

HB 925 Battery Backup.pdf

Uploaded by: Neil Parrott

Position: FAV

HB 925

Battery Backup for Traffic Signals

FEBRUARY 24, 2022

ENVIRONMENT AND TRANSPORTATION COMMITTEE

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Background:

- In 2006, 2 teenagers, Scott Caplan and Teresa “Tara” Howard were killed in a crash at the intersection of MD 175 and I-195 SB Ramp in Howard County. The traffic signal had been dark for at least 45 minutes.
- This fatal crash could have been prevented.
- As a result of the crash, Howard County mandated that all traffic signals in the county be equipped with batteries to operate the signal in the case the electricity goes off.

What this bill does:

- Upgrade all traffic control signal heads in Maryland with:
 - Light-emitting diode (LED) technology, which uses significantly less electricity
 - A battery that would power the signal in case of electrical disruptions
- Establish the Traffic Control Signal Modernization Fund from 10% of red-light-running tickets to pay for the upgrading of these traffic control signals



Benefits of LED Lights and Battery Backups:

- LED lights are a greener, and energy efficient choice
- Signals with battery backup systems are significantly safer
- In cases of major power outages, the signals will still operate. This will allow police officers to focus on other pressing needs
 - Example: In a hurricane, people need to be rescued. The police cannot afford to be focusing on traffic disruptions



Quick Facts:

- LED lights have been implemented at 95% of Maryland State Highway Administration (SHA) Controlled intersections
 - County, the city of Baltimore, and municipal intersections are significantly less
- Current battery backup implementation by the SHA is very limited and is based on risk-based assessment
- Currently, around 30% of Maryland intersections have a battery backup
- Anne Arundel and Howard Counties both have a consistent battery backup program. This should be extended to the rest of the state.

Places that currently use battery backup systems at all of their signalized intersections:

- Parts of California
- Anne Arundel and Howard Counties, Maryland
- Scottsdale, Arizona
- Suffolk, Virginia
- Overland Park, Kansas
- British Columbia, Canada

Benefits of the bill

- There will be significantly lower electricity costs over time
- There are lower maintenance costs for LED signal heads
- Police will not need to man the signals during power outages
- This proposal increases safety and reduces fatalities
 - It is well worth the investment

Conclusion

- We could be the first state with this program
- It will bring our traffic signals into the 21st century
- There is no excuse for creating hazardous conditions by allowing signals to continue to go dark

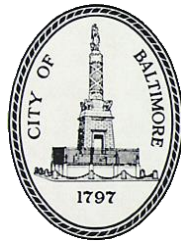
Please vote favorably for HB 925.

Questions?

HB0925-ET-OPP.pdf

Uploaded by: Natasha Mehu

Position: UNF



BRANDON M. SCOTT
MAYOR

*Office of Government Relations
88 State Circle
Annapolis, Maryland 21401*

HB 925

February 24, 2022

TO: Members of the House Environment and Transportation Committee

FROM: Natasha Mehu, Director, Office of Government Relations

RE: House Bill 925 - Traffic Control Signal Modernization Fund - Establishment

POSITION: OPPOSE

Chair Barve, Vice Chair Stein, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **opposes** House Bill (HB) 925.

HB 925 earmarks 10% of local red light camera revenues to a fund dedicated to improving traffic signal infrastructure across Maryland, with State-owned infrastructure being prioritized first. The fund would be administered by the State Comptroller.

The BCA is concerned that traffic revenue generated in the City will be sent to other jurisdictions rather than be used for improvements within the City. This is because the fund collects the money from all jurisdictions and prioritizes the use of the monies in tiers. The first priority goes to replacing signals on or at the intersection of highways maintained by municipalities, except for Baltimore City. The second priority would be to fund counties and Baltimore City. The last priority goes to state highways.

To the BCA's knowledge, Baltimore City maintains the most signals per jurisdiction – 1300. For comparison, Montgomery County maintains the second most at 780. Baltimore County maintains 250, Prince George's County maintains 215, and Anne Arundel 100. While these numbers are for the total number of signals, not just highway-specific signals, the difference is stark. This bill disproportionately impacts Baltimore City. Baltimore City has significant traffic signal upgrades and replacement needs. It would put us in a position of having to contribute to a fund that prioritizes other municipalities and then requires us to compete among the counties for a portion of the funding.

For these reasons, the BCA respectfully requests an **unfavorable** report on HB 925.

HB0925 - SHA - Traffic Control Modernization Fund

Uploaded by: Patricia Westervelt

Position: INFO



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
James F. Ports, Jr.
Secretary

February 24, 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 925 – Traffic Control Signal Modernization Fund - Establishment

Dear Chairman Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 925 but offers the following information for the Committee's consideration.

House Bill 925 establishes the Traffic Control Modernization Fund (Fund) to finance traffic control signal upgrades across the State. The Fund would be financed by 10 percent of fines and civil penalties collected from certain traffic infractions. House Bill 925 would also require the MDOT State Highway Administration (SHA) to develop and implement a plan to update traffic signals by December 31, 2029.

The MDOT SHA maintains a statewide inventory of approximately 3,000 traffic signals; under House Bill 925, 2,500 of those signals would require upgrades by December 31, 2029. Due to the cost for signal upgrades, the MDOT SHA estimates an additional \$100 million would be needed for those 2,500 signal upgrades. Over 95 percent of traffic signals have already been upgraded to LED and the remaining locations are scheduled for upgrades in the next two years. Additionally, the MDOT SHA has in place a strategic plan for battery backup installations at certain signalized intersections based on risk facts. Hundreds of locations have already been deployed, and the remaining locations will be implemented to coincide with other signal upgrades.

Additionally, while House Bill 925 proposes that traffic signal upgrades be financed through the Traffic Control Modernization Fund, it is unclear what alternative source of funding would be needed should the total of the Fund not be sufficient.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 925.

Sincerely,

Nicole Stafford
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Maryland State Highway Administration
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Maryland Department of Transportation
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