
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 1227 - Montgomery County – Vehicle Control and Monitoring Systems – Distribution of Contested Traffic Fines, Application, and Implementation (MC 8-25)

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 1227 and offers the following information for the Committee’s consideration.

HB 1227 would require the penalty resulting from a violation of certain automated traffic and vehicle enforcement systems to be paid directly to Montgomery County for violations occurring in the county. The bill requires Montgomery County, after recovering the costs of implementing and administering the enforcement system, to remit the remaining funds to the Comptroller for distribution to the State Highway Administration (SHA) to be used only to assist in covering the cost to construct median dividers on highways in the county where school bus stop citations are prevalent. The bill also prohibits the locations of bus stops on any highway with five or more undivided traffic lanes beginning on December 31, 2028, unless: (1) a school crossing guard is present or (2) a red signal traffic control device is located at the school bus stop.

SHA does not currently participate in Montgomery County’s school bus monitoring program and does not have access to violation data. For SHA to meet the requirements of this bill, law enforcement would need to share the relevant data with SHA. SHA also cannot speak to the specific feasibility or costs to plan, design and construct medians at subject locations, as these will depend on the locations identified and the level of effort required to integrate medians at the site. However, the addition of medians on undivided highways would result in significant right-of-way needs along these corridors, which may require land acquisition or removal or modification of travel lanes. This has the potential to impact traffic patterns within the corridor and deny more reasonable, effective, and practicable safety countermeasures.

Finally, the current version of the bill includes some ambiguities for which MDOT respectfully requests clarification. As written, the bill limits the use of funds to constructing median dividers; it is unclear as to whether funding would be available for the other phases of project development, as well as what happens when available funds exceed the costs for median construction. In addition to construction, the planning, design, right-of-way considerations, utility relocations, relocation of bus stops, and impacts to transit and local amenities each come with an administrative and financial component. Additionally, the bill refers to constructing median dividers “on highways in Montgomery County” without specifying whether this includes State highways, non-State

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highways, or both. In line with current practice, SHA would not construct median dividers on roads not within SHA right-of-way.

The Maryland Department of Transportation respectfully requests the Committee consider this information during their deliberations of HB 1227.

Respectfully submitted,

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