

Bill Number & Title	Passed or Failed	Description
<p>HB 58</p> <p>Transportation - Paratransit Services - Interjurisdictional Routes</p>	Failed	<p>This bill would have made various changes to the program through which the Maryland Department of Transportation (MDOT) provides funding to counties (including Baltimore City) for elderly and handicapped transportation services. Generally, the program is modified to require local transportation programs that receive State funding to include interjurisdictional paratransit service routes between counties and the facilities within those counties in the following networks of providers: (1) Adventist Healthcare; (2) Johns Hopkins Medicine; (3) LifeBridge Health; (4) Luminis Health Maryland; (5) MedStar Health; and (6) University of Maryland Medical System.</p>
<p>HB0104 (SB0049)</p> <p>Unhoused Individuals - Rights and Affirmative Defense</p>	Failed	<p>This bill would have established that unhoused individuals have certain rights relating to engaging in “life-sustaining activities.” The bill prohibits certain governmental entities, officials, or agents from imposing specified penalties for exercising a right established under the bill or for offering aid to unhoused individuals on or about public places. However, these same authorities may arrest or impose civil or criminal penalties on unhoused individuals under specified circumstances. Furthermore, the bill establishes an affirmative defense of necessity for certain criminal prosecutions relating to trespass or disturbing the peace. Finally, the bill repeals the authority of a municipality to prohibit vagrancy. The provisions of the bill must supersede any local law or ordinance comparable in subject matter except to the extent that the local law or ordinance provides broader applicability or more protections for unhoused individuals than the bill. The bill has a severability clause.</p>
<p>HB 129</p> <p>Public Funding - Nonprofit Entities - Reporting</p>	Withdrawn	<p>This bill would have required a nonprofit entity to report specified information to the Comptroller for any calendar year that the nonprofit entity receives at least 50% of its funding from: a grant from the State, a county, or a municipality; the State capital budget; local impact grants; or a charge for the use of a project that received funding from the aforementioned sources. The report must include the amount of funding received by the nonprofit, a description of the use of the funding, and any other information the Comptroller requires.</p>

<p>HB0263 /CH0106 (SB0100/CH0107)</p> <p>Election Law - Early Voting Centers - Bus Stops</p>	<p>Passed & Signed into Law 4/14/2026</p>	<p>This departmental bill requires that – if an early voting center is located within one-half mile of a fixed local bus route – each bus operating on that route must, to the maximum extent practicable and consistent with accessibility requirements, allow passengers to embark and disembark at the entrance of the early voting center on the days the center is open for voting. The bill applies only to a fixed local bus route funded by a county or municipality and operated by the county or municipality or a contractor for the county or municipality. The bill does not apply to (1) an express or commuter bus route that has limited stops between its origin and destination; (2) a bus route operated by the Maryland Transit Administration; or (3) a bus route operated by Washington Metropolitan Area Transit Authority. The bill takes effect January 1, 2027.</p>
<p>HB0437 (SB0059)</p> <p>Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)</p>	<p>Failed</p>	<p>This bill would have required the Maryland Department of Transportation (MDOT) to take various actions, including conducting impact assessments and/or evaluations of the greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) associated with major highway expansion capacity projects and major capital projects, implementing multimodal transportation programs to offset GHG emissions associated with major highway expansion capacity projects, and undertaking other offsetting activities for major capital projects.</p>
<p>HB0474 (SB0698)</p> <p>Vehicle Laws - Dangerous Accumulations of Snow and Ice - Removal From Exposed Vehicle Surfaces (Clear Before You Drive Act)</p>	<p>Passed</p>	<p>This bill prohibits a person from operating or towing a vehicle without first making reasonable efforts to remove any accumulated snow and ice that poses a threat to persons or property from “exposed vehicle surfaces.” However, this prohibition does not apply if compliance would (1) cause the operator of a vehicle to violate any workplace safety law or regulation or (2) threaten the operator’s health or safety. A police officer may enforce a violation of the prohibition only as a secondary offense, except when the violation contributes to an accident resulting in property damage, death, or serious bodily injury. Violations are subject to specified fines.</p>
<p>HB0593 (SB0482)</p> <p>Criminal Law - Interference With Critical Infrastructure or a</p>	<p>Passed</p>	<p>This bill alters an existing offense to prohibit a person from <i>intentionally, willfully, and without authorization</i> committing a violation of § 7-302 of the Criminal Law Article (unauthorized access to computers and related material) with the intent to interrupt or impair the functioning of “<i>critical infrastructure</i>” or a “public safety answering point” (PSAP). Violators are guilty of a felony and subject to the existing</p>

