

Department of Legislative Services
Maryland General Assembly
2025 Session

FISCAL AND POLICY NOTE
Third Reader - Revised

House Bill 1032

(Montgomery County Delegation and Delegate Young)

Environment and Transportation

Judicial Proceedings

**Baltimore City and Montgomery County - Stop Sign Monitoring Systems -
Authorization
MC 4-25**

This bill authorizes the use of stop sign monitoring systems on State and local highways in school zones in Baltimore City and Montgomery County to record violations of State law requiring obedience to stop signs through June 30, 2029. Unless the driver of the motor vehicle received a citation from a police officer at the time, the owner or driver of a motor vehicle is subject to a civil penalty of up to \$40 if the motor vehicle is recorded by a stop sign monitoring system during commission of the violation. The bill generally applies existing statutory provisions related to other stop sign monitoring systems used in the State to stop sign monitoring systems used in Baltimore City and Montgomery County. The bill also establishes reporting requirements related to implementation and makes minor technical changes to the provisions governing the use of the systems in three jurisdictions. **The bill takes effect July 1, 2025, and terminates June 30, 2029.**

Fiscal Summary

State Effect: Because the bill is authorizing in nature, the impact on State finances generally depends on the extent to which the systems are deployed in Baltimore City and Montgomery County, as discussed below. Nevertheless, the District Court must be prepared should any systems be deployed, with programming costs totaling \$17,500 in FY 2026 only.

Local Effect: The bill is authorizing in nature. The impact on local government finances depends on the extent to which the systems are deployed in Baltimore City and Montgomery County, as discussed below.

Small Business Effect: None.

Analysis

Bill Summary:

Stop Sign Monitoring Systems Authorized

The bill authorizes the use of stop sign monitoring systems on State and local highways in school zones in Baltimore City and Montgomery County under the same provisions that govern the use of stop sign monitoring systems in Prince George's County, pursuant to Chapter 678, with two notable exceptions. First, existing requirements that limit and prioritize the placement of the systems only apply for Prince George's County. Second, existing provisions that require an agency to publish notice when the systems are placed in a newspaper of general circulation apply only in Baltimore City and Prince George's County (other notification requirements apply to all three jurisdictions).

The bill also makes two technical changes to provisions governing the stop sign monitoring systems used by all three jurisdictions. First, the bill specifies that the citation mailed to the owner liable for a violation recorded by a system must include the registration *plate* number of the motor vehicle involved in the violation instead of the registration number of the motor vehicle. Second, the bill specifies that certain requirements for contractors related to the manner in which contractor fees are paid are applicable if a contractor administers or processes citations generated by a *stop sign* monitoring system (rather than any monitoring system).

Reporting Requirements

By December 1, 2027, the Baltimore City Department of Transportation and the Montgomery County Department of Transportation must each report to the Governor and the General Assembly on:

- the time period during which stop sign monitoring systems were in use in the city/county and the number of warnings and citations issued as a result of violations recorded, by location and date (through October 1, 2027);
- the costs associated with implementing and operating stop sign monitoring systems and the revenue collected on a monthly basis as a result of violations;
- appropriate locations for the deployment of stop sign monitoring systems;
- the performance and reliability of stop sign monitoring systems used by the city/county; and
- the effectiveness of stop sign monitoring systems in reducing violations, crashes, and pedestrian injuries in the city/county and in areas where the systems were implemented and used.

Current Law:

Required Stops When Approaching a Stop Sign

Unless otherwise directed by a police officer or traffic control signal, the driver of a vehicle approaching a stop sign at an intersection must:

- stop at the near side of the intersection at a clearly marked stop line;
- stop at the near side of the intersection and, if there is no clearly marked stop line, before entering any crosswalk; and
- stop at the near side of an intersection and, if there is no crosswalk, at the nearest point before entering the intersection that gives the driver a view of traffic approaching on the intersecting roadway.

A violation of any of these requirements is a misdemeanor with a maximum \$500 fine. The prepayment penalty is \$90 with one point assessed against the license. If the violation contributes to an accident, the prepayment penalty is \$130 and three points must be assessed against the license.

