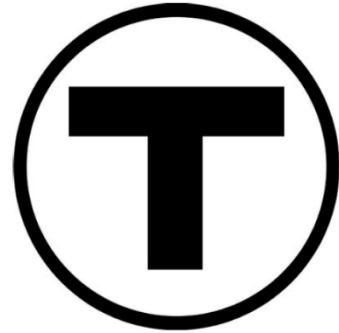




**Massachusetts Bay
Transportation Authority**

Automated Camera Enforcement Program Update

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September 24, 2026

Agenda

- About the Program and Program Goals
- Program Need
- Why Automated Camera Enforcement?
- Pilot and Findings
- Program Launch Plan
- Outreach and Engagement
- Anticipated Benefits



About the Program

Chapter 363 of the Acts of 2024 created MGL c. 90K to allow automated enforcement of bus stops and bus lanes.

MBTA, RTAs and municipalities can now use cameras to enforce:

1. Parking in a bus stop (\$100 fine)
2. Standing/parking in a bus lane (fines range from \$25-125)

This Board adopted 703 CMR 6.00: Issuance and Enforcement of Automated Bus Lane and Bus Stop Violations, the regulations that govern Automated Camera Enforcement programs.



Why Automated Camera Enforcement?

Most major transit systems use automated cameras on buses. Now the MBTA will, too.

Safety



When cars park in bus stops, **passengers must walk into traffic** to board and alight the bus.

Reliability



When cars block bus lanes, buses can't use the lane; service along the whole line becomes less **reliable**.

Accessibility



Blocked bus stops are **inaccessible** and **unsafe** for riders with wheeled mobility devices.

Bus riders make up 36% of daily MBTA riders



Automated Camera Enforcement Program Goals



Behavior change - YES

Decrease vehicles blocking bus stops and lanes.



Safety, accessibility, reliability - YES

Blocked stops pose safety issues and peers report 15% to 25% gain in reliability.



Improve service to 36% of MBTA riders - YES

80% of bus riders are low-income.
50% have no access to a car.



Making money - NO

Revenues can cover MBTA's implementation costs **only**.



Tracking vehicles - NO

Data cannot be shared; all faces blurred.



Replacing municipal enforcement - NO

Municipal tickets take precedence.





30-day Pilot Findings

During a 30-day pilot in February 2026, we installed various ACE systems on **four buses** captured ~**26,500** potential bus stop and bus lane violations.

System is totally automated: Bus Operators do not have to do anything differently.

Cameras fit safely on the windshield.



Launch Plan

Since our last Board update, we have procured an automated camera system, started technology installs, and implemented internal processes so we can launch the program.

October 1, 2026

MBTA begins issuing “Advisory Notices”

MBTA turns on automated enforcement cameras on SL4 and SL5

We will send letters are sent to vehicle owners caught violating bus stops or bus lanes including:

- Information about the Automated Camera Enforcement program
- How to legally interact with bus stops and bus lanes

No fines or other penalties are issued

January 1, 2026

MBTA begins issuing formal Warnings and Tickets

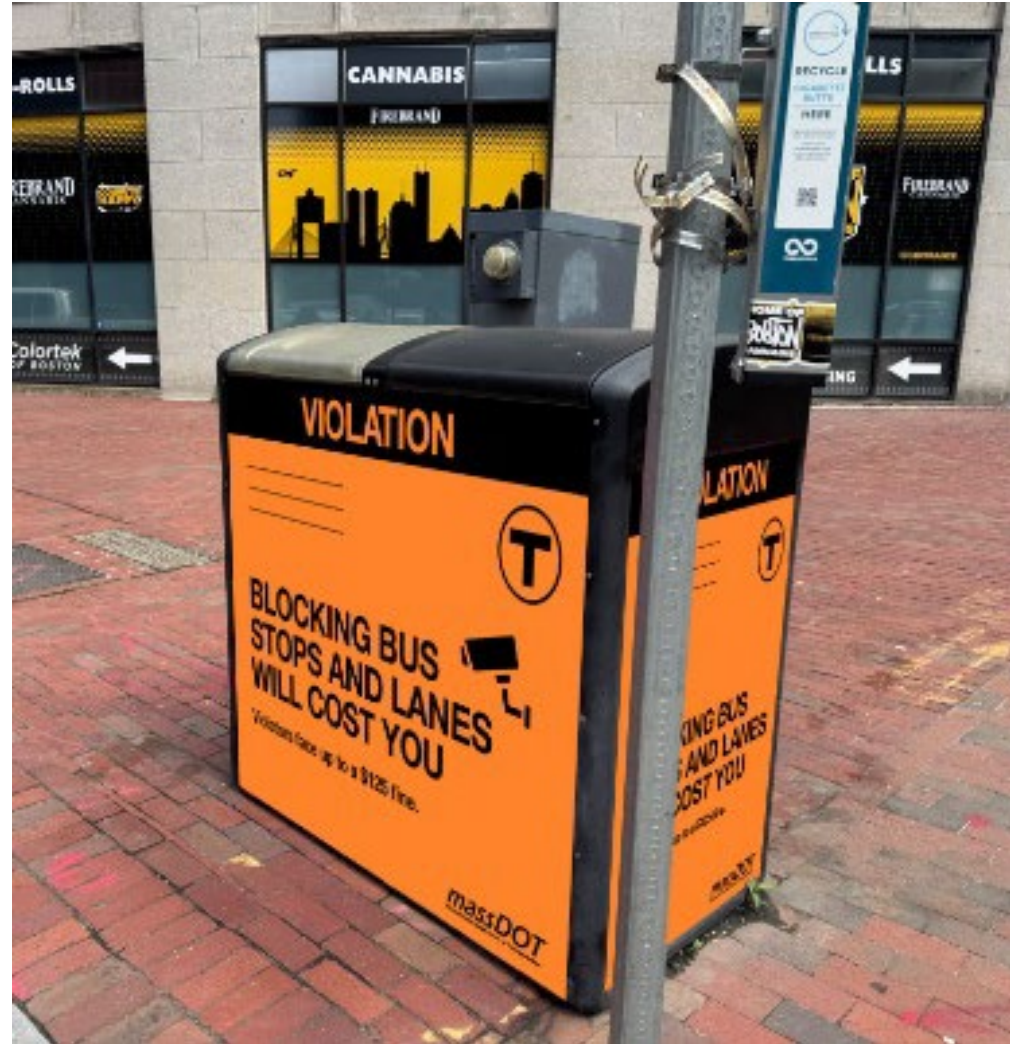
MBTA starts sending warnings (only for first-time bus lane violations) and tickets to violators

