



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
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Acting Secretary

February 5, 2026

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

RE: Letter of Support – House Bill 55 – Vehicle Laws – Speed Monitoring Systems – Residential Districts

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter of support for the Committee's consideration of House Bill 55.

HB 55 expands statewide the authorization to use speed monitoring systems on highways in residential districts with a maximum posted speed limit of 35 miles per hour on which the speed limit was established using generally accepted traffic engineering practices. Currently, Anne Arundel, Montgomery, and Prince George's are the only counties in Maryland with this authorization.

Maryland is committed to the goal of Vision Zero by 2030 – this requires the State Highway Administration (SHA) to work with local and state partners to implement smart solutions to help save lives. Speeding is a contributing factor in over one-third of all fatal crashes nationwide. Across 2024 and 2025, over 14,000 of the crashes which occurred on Maryland roadways involved speeding.

The Federal Highway Administration (FHWA) considers speed safety cameras a proven safety measure. FHWA reports that fixed unit speed safety cameras can reduce crashes on urban principal arterials by up to 54 percent. Further, research has shown that the estimated economic benefits of reduced crashes substantially exceed the total fines paid by violators. The use of speed monitoring systems on Maryland roadways complements local law enforcement as an additional resource to reduce speeds, correct driver behavior, and create safer roadways for all.

The SHA notes that the bill does not alter where fines collected from speed monitoring systems are directed. Generally, the relevant jurisdiction recovers the costs of implementing the system and spends the remaining balance for public safety purposes, including pedestrian safety programs. Revenue collected after administrative cost recovery for speed cameras on state highways should be directed for safety purposes on the roads where the violations occurred.

The Honorable Marc Korman
Page Two

Using funds to further enhance safety in these areas aligns with the ultimate goal of speed monitoring systems – to slow drivers down, prevent injuries, and save lives.

The Maryland Department of Transportation respectfully requests the Committee consider this information during their deliberations of House Bill 55.

Respectfully submitted,

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