

SB0338/813322/1

BY: Senator McCray

AMENDMENTS TO SENATE BILL 338
(First Reading File Bill)

On page 10, after line 32, insert:

“SECTION 2. AND BE IT FURTHER ENACTED, That:

(a) On or before June 1, 2030, the State Highway Administration shall submit a report to the Governor and, in accordance with § 2–1257 of the State Government Article, the General Assembly, on the speed monitoring systems placed on Interstate 695 and Interstate 83 in Baltimore County in accordance with § 21–811 of the Transportation Article as enacted by Section 1 of this Act.

(b) The report required under subsection (a) of this section shall include:

(1) any changes since the implementation of speed monitoring systems under Section 1 of this Act in:

(i) accident and fatality rates on Interstate 695 and Interstate 83 in Baltimore County; and

(ii) the number of repeat violations recorded by speed monitoring systems;

(2) any measurable improvements in driver awareness and compliance with posted speed limits at areas on Interstate 695 and Interstate 83 in Baltimore County where speed monitoring systems are operated;

(3) any unintended consequences including traffic congestion or an increase in the use of alternative routes;

(4) the gross revenue collected as a result of violations enforced by the speed monitoring systems;

(5) the percentage of the gross revenue collected that has been used:

(i) to recover the cost of implementing and administering the speed monitoring systems; and

(ii) for public safety purposes, including pedestrian or highway safety programs;

(6) whether revenue collected as a result of violations enforced by the speed monitoring systems has been sufficient to cover the costs specified under paragraph (5)(i) and (ii) of this subsection;

(7) how funds have been used for public safety purposes on Interstate 695 and Interstate 83 in Baltimore County;

(8) whether revenue collected has been supplemental to, and has not supplanted, existing State and local funds allocated for transportation;

(9) the percentage of issued citations that have been contested;

(10) the percentage of contested citations that were overturned or reduced;

(11) whether citations have consistently been issued within the time frames required under § 21-811(d)(4) of the Transportation Article, as enacted by Section 1 of this Act, and any required maintenance, calibration, and certification checks have been documented and performed as scheduled;

(12) whether there has been any pattern of citation errors or disputes regarding vehicle identification;

(13) whether speed monitoring systems have been consistently maintained and calibrated in accordance with § 21-811(b)(7) of the Transportation Article, as enacted by Section 1 of this Act;

(14) whether the locations that have been identified as being at high risk for motor vehicle crashes that result in serious bodily injury or death have changed since the implementation of the speed monitoring systems;

(15) whether speed monitoring systems have been relocated as a result of any changes under item (14) of this subsection, or any changes in traffic patterns;

(16) whether the speed limit thresholds under § 21-811(b)(4) of the Transportation Article, as enacted by Section 1 of this Act have effectively influenced driver behavior;

(17) any issues with speed monitoring system visibility, signage, or technical malfunctions;

(18) whether there have been any formal complaints or legal challenges to the implementation of speed monitoring systems under Section 1 of this Act;

(19) any privacy or data security concerns that have arisen from the handling of recorded images or citation data;

(20) any significant delays in processing citations or appeals;

(21) whether any public safety improvements intended to be funded as a result of violations enforced by the speed monitoring systems have been completed on schedule and within budget; and

(Over)

(22) any disparities in the number of citations issued as a result of violations enforced by the speed monitoring systems on different communities or demographic groups in the State.

On page 11, strike “2.” and substitute “3.”.