Stop Sign Monitoring Systems – Prince George’s County

Chapter 678 of 2024 authorizes, from July 1, 2024, through June 30, 2029, the use of stop sign monitoring systems on State and local highways located in a school zone in Prince George’s County to record violations of State law requiring obedience to stop signs. Unless the driver of the motor vehicle receives a citation from a police officer at the time, the owner or driver of a motor vehicle is subject to a civil penalty of up to \$40 if the motor vehicle is recorded by a stop sign monitoring system during commission of the violation. Similar to most other automated enforcement systems in use in the State, Chapter 678 requires:

- for an uncontested case, citation penalty revenues from a stop sign monitoring system controlled by a political subdivision to be paid directly to the political subdivision; and
- for a case contested in District Court, citation penalty revenues to be collected by the District Court and distributed in accordance with existing statutory provisions (generally these revenues accrue to the general fund).

A political subdivision is not explicitly authorized to recover the costs of implementing and administering stop sign monitoring systems from fines collected by the political subdivision as a result of violations enforced by stop sign monitoring systems. Nevertheless, a political subdivision may spend the “remaining balance” solely for public

safety purposes, including pedestrian safety programs, as specified under other statutory provisions.

Chapter 678 includes additional requirements and specifications related to the use of stop sign monitoring systems in Prince George's County. Notably, and among other provisions related to the use of stop sign monitoring systems in the county, the Act:

- specifies the admissibility of images recorded by a system as evidence in a judicial proceeding;
- requires a recorded image to include specified information;
- requires the county to prioritize the placement of systems within municipalities that have high violation rates;
- requires an agency to publish a specified public notice before beginning the use of any systems;
- requires Prince George's County to prominently place signs on highways in the county providing notice that the systems are in use in the county;
- establishes a process that an agency must follow when issuing a citation and specifies the information that must be included on the citation;
- specifies the circumstances that the District Court may consider in defense of a violation;
- authorizes the Motor Vehicle Administration to refuse to register or reregister or suspend the registration of a motor vehicle when a citation is not paid and the violation is not contested, as specified;
- includes additional requirements for agencies, contractors, and the District Court related to the administration of the stop sign monitoring system program; and
- requires the Prince George's County Department of Public Works and Transportation to report, by December 1, 2025, to the Governor and General Assembly on specified issues related to the stop sign monitoring system program.

State Revenues: To the extent the District Court collects fines for contested citations issued under the bill, general fund revenues increase from fiscal 2026 through 2029. Any such impact depends on the extent to which stop sign monitoring systems are deployed in Baltimore City and Montgomery County and the amount of the fine established for a violation.

State Expenditures: As noted above, the bill authorizes the use of stop sign monitoring systems in school zones by certain law enforcement agencies in Baltimore City and Montgomery County. The impact on State expenditures depends on the extent to which stop sign monitoring system programs are implemented in the city/county.

To the extent that stop sign monitoring systems are used on State highways in Baltimore City and Montgomery County, Transportation Trust Fund expenditures increase for the State Highway Administration to install required signage and for potential planning costs. Any costs are assumed to terminate after fiscal 2029.

In addition, in anticipation of any stop sign monitoring systems being deployed by State and/or local agencies in Baltimore City and Montgomery County, general fund expenditures for the District Court increase for programming changes necessary to collect payments for citations that may be issued under the bill. Programming-related costs total approximately \$17,512.

Local Fiscal Effect: To the extent that stop sign monitoring systems are deployed in school zones in Baltimore City and Montgomery County, local expenditures increase from fiscal 2026 through 2029 as a result of start-up costs, ongoing implementation costs, and for public safety purposes. Local revenues also increase over the same time period to the extent that penalties are collected from citations issued as a result of locally controlled stop sign monitoring systems.

Because the bill does not explicitly allow for cost recovery, revenues are assumed to be expended exclusively for public safety purposes. Montgomery County did not advise of any current plans to implement a stop sign monitoring system program, noting only that implementation is at the county's later discretion. Information on potential implementation in Baltimore City is not available at this time.

Additional Information

Recent Prior Introductions: Similar legislation has not been introduced within the last three years.

Designated Cross File: None.

Information Source(s): Montgomery County; Comptroller's Office; Judiciary (Administrative Office of the Courts); Department of State Police; Maryland Department of Transportation; Department of Legislative Services

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