

# Transportation

- [HB 230](#) / [SB 62](#): Transportation - Consolidated Transportation Program - Prioritization (Transportation Investment Priorities Act of 2026)
  - Comment: Modernizes the CTP process. See thread for full overview (the bill is very long and detailed)
  - BaltPOP Position: [Favorable](#)
  - Submission window: 2/23 (Senate)
- [HB 437](#) / [SB 59](#): Transportation and Climate Alignment Act of 2026
  - Comment: This is the third year around for this bill. It came very close to passing both times, so third time's the charm in 2026? The TCA has been thoroughly discussed elsewhere in threads and is too complex to fit in a single comment. It makes it easier to build the sort of infrastructure we want more of (bike, transit) and harder to build the infrastructure we want less of (highways).
  - BaltPOP Position: [Favorable](#)
  - Submission window: 2/23 (Senate)
- [HB 916](#) / [SB 674](#): Transportation - Regional Transportation Authorities
  - Comment: Creates three new Regional Transportation Authorities: Baltimore, Capital, & Southern Maryland. Relevant to us is the proposed Baltimore Regional Transportation Authority. This new Authority would have dedicated funding from existing sales taxes and is assigned oversight and planning for local transit systems. They would not assume control of the transit systems themselves, just oversight and can make recommendations. This is not legislation based on the recommendations from the [MTA Reorganization Workgroup](#).
  - BaltPOP Position: None
  - Submission window: 2/24 (House), 3/2 (Senate)
- [HB 1081](#) / [SB 947](#): Maryland Transit Administration Reform Act
  - Comment: This is the legislation based on the recommendations from the [MTA Reorganization Workgroup](#). It's 25 pages and far too big to summarize in a few sentences. The proposed reform is creating multiple new oversight boards that sit within MTA. These boards are: a Board of Directors for Baltimore Core Transit which covers all Baltimore core services (bus, light rail, metro) and a Commuter Services Advisory Board that covers MARC and the statewide MTA commuter buses. The board will not have direct control over operations, but will have oversight and approval authority to review changes to fares, schedules, routes, budgets, new capital projects, and other major changes to service.
  - BaltPOP Position: [TBD](#)
  - Submission window: 2/24 (House), 3/4 (Senate)
- [HB 1113](#) / [SB 936](#): Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones
  - Comment: The bus lane monitoring law that passed in 2024 only covered dedicated bus lanes, not bus stop areas. This expands the automatic ticketing system authorization to include vehicles parked in a bus stop zone.

- BaltPOP Position: Favorable
  - Submission window: 2/24 (House), 3/2 (Senate)
- [HB 1170](#): Howard County - Speed Monitoring Systems - Expansion of Authorization Ho. Co. 9-26
  - Comment: Authorize Howard County to install speed monitoring systems on US Route 1.
  - BaltPOP Position: Favorable
  - Submission window: 2/24
- [HB 1295](#) / [SB 909](#): Vehicle Laws - Fully Autonomous Vehicles
  - Comment: This bill was filed last year, but we didn't express an opinion on it. This year's version is a bit more comprehensive. It's more-or-less what we would expect legislation authorizing the use of autonomous vehicles in the state to be. It covers only SAE Level 4 or Level 5 autonomous vehicles, it legally treats the autonomous system as the driver of the vehicle under the law, it requires vehicles to follow the rules of the road, it requires operators to carry \$1M of liability insurance, it requires the operator to demonstrate their vehicles are safe and authorizes the MVA to revoke authorization for noncompliance, and it includes AVs in the Online Data Privacy Act.
  - BaltPOP Position: None
  - Submission window: 3/3 (House), 3/2 (Senate)
- [HB 1344](#): Maryland Transit Administration - Locally Operated Transit Systems - Study
  - Comment: Study the Locally Operated Transit Systems (LOTS) around the state to see how service and funding could be improved. The non-MTA local bus systems in the counties around Baltimore are all funded through LOTS.
  - BaltPOP Position: None
  - Submission window: 3/3
- [HB 1374](#): Alternative Fuel, Fuel-Efficient, and Electric Vehicles - Highway Use Fees
  - Comment: Repeals the fixed registration surcharge fee for EVs (and other non-gasoline/diesel vehicles) and instead gives drivers a choice to either pay 85% of what an equivalent vehicle would normally pay in fuel tax or opt-in to a VMT-based annual surcharge fee. This would incentivize EV drivers who don't drive much to opt-in to the VMT system. I'd like to see a requirement that Autonomous Vehicles must use the VMT system because they are likely to drive a lot (and will be EVs due to the lower cost of operation).
  - BaltPOP Position: Favorable???
  - Submission window: 3/3
- [HB 1381](#): Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path - Prohibition
  - Comment: Local jurisdictions have prohibitions against parking a vehicle in a bike lane, but there is no state-level law (It's banned in Baltimore City, HoCo, MoCo, & PGCo. It's allowed in BaltCo and AACo). Note: The filed legislation is identical to the final version with the poison-pill that was hastily added at the very end of the session last year that allows vehicles to stop for up to 30 minutes if they're picking up or dropping off people or goods. This exception does not exist in any

