
February 21, 2025

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

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

Dear Chair Korman 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 authorizes, for Montgomery County, the use of stop sign monitoring systems in school zones to 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.

HB 1032 establishes a general authorization for Montgomery County to use stop sign monitoring systems on State highways located in school zones throughout the County, if authorized by SHA. Similar to the process in place for currently authorized traffic control device monitoring systems, SHA would need to review plans and technical documents from the 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 County or agency for any systems 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 requests an amendment that removes the language requiring SHA to place signs for a stop sign monitoring system and make any required signage a County 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.

While SHA supports the goal of directing the fines to public safety enhancements, money from fines collected on State highways would be distributed to local jurisdictions and is not guaranteed to be used to address public safety needs on the roads where the violations occurred. Practically, funds collected on State roads should be retained by or directed to the State Highway Administration to improve safety on State roads. This will ensure a unified response, where both

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State and local roads are improved to ensure the safety of Marylanders within the county, whatever mode their transportation takes.

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

Respectfully submitted,

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