Southwest DC to board a bus that was unable to reach the bus stop due to stopped and parked cars.

Below: A wheelchair user waits to board the bus in the street, due to a driver obstructing the bus stop at Georgia Avenue & Lamont Street in Northwest DC.



As it stands, a single driver can create this disruption for *all* road users (including other drivers) and dozens of bus riders (including people in wheelchairs, people with vision impairments, elderly people, and people pushing children in strollers) without any consequences.

The burden of such disruption weighs heavily on people who rely on transit for their daily trips, a population that is disproportionately elderly, disproportionately disabled, and disproportionately low-income. Survey studies can help illuminate the human impacts of policy choices that make transit unviable for the people who need it most. A 2022 survey of travel behavior found that about 60 percent of American adults aged 18 to 64 with travel-limiting disabilities take fewer trips than they would like to, meaning that a lack of viable and safe transportation options forces adults with disabilities to skip trips to visit friends & family, shop, recreate, and more ([US DOT Bureau of Transportation Statistics](#)). A 2022 study found that 20 percent of American adults aged 65 or over who live in metropolitan areas are reliant on public transit to see their regular doctor ([Journal of the American Geriatrics Society](#)). A single car idling at a single bus stop – preventing the use of the wheelchair ramp or safe access from the sidewalk – is enough to preclude bus transportation as a viable option for a person with a disability visiting a friend, or an elderly person going to the doctor, or even a child taking transit to school.

Data demonstrates that full bus lane *and* stop enforcement make a real difference. In DC, when District Department of Transportation staff began issuing warnings to drivers using bus-mounted camera technology, bus stop violations fell from 22,500 in October 2023 to 15,200 in October 2024 – a 32 percent reduction in instances of bus stops being blocked by illegal stopping, standing, and parking: ADA ramp deployment rates can also provide a measure of the success of automatic bus stop enforcement: stops on routes with bus-mounted cameras saw a 27 percent increase in ADA ramp use by buses in 2025 compared to 2023, while non-enforced bus stops saw a 10 percent growth of ADA ramp use over the same period. This suggests that when bus stops are unobstructed, the ADA ramp can be deployed more effectively for those who need it.

Similar patterns emerge in Maryland. For a pilot demonstration of the potential impact of bus lane and stop enforcement on bus corridors in Maryland, Metro collected data on dedicated bus lane and bus stop infractions along 7 lane miles of Georgia Avenue in Montgomery County. Over the course of the approximately 6-month pilot from July 2024 to December 2024, two buses with enforcement cameras detected almost 800 events of non-permitted vehicles stopped at 45 Georgia Avenue bus stops. At a single stop, the northbound bus stop at Georgia Avenue and Ellsworth Drive in Silver Spring, bus-

mounted enforcement cameras detected 95 events – or 12 percent of the total events recorded during the pilot. With the technology only on two Metro Buses, these numbers represent an undercount of the true reality faced by bus riders and bus operators on Georgia Avenue in Montgomery County. These events – each of them creating a hazardous environment for bus riders and motorists alike – are not inevitable. Full implementation of bus lane and stop enforcement in Maryland would reduce these events for bus riders across the state, beyond Metro’s customers.

Across the state, Maryland has already taken an important first step through the installation of dedicated bus infrastructure, like painted bus lanes and traffic signal priority, that supports mobility and reduces congestion. But data demonstrates that these investments are not enough. This assembly should maximize the return on its investments by fully unlocking the efficiency *and* safety benefits that come with bus-mounted camera enforcement of bus lanes and bus stop zones. I urge your favorable report of House Bill 1113, to ensure that *all* Marylanders can reap the benefits of reliable bus service – not just those who are willing and able to walk through traffic to board and disembark the bus.

Favorable HB1113 Bus Obstruction.pdf

Uploaded by: Ronza Othman

Position: FAV



Live the life you want.

From: Ronza Othman, President
National Federation of the Blind of Maryland
15 Charles Plaza, #3002
Baltimore, MD 21201 president@nfbmd.org

To: House Environment and Transportation Committee

The members of the National Federation of the Blind of Maryland respectfully request the House Environment and Transportation Committee give a favorable report to HB1113.

The National Federation of the Blind of Maryland is the State's oldest and largest civil rights organization of blind, low vision, and deaf-blind individuals. We represent blind Marylanders across the State who rely heavily on public transportation for employment, education, medical care, and full participation in community life.

For blind pedestrians and transit riders, bus stops are not merely conveniences — they are essential access points to independence.

Unfortunately, bus stops are frequently obstructed by illegally parked vehicles. When vehicles block bus stops or bus zones, the consequences are not minor inconveniences. They create significant safety hazards and accessibility barriers, particularly for blind and disabled riders.