of the jurisdictions that currently prohibit it and the state version would preempt county rules.

- BaltPOP Position: Favorable with Amendments
- Submission window: 3/3
- [HB 1408](#): Motor Vehicles - Automated Traffic Enforcement Systems - Impoundment
  - Comment: Allows law enforcement to impound vehicles with three or more 30+ day late unpaid automated ticket violations.
  - BaltPOP Position: None
  - Submission window: 3/3
- [HB 1421](#): Task Force to Study Pedestrian and Bicyclist Injuries and Fatalities
  - Comment: Establishes a task force to study ways to reduce pedestrian and bicycle injuries and fatalities. I'm not sure a study on this is needed - we already know how to reduce collisions. Also, one of the aims of the study is to look at "actions pedestrians and bicyclists can take to reduce their own negligence" and I'm not sure that's going to result in anything good or actionable.
  - BaltPOP Position: None
  - Submission window: 3/3
- [HB 1447](#): Motor Vehicle Administration - Improper Registration - Investigation and Penalties
  - Comment: Authorizes the MVA to track down people who don't register their vehicles in the state. Penalty is \$150 with \$500 late fee.
  - BaltPOP Position: None
  - Submission window: 3/3
- [HB 1496](#) / [SB 914](#): Vehicle Laws – Causing Serious Injury or Death of Vulnerable Individual
  - Comment: Removes motorcycle riders from the definition of a Vulnerable Road User. Note: "motorcycle" means what you think it does. Class 1, 2, and 3 electric bicycles are defined as bicycles and motor scooters and mopeds are their own category as well. I don't really see the logic here. While they're not considered micro-mobility, motorcycle riders are definitely vulnerable road users.
  - BaltPOP Position: None
  - Submission window: 3/2 (House), 3/10 (Senate)
- [HB 1504](#): Highways - Sidewalks and Bicycle Pathways - Construction and Reconstruction
  - Comment: Requires SHA to prioritize construction of sidewalks and shared use paths if the road is part of a complete streets project or a Vision Zero corridor.
  - Procedural Note: This bill passed the House & Senate last year but was [then vetoed by the Governor](#). The legislature didn't override the veto.
  - BaltPOP Position: None
  - Submission window: 3/10
- [HB 1567](#): Vehicle Laws - Bicycles, Motor Scooters, and EPAMDs - Overtaking and Passing (Pass Pedestrians Safely Act)
  - Comment: Requires cyclists, scooters, and electric wheelchairs to maintain 3 foot separation when passing pedestrians or motor vehicles and to use a horn/bell.

Penalty is a \$25 civil fine. Bike Maryland opposes this bill. There are basically no shared use paths wide enough and, as written, cyclists couldn't use bike lanes adjacent to parked cars. It would also require people in electric wheelchairs to carry a horn or bell and use it whenever they passed someone.

- BaltPOP Position: Unfavorable
- Submission window: 3/10
- [SB 473](#): Workgroup to Study State Laws on Electric Bicycles - Establishment
  - Comment: Fairly open-ended workgroup to look into how to address e-bike injuries and crashes. The range of outcomes probably depends heavily on who is appointed to the board and it's not well constrained.
  - BaltPOP Position: None
  - Submission window: 3/7
- [SB 877](#): Baltimore City - Stop Sign Monitoring Systems Pilot Program - Mt. Washington Neighborhood
  - Comment: The 2025 bill authorized Baltimore City to set up stop sign monitoring cameras and use the revenue for schools and roads. That bill passed. This bill expands the stop sign monitoring authority to the Mt. Washington Neighborhood.
  - BaltPOP Position: None
  - Submission window: 3/2
- [SB 896](#): Vehicle Laws - Registration Fees - Alterations
  - Comment: Repeals the tiered vehicle registration fee structure passed a few years ago and lowers the registration fees.
  - BaltPOP Position: None
  - Submission window: 3/2

