



THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

**Testimony in Support of HB 564**  
**Montgomery County - Speed Monitoring Systems - Implementing Agency**

Testimony by Delegate Vaughn Stewart  
April 1, 2021 • Judicial Proceedings Committee

What the Bill Does:

HB 564 would authorize Montgomery County to transfer authority over the traffic safety camera program from the Montgomery County Police Department (“MCPD”) to the Montgomery County Department of Transportation (“MCDOT”). The Montgomery County Council is seeking this authority to evaluate this potential transfer of authority would be beneficial for the county. The County Council unanimously endorsed HB 564, the County Executive supports the bill, and the Montgomery County Delegation voted to pass the bill unanimously.

Why the Committee Should Vote Favorably:

County leaders want to study this transfer of authority because they believe housing automated speed enforcement within MCDOT could increase both organizational efficiency and traffic safety. MCDOT’s portfolio already includes both traffic management and transportation planning. MCDOT administers the county’s Vision Zero program, and automated speed enforcement would represent another tool in their pedestrian safety toolbox. Granting MCDOT this authority might allow the agency to integrate the program with its efforts to improve road design. Unlike MCPD, MCDOT can use automated enforcement data to assess the safety of certain corridors and intersections before pursuing structural fixes. This additional efficiency is why Mayor Bowser recently transferred automated enforcement authority to DC’s Department of Transportation.

We know that automated enforcement reduces traffic accidents and fatalities. Nationally, the CDC reports that jurisdictions that use speed cameras reduce “total crashes 8 to 49% and fatal and serious-injury crashes 11 to 44%.” In Montgomery County, a 2015 Insurance Institute for Highway Safety evaluation found that speed cameras alone “were associated with a 19 percent reduction in the likelihood that a crash resulted in an incapacitating or fatal injury.”

Across the country, several cities have had automated enforcement housed under their transportation departments since the technology’s inception. This bill represents a common-sense step to allow the county government to increase department efficiency in the name of public safety. I urge a favorable report from the committee.