When a bus cannot pull fully to the curb because a vehicle is blocking the stop:

- The bus may stop in the travel lane.
- Operators may be unable to deploy ramps safely.
- Riders may be forced to step into active traffic.
- Blind riders may struggle to locate the bus door safely and independently.

- Individuals with mobility devices may be unable to board at all.

For a blind rider, consistency and predictability are critical. We rely on fixed environmental cues — curb lines, tactile surfaces, and the known location of bus doors. When a bus must stop several feet away from its designated location, that predictability disappears. What might appear to be a small obstruction can create a dangerous and disorienting situation.

HB1113 provides a practical enforcement mechanism by allowing for monitoring and citation of vehicles that block bus stops. This legislation is not punitive for its own sake. Rather, it is about ensuring that public infrastructure remains usable and safe for the public — including people with disabilities.

Public transportation systems are designed to be accessible. But accessibility is only meaningful if the physical access point — the bus stop — remains clear.

Federal and state disability laws recognize that equal access to transportation is a civil right. When bus stops are obstructed and enforcement is inconsistent, that right is undermined in practice.

HB1113 will:

- Improve safety for riders and bus operators.
- Promote consistent enforcement.
- Increase compliance with existing parking restrictions.
- Help ensure that buses can properly align with the curb and deploy accessibility equipment safely.
- Support independence for blind and disabled Marylanders.

This legislation advances basic public safety, accessibility, and common-sense compliance with existing law. It recognizes that a bus stop must function as intended in order for our transportation system to serve all Marylanders.

On behalf of blind residents across the State who rely on accessible and predictable transit, we respectfully request a favorable report on HB1113. For questions, please contact me at President@nfbmd.org or at 443-426-4110.

National Federation of the Blind of Maryland

Ronza Othman, *President NFBMD* | 15 Charles Plaza, #3002, Baltimore, MD 21201 | 443-426-4110 | www.nfbmd.org

SB 936_HB 1113_ Vehicle Laws - Bus Obstruction Mo

Uploaded by: Trudy Tibbals

Position: FAV

SB 936/HB 1113: Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones: Please vote to **SUPPORT** this bill.

Dear Environment & Transportation Committee and Judicial Proceedings Committee:

I am writing to strongly urge you to **SUPPORT SB 936/HB 1113**, *Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones*.

These companion bills make practical updates to Maryland's vehicle laws by changing "bus lane monitoring system" to "bus obstruction monitoring system" for clearer, more accurate enforcement terminology. More importantly, they prohibit drivers from stopping, standing, or parking in a bus stop zone when a transit vehicle is present or arriving (with appropriate exceptions), allowing automated systems—onboard or fixed cameras—to capture violations and issue citations efficiently. School buses that our children ride to school are included in this bill.

Public transit is essential for many Marylanders, including commuters, students, seniors, and those without personal vehicles. Vehicles blocking bus stops or lanes cause unnecessary delays, force buses to stop in unsafe locations (e.g., traffic lanes), increase travel times, and discourage ridership. In areas with growing transit use or near major routes, this obstruction is a frequent safety and efficiency issue. These reforms strengthen enforcement without creating new broad restrictions—simply ensuring bus stops remain clear so transit can operate reliably and safely.

This targeted update supports better public transportation and school bus transportation for our children, reduces congestion, and promotes equity for riders who depend on timely service. It builds on existing automated enforcement frameworks (like red-light or speed cameras) in a commonsense way.

For these reasons, I respectfully ask you to **vote in favor of SB 936/HB 1113** and help improve bus operations and safety across Maryland.

Thank you for your time and thoughtful consideration of this important transportation legislation.

Sincerely,

Trudy Tibbals

HB1113 FWA Bikemore and CMTA.pdf

Uploaded by: Jed Weeks

Position: FWA



February 24, 2026

House Environment and Transportation Committee
251 Taylor House Office Building
Annapolis, Maryland 21401

SUPPORT WITH AMENDMENT: HB1113 Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones

Bikemore and the Central Maryland Transportation Alliance are writing to support HB1113 with an amendment that we have discussed with Delegate Lewis.

Our proposed amendment would alter line 12 to an AND statement, permitting local jurisdictions to have more stringent stopping, standing, and parking regulations for bus stop zones.

(GG) A PERSON MAY NOT STOP, STAND, OR PARK A VEHICLE IN A BUS STOP ZONE IF A TRANSIT VEHICLE IS PRESENT IN THE BUS STOP ZONE UNLESS THE PERSON:

- (1) IS AUTHORIZED BY THE LOCAL JURISDICTION IN WHICH THE BUS STOP ZONE IS LOCATED; ~~OR~~ **AND**
- (2) (I) IS ACTIVELY ENGAGED IN THE LOADING OR UNLOADING OF PASSENGERS; AND
(II) HAS ACTIVATED THE VEHICLE'S HAZARD WARNING LIGHTS

This amendment would match this proposed legislation with the intent of language in HB1381 - Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition, creating a consistent ability for local jurisdictions to enhance enforcement of active and public transportation infrastructure.

