
March 11, 2022

The Honorable Kumar P. Barve
Chairman, House Environment and Transportation Committee
251 House Office Building
Annapolis, MD 21401

Re: *Letter of Information – House Bill 811 – Montgomery County – Speed Monitoring Systems – Maryland Route 200 (Intercounty Connector)*

Dear Chairman Barve and Members of the Committee:

The Maryland Department of Transportation (MDOT) and the Maryland Transportation Authority (MDTA) take no position on House Bill 811 but offer the following information for the Committee’s consideration.

House Bill 811 would require the installation of speed monitoring systems on Maryland Route 200. The Intercounty Connector (ICC) is a six-lane toll highway that connects I-270 at I-370 in eastern Montgomery County to US 1 in northwestern Prince George’s County and is owned, operated, and maintained by the MDTA. House Bill 811 requires the MDTA to enter into a Memorandum of Understanding (MOU) with Montgomery County in order to implement the installation of speed monitoring systems.

Since 1971, the MDTA has been responsible for constructing, managing, operating, and improving the State’s eight toll facilities, as well as for financing new transportation projects under its purview, such as the Governor Harry W. Nice/Senator Thomas “Mac” Middleton Bridge in Charles County. The MDTA is entirely reliant on tolls collected from its users as it does not receive any State General Fund or Transportation Trust Fund dollars and is governed by an 8-member Board with the Secretary of Transportation serving as Chair.

Should the MDTA be required to expend MDTA funds on the installation of speed monitoring systems on the ICC, this would put the MDTA in violation of the existing Trust Agreement with its bondholders. By State law, MDTA funds are solely the purview of the MDTA Board and may not be mandated by another entity.

Additionally, House Bill 811 would require that the speed monitoring systems be installed by October 1, 2022. The MDTA does not have any current systems or contracts with vendors for such systems and therefore, this timeline is not feasible. Vendor acquisition and contract execution are subject to an extensive process.

The Honorable Kumar P. Barve
Page Two

Lastly, as part of the MOU, the MDTA Police would be interested in the sharing of data from the proposed speed monitoring systems. Raw data such as speeds and time of highest frequency will help the agency better understand traffic patterns.

The Maryland Department of Transportation and the Maryland Transportation Authority respectfully request the Committee consider this information when deliberating House Bill 811.

Respectfully submitted,

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