

HB 1227 - MoCo_Wenger_FWA (GA 25).pdf

Uploaded by: Melanie Wenger

Position: FWA



Montgomery County

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HB 1227

DATE: February 21, 2025

SPONSOR: Montgomery County Delegation

ASSIGNED TO: Environment and Transportation

CONTACT PERSON: Melanie Wenger (melanie.wenger@montgomerycountymd.gov)

COUNTY POSITION: Support with Amendments

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

House Bill 1227, as introduced, requires that beginning on October 1, 2025, the penalties collected by the District Court for all contested automated traffic enforcement citations issued in Montgomery County be remitted to the Comptroller for distribution to the State Highway Administration (SHA), rather than to the District Court. The bill directs the Administration to use these funds to help build median dividers on highways in the County where a school bus stop is located and where those stops have resulted in the issuance of at least 400 citations from school bus camera violations to drivers traveling in the opposite direction of the bus stop.

Current State law applying to Montgomery County beginning on December 31, 2026, prohibits school bus stops from being located on any highway with five or more undivided traffic lanes unless: (1) a crossing guard is present to assist students in crossing the road; or (2) a traffic control device is in use to maintain a red-light signal at those locations while a student is boarding or exiting a school bus. House Bill 1227 extends the December 31, 2026, date by two years, to December 31, 2028, and applies the crossing guard and control device restrictions only to those school bus stops where at least 400 citations from school bus camera violations to drivers traveling in the opposite direction of the bus stop have been issued.

The Montgomery County House Delegation amended the bill to: (1) redirect revenues generated from contested violations to Montgomery County, instead of SHA for the purpose of building median dividers as described in the bill, and (2) clarify that the number of citations as referenced in the bill should be calculated based on the number issued in the immediately preceding fiscal year.

Because Montgomery County cannot comply with the law as currently written, the County supports this legislation. As amended, the bill reduces the number of bus stops that must be moved or staffed with crossing guards and extends the timeline for compliance. This revised plan allows the County additional time to either comply with the law or continue to work with its delegation to identify a better path forward.

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Position: UNF

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MARYLAND JUDICIAL COUNCIL LEGISLATIVE COMMITTEE

MEMORANDUM

TO: House Environment and Transportation Committee
FROM: Legislative Committee
Suzanne D. Pelz, Esq.
410-260-1523
RE: House Bill 1227
Montgomery County – Vehicle Control and Monitoring Systems –
Distribution of Contested Traffic Fines, Application, and
Implementation MC 8-25
DATE: February 18, 2025
(2/21)
POSITION: Oppose

The Maryland Judiciary opposes House Bill 1227. House Bill 1227 amends the procedures for collecting and distributing fines associated with monitoring systems, under Transportation Article § 7-302, to include provisions specific to Montgomery County.

The Judiciary has no position on the policy aims of the legislation but has operational concerns. In order to advise an alleged liable person of proper payment procedures, as described under this proposed legislation, the District Court will be required to revise the prescribed citations for all monitoring systems (with the exception of video toll citations). This revision can be completed with existing resources; but, may create confusion for the citation recipients. This is because not all systems are implemented in Montgomery County and those that are, issue citations with content applicable to all 24 jurisdictions, statewide. For example, there are no active stop sign monitoring systems authorized in Montgomery County. Stop sign monitoring systems are only authorized for use in Prince George's County. Further, there are no active noise abatement monitoring system

programs, bus lane monitoring system programs, or vehicle height monitoring programs in Montgomery County.

In addition, the District Court is only currently involved in monitoring citations when the defendant does not prepay the citation and requests a hearing to contest the citation. The agency issuing the citation is responsible for the collection of fines for a prepaid citation. The District Court has no record of a citation until it is contested and is only responsible for the collection of fines on the day of trial.

cc. Montgomery County Delegation.
Judicial Council
Legislative Committee
Kelley O'Connor

HB1227 - SHA- LOI - Montgomery County - Vehicle Co

Uploaded by: Matt Mickler

Position: INFO

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,

April King
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Matthew Mickler
Director
Office of Government Affairs
Maryland Department of Transportation
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