## Land Use

- [HB 778](#): Land Use - Middle Housing Options - Requirements
  - Comment: It directs local counties to identify vacant or underutilized commercial and industrial land that could be rezoned for housing and requires local counties to change their zoning rules to make it easier to build middle housing. Middle housing is defined as medium density housing (cottage clusters, townhouses, duplexes/triplexes/quadplexes, etc.). Does not exempt middle housing from APFOs, and slightly exempts them from off street parking minimums.
  - BaltPOP Position: None
  - Submission window: 2/24
- [HB 894](#) / [SB 389](#): Land Use - Transit-Oriented Development - Alterations (Maryland Transit and Housing Opportunity Act)
  - Comment: Makes it easier to build TOD mixed use on state owned land adjacent to rail stations (Metro, MARC, Light Rail). Does this four ways (1) Defines TOD areas as a state Enterprise Zone which gives tax incentives. (2) Allows the Maryland Economic Development Corporation to issue loans for projects next to passenger rail stations. (3) Exempts TOD projects on state-owned land adjacent

to a rail station from local zoning rules (height, land use, setback, massing), and (4) Prohibits local jurisdictions from collecting impact fees until after the project is complete.

- BaltPOP Position: Favorable???
  - Submission window: 2/24
- [HB 1137](#) / [SB 829](#): Land Use - Multifamily Developments and Mixed-Use Developments - Authorization (Bring Back Main Street Act)
  - Comment: Turns all commercially zoned land into mixed use residential/commercial. Also limits the rules a county may impose on density, setback, lot size, lot coverage, & open space for properties in a public service area (Water + Sewer) and zoned for commercial use.
  - BaltPOP Position: [Favorable](#)
  - Submission window: 3/3 (Senate)
- [HB 1188](#): Excess Ownership of Single-Family Residences Excise Tax (End Hedge Fund Control of Maryland Homes Act of 2026)
  - Comment: Makes it prohibitively expensive for a large institutional investor to own more than a relatively small number of single family detached houses in Maryland.
  - BaltPOP Position: None???
  - Submission window: 3/3
- [HB 1273](#): Maryland Homeowner Protection and Homestead Tax Credit Portability Act of 2026
  - Comment: Lowers the annual cap on property tax increases for homeowners from 10% to 5% and allows homeowners to transfer their homestead tax credit when they move to a more expensive house. Both of these proposals would seriously impact the ability for local jurisdictions to pay for municipal services.
  - BaltPOP Position: Unfavorable??
  - Submission window: 2/27
- [HB 1308](#): Homeowners' Property Tax Credit - Eligibility and Calculation - Alterations
  - Comment: Slightly raises the thresholds for the homeowners' property tax credit.
  - BaltPOP Position: None
  - Submission window: 2/27
- [HB 1427](#): Property Tax Credits - Renters' Tax Credit, Homeowners' Tax Credit, and Homestead Tax Credit - Altering Eligibility and Amount
  - Comment: Doubles the Renters' Tax Credit, raises the threshold for the homeowners' property tax credit, and eliminates the Homestead Tax Credit for people making over \$300k/yr.
  - BaltPOP Position: None
  - Submission window: 2/27
- [HB 1538](#): Land Use - Accessory Dwelling Units - Requirements and Prohibitions (Maryland Generational Housing Act of 2026)
  - Comment: The broad structure of the existing ADU legislation is that it requires local jurisdictions to pass a law allowing people to build ADUs. This 2026 bill adds some rules these local laws must include (or exclude). The universal

change is parking minimums (i.e local jurisdictions cannot require off-street parking to build any ADUs) and relaxing some other rules only if the ADU is for a family member. If the ADU is for a family member, the county cannot charge more than basic administration costs for utility fees for water/sewer hookups, they must allow the ADU to share electrical/gas metering, and they cannot charge APFO fees if the ADU is smaller than 1000sqft.

- BaltPOP Position: None
- Submission window: 3/11