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March 13, 2026

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

***RE: Letter of Information – House Bill 1614 – Maryland Transportation Authority – Use of Lane Direction Control Signal Monitoring Systems***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) and the Maryland Transportation Authority (MDTA) take no position on House Bill 1614 and offer the following information for the Committee's consideration.

HB 1614 authorizes the Maryland Transportation Authority Police Force to use lane direction control signal monitoring systems on the Chesapeake Bay Bridge to enforce motor vehicle offenses for entering or traveling in a lane over which a red lane direction control signal (Red X) is shown. Further, the bill requires the District Court to remit to the Maryland Transportation Authority any civil penalties collected by the Court resulting from a citation issued using a lane direction control signal monitoring system operated by the Authority and requires the State Highway Administration to provide the Authority with access to certain contacts and processes.

When motorists do not obey the overhead lane-use control signals at the Bay Bridge, it poses a risk to all who travel the bridge. Lane-use control signals apply to travel lanes before, on, and after the bridge, wherever lane-use control signals are present. A Red X signal indicates the lane is closed and motorists must not enter or travel in any lane over which a Red X signal is shown. A Yellow X signal indicates that the lane is about to be closed and motorists should move safely to a lane with a downward Green Arrow. A downward Green Arrow signal indicates that the lane is open for travel by motorists.

The Maryland Transportation Authority (MDTA) is aware of requests to take action on this issue, and MDTA is currently studying the feasibility of automated enforcement of lane-use control signals in order to determine the best course of action. MDTA anticipates that its study will conclude by the end of 2026. It is important to note that MDTA police will continue enforcement for failure to obey the lane-use control signs.

As written, HB 1614 presents numerous operational questions which must be clarified in the law. Certain provisions lack necessary clarity, such as at what point in a lane is a vehicle considered in violation, whether the systems are intended to be manned or unmanned, evidentiary concerns, and numerous other issues.

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The MDTA is willing to work with the sponsor to address MDTA's concerns with HB 1614 as written. For instance, the bill should be amended to provide an authorization for MDTA to use lane direction control signal monitoring systems at all its facilities. Authorizing monitoring systems across all MDTA facilities would help to spread the costs of such a system and would enhance safety across those facilities. Additionally, the bill's requirement that an MDTA Police officer must swear to and affirm the occurrence of violations should be amended to require an MDTA representative or contractor to swear to and affirm the violations. Further, the bill should be amended to remove the uncodified section concerning the State Highway Administration (SHA) as the technology envisioned by the bill is outside the scope of SHA's current processes and contracts. MDTA is currently working on amendments to the bill to address its concerns with the underlying bill and hope to share with the bill sponsor and Committee soon.

The Maryland Department of Transportation and the Maryland Transportation Authority respectfully request that the Committee consider this information when deliberating House Bill 1614.

Respectfully submitted,

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