

**Department of Legislative Services**  
Maryland General Assembly  
2025 Session

**FISCAL AND POLICY NOTE**  
**Enrolled - Revised**

Senate Bill 600

(Senator McCray)

Judicial Proceedings

Environment and Transportation

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**Baltimore City and Takoma Park - Stop Sign Monitoring Systems -  
Authorization of Pilot Program**

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This bill authorizes (1) the use of stop sign monitoring systems on State and local highways located in a school zone in the City of Takoma Park and the 45th and 46th legislative districts in Baltimore City to record violations of State law requiring obedience to stop signs through June 30, 2029, and (2) local jurisdictions that use any such systems to use the fine revenues to generally recover implementation and administrative costs, as specified. 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 and automated enforcement systems used in the State to stop sign monitoring systems used under the bill's authority, with additional requirements related to the use of fine revenues from systems in Baltimore City. The bill also establishes reporting requirements related to implementation and makes minor technical changes to the provisions governing the use of the systems. **The bill takes effect July 1, 2025, and terminates June 30, 2029.**

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**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, as discussed below. Nevertheless, the District Court must be prepared should any systems be deployed, with programming costs totaling \$10,900 in FY 2026 only.

**Local Effect:** The bill is authorizing in nature for Takoma Park and Baltimore City, and Prince George's County has not implemented any stop sign monitoring systems under current law. Accordingly, the impact on local government finances depends on the extent to which the systems are deployed, as discussed below.

**Small Business Effect:** None.

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## **Analysis**

### **Bill Summary:**

#### *Stop Sign Monitoring Systems – Authorization and Administrative Procedures*

The bill authorizes the use of stop sign monitoring systems on State and local highways in school zones in Takoma Park and in specified legislative districts in Baltimore City under the same provisions that govern the use of stop sign monitoring systems in Prince George’s County, pursuant to Chapter 678 of 2024, 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 in a newspaper of general circulation when the systems are placed 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).

#### *Fine Revenues*

The bill generally authorizes any local jurisdiction that deploys a stop sign monitoring system to use the fine revenues to recover their implementation and administrative costs.

However, from the fines collected by Baltimore City or the District Court as a result of violations enforced by a stop sign monitoring system located in Baltimore City, the bill also specifies that 50% must be distributed to the local management board for Baltimore City and used only for providing youth programming and services for youth living in or attending a school located in the 45th or 46th legislative district, depending on the district in which the system was located.

### *Reporting Requirement*

By December 1, 2027, the City of Takoma Park and the Baltimore City 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 local jurisdiction and the number of warnings and citations issued as a result of violations recorded over the reported time period, 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 local jurisdiction; and
- the effectiveness of stop sign monitoring systems in reducing violations, crashes, and pedestrian injuries in the local jurisdiction 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 authorized the use of stop sign monitoring systems in Prince George’s County, with substantially similar requirements and processes as those specified by the bill for stop

sign monitoring systems in the City of Takoma Park and certain legislative districts in Baltimore City. Chapter 678 terminates June 30, 2029.

**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 Takoma Park and Baltimore City and the amount of the fine established for a violation. Any such impact, if realized, is likely to be minimal, particularly since the bill requires one-half of the fine revenues collected based on violations in Baltimore City to be distributed to the local management board, as further discussed below.

**State Expenditures:** As noted above, the bill authorizes the use of stop sign monitoring systems in school zones in Takoma Park and Baltimore City. The impact on State expenditures depends on the extent to which stop sign monitoring system programs are implemented in either local jurisdiction.

To the extent that stop sign monitoring systems are used on State highways in either local jurisdiction, 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 Takoma Park or Baltimore City, 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 \$10,920.

### **Local Fiscal Effect:**

#### *Takoma Park*

To the extent that stop sign monitoring systems are deployed in school zones in Takoma Park, local expenditures increase from fiscal 2026 through 2029 as a result of start-up costs and ongoing implementation costs. 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. As noted above, because the bill allows for cost recovery for stop sign monitoring systems, revenues may first be used to offset program implementation and administrative costs for Takoma Park. Any fine revenues remaining after cost recovery must be expended exclusively for public safety purposes. Information about potential implementation in Takoma Park is not available.

### *Baltimore City*

To the extent that stop sign monitoring systems are deployed in school zones in Baltimore City, local expenditures increase from fiscal 2026 through 2029 as a result of start-up costs, ongoing implementation costs, and to provide funding for authorized 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 (including the portion of the penalty revenues remitted by the District Court from contested citations).

Under the bill, Baltimore City must first distribute 50% of the total revenues from stop sign monitoring systems – including those collected by the District Court for contested cases – to the local management board (to be used for youth service programs). After this distribution, Baltimore City may use the revenues for cost recovery and then must use any remainder exclusively for public safety purposes. However, it is unclear whether Baltimore City would fully offset its administrative costs.

For context, Baltimore City advises that the estimated annual cost to operate one camera is approximately \$40,000. According to information from Baltimore City based on its experience with the city's red-light camera program, the bill may result in higher administrative expenses than revenues for the program; however, any such impact cannot be reliably predicted without actual experience under the bill.

### *Prince George's County*

Prince George's County advises that, although it has passed a law to implement a stop sign monitoring system program under Chapter 678, no program has yet been implemented. Moreover, the county notes that it will not implement a program if doing so would result in a deficit.

Nevertheless, to the extent that a stop sign monitoring system program is implemented in the county, the bill affects how citation revenues may be used, by authorizing cost recovery for the implementation and administrative costs (absent the bill, all citation revenues that may have been realized under the existing authorization for stop sign monitoring systems must be used for public safety purposes).

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## **Additional Information**

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

**Designated Cross File:** HB 1226 (Delegate Young, *et al.*) - Environment and Transportation.

**Information Source(s):** Baltimore City; Prince George's 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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