

Department of Legislative Services  
Maryland General Assembly  
2026 Session

FISCAL AND POLICY NOTE  
Third Reader - Revised

Senate Bill 877

(Senator Attar)

Judicial Proceedings

Environment and Transportation

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**Baltimore City - Stop Sign Monitoring Systems Pilot Program - 41st Legislative District**

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This bill authorizes, for three years, the use of stop sign monitoring systems on State and local highways located in a school zone in the 41st Legislative District in Baltimore City to record violations of State law requiring obedience to stop signs. Existing statutory provisions that apply for other stop sign monitoring systems used in the State generally apply for systems placed in accordance with the bill. **The bill takes effect July 1, 2026, and terminates June 30, 2029.**

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**Fiscal Summary**

**State Effect:** General fund revenues increase beginning as early as FY 2027 and likely only through FY 2030 to the extent that additional stop sign monitoring system violations are contested under the bill, as discussed below. General fund expenditures increase by approximately \$5,900 in FY 2027 only for one-time programming costs for the Judiciary.

**Local Effect:** Revenues and expenditures for Baltimore City increase beginning as early as FY 2027 and likely only through FY 2030 to the extent that the city installs stop sign monitoring systems, as discussed below.

**Small Business Effect:** Potential minimal.

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**Analysis**

**Bill Summary:** The bill authorizes the use of stop sign monitoring systems on State and local highways in school zones in the 41st Legislative District in Baltimore City. 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.

Existing statutory provisions that govern the use of stop sign monitoring systems in the State, including the provisions of Chapter 571 of 2025 that require the Baltimore City Department of Transportation to report to the Governor and General Assembly about its stop sign monitoring system program by December 1, 2027, generally apply to the systems implemented under the bill. However, similar to requirements in Chapter 571 regarding the distribution of fine revenues from violations in Baltimore City, the bill requires 50% of the revenues from the fines collected by Baltimore City or the District Court as a result of the stop sign monitoring systems implemented under the bill to be distributed to the local management board for Baltimore City and used only to provide youth programming and services for youth living in or attending a school located in the 41st Legislative District.

For the remaining funds, similar to most other local automated enforcement system programs in the State, citation revenues may be used to recover the costs of implementing and administering the program and any remaining balance may be used solely for public safety purposes, including pedestrian or highway safety programs. However, for any fiscal year in which the balance remaining after the costs of implementing and administering the systems is greater than 10% of the total revenues of the county for the fiscal year, the county must remit any funds that exceed 10% of the total revenues to the Comptroller.

### **Current Law:**

#### *Automated Enforcement Systems – Generally*

State law authorizes the use of various automated monitoring systems, including traffic control system monitoring systems, speed monitoring systems, stop sign monitoring systems, school bus monitoring systems, vehicle height monitoring systems, and work zone speed control systems. Generally, pursuant to § 21-809(d)(5) of the Transportation Article, a person who receives a citation, may:

- pay the civil penalty, in accordance with the instructions on the citation; or
- elect to stand trial in the District Court for the alleged violation.

With specified exceptions, penalty revenues from automated enforcement systems, including speed monitoring systems, must be paid (1) to the administering State agency or local jurisdiction, in an uncontested case and (2) directly to the District Court (and consequently the general fund) in a case that is contested in District Court.

### *Stop Sign Monitoring Systems in Baltimore City – Distribution to Local Management Boards*

As referenced above, Chapter 571 of 2025 authorizes the use of stop sign monitoring systems in certain school zones in Baltimore City (those in the 45th and 46th legislative districts). From the fines collected by Baltimore City or the District Court as a result of violations enforced by a stop sign monitoring system in the city under Chapter 571, 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.

### *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.

### *Required Report on Stop Sign Monitoring Systems*

Pursuant to Chapter 571 of 2025, by December 1, 2027, the Baltimore City Department of Transportation must report to the Governor and 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.

**State Fiscal Effect:** To the extent the District Court collects fines for citations issued under the bill, general fund revenues increase beginning as early as fiscal 2027 and likely only through fiscal 2030 (although the bill terminates June 30, 2029, it is assumed that associated impacts continue for a brief period as issued citations are processed and paid). Any such impact depends on the extent to which Baltimore City elects to deploy the systems authorized under the bill and whether citations are contested (and, therefore, paid into the general fund upon a guilty disposition). However, the impact on general fund revenues is likely minimal.

General fund expenditures for the Judiciary increase by approximately \$5,938 in fiscal 2027 only for one-time programming costs.

**Local Fiscal Effect:** Revenues and expenditures for Baltimore City are affected as follows beginning as early as fiscal 2027 (and likely only through fiscal 2030) to the extent that Baltimore City chooses to implement a stop sign monitoring system program pursuant to the bill's authorization:

- expenditures increase to install the devices and required signs and for other administrative expenses that may be incurred for the operation of the program (*e.g.*, mailing or contractual costs);
- revenues increase as citations are issued and penalty revenues are paid to the local jurisdiction; and
- expenditures further increase as the penalty revenues are used for authorized purposes.

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### **Additional Information**

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

**Designated Cross File:** None.

**Information Source(s):** Judiciary (Administrative Office of the Courts); Maryland Department of Transportation; Department of Legislative Services

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