
March 25, 2025

The Honorable William C. Smith Jr.
Chair, Judicial Proceedings Committee
2 East Miller Senate Office Building
Annapolis, MD 21401

RE: Letter of Support – House Bill 988 – Montgomery County – Speed Monitoring Systems – Maryland Route 200 (Intercounty Connector)

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation and the Maryland Transportation Authority (MDTA) supports House Bill 988, which authorizes MDTA to place and use a certain number of speed monitoring systems on Maryland Route 200 – the Intercounty Connector (ICC) – in Montgomery County and provides for the operation of these speed monitoring systems. The MDTA believes this bill will help maintain safe travel conditions along the ICC.

The MDTA is concerned with speeding and aggressive driving on its roadways. The MDTA Police are committed to speed enforcement on the ICC and all its facilities. The MDTA Police will continue to initiate efforts to enforce traffic violations on the ICC, including high visibility enforcement campaigns. However, the ability to use automated enforcement (AE) provides an additional tool MDTA can leverage to combat this dangerous driver behavior.

As drafted, the legislation is not a violation of MDTA's Trust Agreement because the installation of the speed monitoring systems is permissive, leaving MDTA the legal and financial discretion to implement the systems. Most importantly, the proposed legislation provides that civil penalties resulting from citations using a speed monitoring system controlled by the MDTA shall be remitted to the MDTA. It is imperative that this language be retained, as it creates an exception to the general process and ensures MDTA receives the fees from speeding violations along the ICC. Without this assurance, the MDTA does not have a revenue stream to offset the costs associated with the enforcement program.

A reliable estimate of MDTA's costs to implement this bill is challenging as the Authority does not operate a system for similar services and would need to hire additional staff (one program administrator and an ombudsman) and procure a vendor to provide this service. However, based on prior versions of a similar bill and using comparative data from the State Highway Administration's (SHA) existing work zone program, the estimated annual cost of the program to add cameras to the ICC is approximately \$1.5 million, before any offset is applied. MDTA appreciates the sponsor's decision to allow for cost recovery from citation funds to offset this new responsibility and the associated costs of the speed monitoring systems.

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HB 988 specifies that the MDTA has the discretion to engineer the solution for speed monitoring systems on the ICC, including the number of speed monitoring systems and whether the deployed solutions will be mobile or fixed. The legislation also ensures that the MDTA has the needed flexibility to operate the appropriate speed monitoring program to address speeding on the ICC.

For these reasons, the Maryland Department of Transportation and the Maryland Transportation Authority respectfully request the Committee grant House Bill 988 a favorable report.

Respectfully submitted,

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