Tickets include the \$25 to \$125 fines set by regulation (703 CMR 6.00)

Public Outreach and Education

Outreach plan includes:

- MBTA.com/BusOnly
- MBTA assets (Intersection screens, bus shelters)
- Paid advertising
- Internal communications
- Community outreach
- Toolkit for partners
- Earned media, press engagement, and events
- Social media
- Educational animation video
- Cable access television
- MassDOT billboards
- RMV mailers



Goals are
education,
driver
awareness &
behavior
change.



Expected Benefits

- Increase in reliability and speeds
 - Peers report **10-20% increase in speeds** and **15-25% increase in reliability** along enforced corridors.
- Expected low rate of repeated violations
 - Peers report **85-92% of drivers who receive a citation never receive another.**
- Safety Improvements
 - Improved access for riders with mobility devices.
 - Peers report **20-35% reduction in collisions** along enforced corridors, due to reducing lane movements and unsafe maneuvers.
 - Peers report **increase in accessible ramp deployment** on enforced routes.



Appendix



Fine Structure

Passenger Vehicle Fines

First Bus Lane Violation on or after January 1, 2027	Warning Notice
First Bus Lane Violation following warning	\$25
Second Bus Lane Violation in 180 days	\$50
Third Bus Lane Violation in 180 days	\$100
Fourth or Subsequent Bus Lane Violation in 180 days	\$125
Parking in a Bus Stop	\$100

Commercial Vehicle Fines

First Bus Lane Violation on or after January 1, 2027	Warning Notice
First Bus Lane Violation following warning	\$50
Second Bus Lane Violation in 365 days	\$75
Third Bus Lane Violation in 365 days	\$100
Fourth or Subsequent Bus Lane Violation in 365 days	\$125
Parking in a Bus Stop	\$100



Overwhelming support

MBTA received 47 written comments and another 20 spoken comments at the public regulatory hearing, including:

“This program is a smart, common-sense step forward. Automated enforcement will keep lanes and stops clear, improve reliability, and reduce costs for the MBTA. Most importantly, it will ensure riders can count on the service they rely on.”

– *Sharon Durkin, Boston City Councilor District 8*

“[Blocked lanes and stops] are an inconvenience, it’s unsafe and unfair, especially for our riders and communities of color.”

– *Monica Elias Oreana, GreenRoots representative and Chelsea resident*

“Implementing this regulation will have significant economic, social and health benefits for bus riders, not only in Chelsea but across the Commonwealth”

– *Giovanni Suniga, GreenRoots organizer*

“Slower bus times and obstructed bus stops are not only inequitable and dangerous, they also have a disproportionate impact on low-income residents and residents of color. Adopting these regulations will have significant economic, social, and health impacts.”

– *Amira Patterson, T4MA and Transit is Essential Coalition*

“We support the robust protections these regulations and the statute put in place to keep this data out of the criminal justice system.”

– *Seth Gadbois, Conservation Law Foundation Attorney*

“I am very concerned about enforcement as a frequent bus rider. Some of the issues are trying to disembark from a bus and the bus can’t pull up to the curb or to the stop because cars are parked there... these rules and regulations are very important so that people will be able to get on and off the bus whether it is seniors or the disabled”

– *Mela Bush, Transit is Essential Coalition*

“I do constantly feel that my safety is at risk due to cars who feel they can do whatever they want with no consequences. And I can’t even blame them for feeling that way because there aren’t any.”

– *Madison Morley, Boston resident and bus rider*

“This problem of cars blocking buses is really a matter of entitlement and the regulations should reflect that.”

– *Jacob Lesburg, Cambridge resident and bus rider*