Dedicated Bus Lanes and accessible bus stops are an incredibly effective tool to speed bus operations, increase reliability, and grow ridership as a result of those speed and reliability improvements.

As amended, HB1113 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 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.

We encourage a favorable report on an amended HB1113.

HB 1113 - MoCo_MCDOT_Wenger_FWA (GA 26).pdf

Uploaded by: Melanie Wenger

Position: FWA



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

HB 1113

DATE: February 24, 2026

SPONSOR: Delegate Robbyn Lewis

ASSIGNED TO: Environment and Transportation

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

POSITION: Support with Amendments (Montgomery County Department of Transportation)

Vehicle Laws – Bus Obstruction Monitoring Systems and Bus Stop Zones

House Bill 1113 prohibits a person from stopping, standing, or parking a vehicle in a bus stop zone. It also makes a technical change for references of “bus lane monitoring system” to “bus obstruction monitoring system” and clarifies that such systems address obstructions of bus lanes and bus stop zones for the purposes of automated enforcement.

While the Montgomery County Department of Transportation (MCDOT) will always support efforts to improve bus operations and in turn the travel experience of our transit users, although well intended, the Department has two primary concerns with the proposed bill language that would present challenges in our ability to enforce such a law.

1. First, the bill lacks a clear definition of what constitutes a bus stop zone. In order to avoid court challenges, a clear definition is necessary so that those reviewing evidence packages will have a clear understanding of whether the bus stop zone is being obstructed or not. The definition needs to account for the differences in bus stop zone size and location. Further, clearly delineating bus stop zones along the street will require additional signage, which is not without expense.
2. Second, we take issue with the exception that allows vehicles in a bus stop zone if the driver is “actively engaged” in the loading or unloading of passengers. MCDOT prefers that this exception be struck from the bill, recognizing that these activities can occur at other locations along the block face or along a side street.

The County is committed to expanding transportation choices. Improving transit performance and customer satisfaction is part of this effort which is the goal of this legislation. For this reason, MCDOT supports the legislation but believes the Committee should address the aforementioned issues before it advances the bill to the House Floor.

HB1113-LOSWA-MTA-Vehicle Laws - Bus Obstruction Mo

Uploaded by: Patricia Westervelt

Position: FWA

February 26, 2026

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

RE: Letter of Support with Amendments – House Bill 1113 – Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones

Dear Chair Korman and Committee Members,

The Maryland Department of Transportation respectfully submits the following letter of support with amendments for House Bill 1113. The Maryland Transit Administration (MTA) and the Baltimore City Department of Transportation 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, thereby increasing transit speed and service reliability, reducing merging and yielding conflicts between buses and other vehicles, and establishing a path for emergency responders.

HB 1113 expands the purview of bus facilities eligible for automated enforcement to include bus stop zones and makes relevant technical changes consistent with this addition. While we believe the bill sponsor's intent is to keep bus stops free of obstructions, this year's version includes new exemption language not present in prior introductions. As written, the bill allows exemptions for stopping in a bus lane for any vehicle loading or unloading passengers, or for a vehicle that has activated its hazard lights. In practice, these exemptions make it legal for any driver to obstruct the bus lanes, regardless of reason, so long as they have their hazard lights on. MTA strongly requests that these exemptions be removed from the bill.

To further the goals of this bill and to ensure effective operation, MTA also recommends that the Committee add a definition of a "bus stop zone" to the Transportation Article. Establishing a spatial definition of "bus stop zone" would allow the enforcement authority established by this bill to become effective without the need for bus stop owners to install signage to establish the physical extents of each bus stop zone. MTA would be happy to work with the sponsor and the Committee to identify an appropriate definition.

While we appreciate the intent of HB 1113 to keep bus stop zones free of obstructions, any exemptions must be carefully considered to avoid unintended consequences that invite vehicle-pedestrian conflicts. MTA has engaged with the bill sponsor on these concerns, and we look forward to working closely with them to ensure the safety and accessibility of bus stops.

The Honorable Marc Korman
Page Two

The Maryland Department of Transportation respectfully requests that the Committee consider this information during its deliberation of House Bill 1113 and ensure that a favorable report includes MDOT's suggested amendments.

Respectfully submitted,

Jalen Sanders
Director of Government Affairs
Maryland Transit Administration

Matt Mickler
Director of Government Affairs
Maryland Department of Transportation