

March 25, 2025

The Honorable William C. Smith, Jr.
Chair, Judicial Proceedings Committee
2 East Miller Seante Office Building
Annapolis, MD 21401

RE: Letter of Information – HB 1032 – Baltimore City and Montgomery County – Stop Sign Monitoring Systems – Authorization (MC 4-25)

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on HB 1032 and offers the following information for the Committee's consideration.

HB 1032, as amended, adds Baltimore City and Montgomery County to the Prince George's County pilot program, which authorizes use of stop sign monitoring systems in school zones. The monitoring systems would capture violations of § 21-707 of the Transportation Article on (1) highways maintained by a local jurisdiction, if authorized by the governing body of the local jurisdiction, 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.

As mentioned in MDOT's letter for House Bill 1226, a similar bill applicable only to Baltimore City, SHA notes that there are no State-maintained roads in Baltimore City.¹ As such, the provisions of this bill, when applied to Baltimore City, will not require action by SHA or the State unless the system is affixed to or impacts other State infrastructure.

Similar to the process in place for currently authorized traffic control device monitoring systems, SHA would need to review plans and technical documents from a subject county for these requests, issue permits, and fabricate and install signs notifying drivers that traffic control device monitoring systems are in use on State 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 steps to recover costs from the subject county or agency for any system it approves.

Further, SHA is not currently required to install signage for other approved and permitted traffic control devices installed along State highways and operated by the County. SHA respectfully

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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requests an amendment that removes the language requiring SHA to place signs for a stop sign monitoring system and make any required signage an agency or county responsibility as part of the larger system installation and with SHA approval. If this language is not amended, then funds from the citations must be used to cover SHA costs for the signage.

Finally, the amended bill does not address where funds, after paying for the cost to implement and administer the program, will be directed. SHA supports the goal of directing any excess funds collected on State highways to SHA for public safety needs on roads where the violations occurred.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating HB 1032.

Respectfully submitted,

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