<p>Public Safety Answering Point</p>		<p>penalty of imprisonment for up to five years and/or a \$25,000 maximum fine. The bill also establishes a new offense by prohibiting a person from intentionally, willfully, and without authorization committing a violation of § 7-302 that denies access to an authorized user of or interrupts or impairs the functioning of critical infrastructure or a PSAP. The new offense is a felony, punishable by imprisonment for up to 10 years and/or a \$50,000 maximum fine.</p>
<p>HB0833 (SB0553) Commission to Advance Lithium-Ion Battery Safety in Maryland - Reestablishment</p>	<p>Passed</p>	<p>This bill reestablishes the Commission to Advance Lithium-Ion Battery Safety in Maryland. The Office of the State Fire Marshal (OSFM) must provide staff for the commission. Commission members may not receive compensation but are entitled to reimbursement for expenses. By December 1, 2026, the commission must submit an interim report on the progress and status of the commission to the Legislative Policy Committee. By December 1, 2027, the commission must report its findings and recommendations to the Governor and the General Assembly. The bill takes effect June 1, 2026, and terminates June 30, 2028.</p>
<p>HB0894 (SB0389) Land Use - Transit-Oriented Development - Alterations (Maryland Transit and Housing Opportunity Act)</p>	<p>Passed</p>	<p>This Administration bill makes several changes to State law relating to transit-oriented development, including (1) allowing for automatic designation of certain transit-oriented developments as enterprise zones, at the discretion of the applicable local government or multicounty agency; (2) establishing a priority and a scoring preference under existing State grant/loan programs; (3) prohibiting local jurisdictions from imposing certain land use limitations or requirements on development near specified rail transit stations; and (4) subject to a contingency, prohibiting the collection of local development impact fees or excise taxes from certain transit-oriented development before construction is completed.</p>
<p>HB0916 (SB0674) Transportation - Regional Transportation Authorities</p>	<p>Failed</p>	<p>This bill would have established three regional transportation authorities, and related special funds, to prepare and implement regional transportation projects and programs for the Baltimore region, the Capital region, and the Southern Maryland region, as those regions are defined. The bill specifies the duties and powers of each authority and requires each special fund to be used to finance transportation facilities in its respective region. The bill imposes three tax surcharges (hotel, sales tax, and transfer tax) to provide funding to capitalize the special funds and for distribution to counties and municipalities in the respective regions. The bill also authorizes the authorities to issue various types of bonds (which the bill specifies are not considered State debt) to finance the cost of transportation facilities and projects within their respective regions.</p>

<p>HB1081 (SB0947)</p> <p>Maryland Transit Administration Reform Act</p>	<p>Passed</p>	<p>This bill makes changes to the structure, authority, and responsibilities of the Maryland Transit Administration (MTA) with respect to procurement law, oversight of MTA operations by boards and commissions, and tort liability. Additionally, MTA must contract with the Baltimore Metropolitan Council (BMC) to complete a technical study regarding the creation of a rail authority, as specified. The bill also proposes a constitutional amendment to authorize quick-take condemnation authority for MTA, or a successor State agency, and clarifies that the existing “quick-take” condemnation authority for the State Roads Commission (SRC) also applies to a successor State agency of SRC. Contingent on the enactment of the constitutional amendment, the bill also (1) establishes procedures and processes that must be followed by MTA when it seeks to condemn property for a transit purpose using quick-take authority and (2) modifies the related responsibilities for local boards of property review.</p>
<p>HB1113 (SB0936)</p> <p>Vehicle Laws - Bus Obstruction Monitoring Systems and Bus Stop Zones</p>	<p>Failed</p>	<p>This bill would have prohibited a person from stopping, standing, or parking a vehicle in a “bus stop zone,” as defined by the bill. The bill also makes a series of technical changes to allow automated enforcement systems that may be used to record violations related to dedicated bus lanes (renamed from “bus lane monitoring systems” to “bus obstruction monitoring systems”) to record and issue citations for violations of the new prohibition; existing requirements related to the automated enforcement systems continue to apply.</p>
<p>HB1344</p> <p>Maryland Transit Administration - Locally Operated Transit Systems - Study</p>	<p>Failed</p>	<p>This bill would have required the Maryland Transit Administration (MTA) to study and make recommendations regarding the locally operated transit systems throughout the State. MTA must submit a report of its findings and recommendations to the Governor and specified committees of the General Assembly by December 1, 2026.</p> <p>*This study will still be provided without legislation.</p>
<p>HB0104 (SB0049)</p> <p>Unhoused Individuals - Rights and Affirmative Defense</p>	<p>Failed</p>	<p>This bill would have established that unhoused individuals have certain rights relating to engaging in “life-sustaining activities.” The bill prohibits certain governmental entities, officials, or agents from imposing specified penalties for exercising a right established under the bill or for offering aid to unhoused individuals on or about public places. However, these same authorities may arrest or impose civil or criminal penalties on unhoused individuals under specified circumstances. Furthermore, the bill establishes an affirmative defense of necessity for certain criminal prosecutions relating to trespass or disturbing the peace. Finally, the bill repeals the authority of a municipality to prohibit vagrancy. The provisions</p>

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Disclaimer- Passed bills are with the Governor for consideration. The Governor can sign legislation, let go into law without his signature, or veto legislation.