

March 20, 2025

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

RE: Letter of Information – SB 600 – Baltimore City – Stop Sign Monitoring Systems – Authorization of Pilot Program

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 600 and offers the following information for the Committee's consideration.

SB 600 authorizes, for Baltimore City, the use of stop sign monitoring systems in school zones in the 45th legislative district to capture violations of § 21-707 of the Transportation Article on (1) highways maintained by Baltimore City, if authorized by the City Council of Baltimore City, and (2) State highways, if authorized by the State Highway Administration (SHA). The bill provides for the operation of the stop sign monitoring systems and enforcement of violations through these systems. Further, SB 600 requires that fifty percent of the funds collected from violations be used to provide youth programming and services for youth living in or attending a school located in the 45th legislative district.

SB 600 establishes a general authorization for Baltimore City to use stop sign monitoring systems on State highways located in school zones throughout the City, if authorized by SHA. SHA notes that there are no SHA-maintained roads in Baltimore City.¹ As such, SB 600 appears to create responsibilities for SHA on roads that it does not maintain. The Committee may wish to consider technical amendments to the bill to clarify that the responsibilities created under SB 600 apply only to Baltimore City.

Should SHA be expected to perform these duties for roads managed by Baltimore City, SHA would need to review plans and technical documents from the City for these requests, issue permits, and fabricate and install signs notifying drivers that traffic control device monitoring systems are in use on the highways. SHA does not have adequate State resources to manage these additional traffic control device permit requests and signage requirements. SHA would be required to take

¹ Local roads, interstates and numbered routes in Baltimore City are maintained and plowed by the Baltimore City Department of Transportation. The exception is the toll facilities on I-95, I-395 and I-895 that are maintained by the Maryland Transportation Authority. While SHA maintains I-83 north of the I-695 Beltway and for 0.5 miles south of it, responsibility for I-83 transitions to Baltimore City at the City limits.

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steps to recover costs from the City or the Baltimore City Department of Transportation for any systems it approves.

Further, SHA is not currently required to install signage for other approved and permitted traffic control devices operated by the City. If SHA is expected to perform the duties under this bill, SHA respectfully requests an amendment that removes the language requiring SHA to place signs for stop sign monitoring system and make any required signage a City or agency responsibility as part of the larger system installation and with SHA approval. If this language is not amended, then funds from the stop sign monitoring must be used to cover SHA costs for the signage.

Finally, while SHA appreciates the intent to use funds collected from violations to benefit local youth programming and services, SHA maintains that any revenue collected from the stop sign monitoring systems should be used to enhance road safety. This is consistent with how funds are used for similar automated enforcement programs.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating Senate Bill 600.

Respectfully submitted,

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