

MML-HB 282 - FAV.pdf

Uploaded by: Bill Jorch

Position: FAV



Maryland Municipal League
The Association of Maryland's Cities and Towns

TESTIMONY

February 8, 2024

Committee: House Environment and Transportation

Bill: HB 282 - Speed Monitoring Systems - Agencies - Statements and Certificates of Violations

Position: Favorable

Reason for Position:

The Maryland Municipal League (MML) supports House Bill 282 which will promote roadway safety by improving the efficiency and efficacy of local speed camera programs. The bill adds technicians to the list of individuals who may review speed camera images and sign citations sent to vehicle owners and clarifies that citations signed by technicians are admissible in court. HB 282 assists local governments with flexibility on the back-end review but does not require that a local government use a technician for speed camera image review, a police officer is still authorized to do so as well.

Adding trained technicians as an option for municipal governments to use for back-end review of speed camera images helps in two primary ways:

1. For municipalities without a police department, this change allows for the entire speed camera process to be done in house. Currently, municipalities without a police department must find a benevolent neighboring police department to take on the review portion of the process. This can often be difficult and costly; only two municipalities without a police department operate speed cameras.
2. For municipalities with a police department, this change provides an option to relieve officers of the administrative task of reviewing speed camera images. The technician would remain an employee of the police department but their role would allow the officers to resume more typical public safety duties.

Police officers receive training on how to properly read speed camera images and the data contained on each and technicians would receive the same training. In fact, the term technician is used in the red-light camera law referring to persons who may review red-light camera images, so the precedent in Maryland is already there.



Maryland Municipal League

The Association of Maryland's Cities and Towns

In 2009, the General Assembly first authorized state-wide use of speed cameras and provided significant revisions in 2014. Some opponents of the bill refer to the original intent of the speed camera program, but it has been 15 years since they were first authorized and it is time to ask whether more changes are needed.

The provisions of HB 282 should significantly assist local governments promote roadway safety through improved functionality of their speed camera program. For this reason, the League respectfully requests that the committee provide House Bill 282 with a favorable report.

FOR MORE INFORMATION CONTACT:

Theresa Kuhns
Angelica Bailey Thupari, Esq.
Bill Jorch
Justin Fiore

Chief Executive Officer
Director, Advocacy & Public Affairs
Director, Public Policy & Research
Deputy Director, Advocacy & Public Affairs

HB0282_FAV_City of Rockville_Speed Monitoring Sys.

Uploaded by: Izola Shaw

Position: FAV



Testimony of the Mayor and Council of Rockville
HB 282 – Speed Monitoring Systems – Agencies – Statements and Certificates
of Violations
SUPPORT

Good afternoon, Chairman Korman and members of the Environment and Transportation Committee. I'm Councilmember Izola Shaw from the City of Rockville. On behalf of the Mayor and Council, I want to thank Delegate Kerr for sponsoring this important legislation.

The Mayor and Council and the Maryland Municipal League jointly support HB 282 as a 2024 priority. This legislation provides authorization for speed camera images to be reviewed and citations signed off by a trained technician. Current law requires a sworn Police officer to sign off on speed camera violations.

HB 282 would provide several benefits for local police departments and the communities they serve:

- The legislation would enhance public safety by freeing up police officers to be deployed in the community and focused on proactive policing and crime prevention.
- In the current context of increased demand for Police services, our staff resources have been strained. HB 282 would help to relieve some of the administrative burdens placed on sworn officers.
- The legislation would standardize the process for automated traffic enforcement by using the same process that is authorized for the red-light camera program, which permits a trained technician to sign off on a violation.

HB 282 is smart public policy that would allow Police agencies to prioritize core public safety duties, advance transportation equity, and better protect the health and safety of the communities they serve. For these reasons, the City of Rockville urges the Committee to provide a favorable report for this legislation.

Thank you.

HB 282 Letter of Support .pdf

Uploaded by: Jerome Spencer

Position: FAV



Troy D. Berry
Sheriff

Office of the Sheriff

Charles County, Maryland

Headquarters
6915 Crain Hwy - P.O. Box 189
La Plata, Maryland 20646-0189
301-609-6400



An Internationally
Accredited Agency

February 6, 2024

The Honorable Marc Korman
Chair, Environment and Transportation Committee

Honorable Members of the Environment and Transportation Committee

RE: HB 282 – Speed Monitoring Systems – Agencies – Statements and Certificates of Violations

Dear Chairman Korman,

The Charles County Sheriff's Office supports HB 282 – Speed Monitoring Systems – Agencies – Statements and Certificates of Violations.

HB 282 would allow law enforcement agencies who participate in speed monitoring systems to allow citations to be reviewed and approved by a technician in addition to a duly authorized law enforcement officer.

Maryland law does not require a law enforcement officer to approve citations for failing to stop for a school bus, Md. Code Ann., Transp. §21-706.1(g), or for failing to stop for a red light, Md. Code Ann., Transp. §21-202.1(f). Citations generated by a speed camera do not require any specialized expertise that only a law enforcement officer can provide. Allowing a properly trained civilian to review and approve speed camera citations is sound public policy.

For these reasons, the Charles County Sheriff's Office requests a favorable report on HB 282. Thank you for the attention you are providing to this important legislation.

Sincerely,

A handwritten signature in black ink, appearing to read "Troy D. Berry".

Troy D. Berry
Sheriff

HB282_Kerr_FAV

Uploaded by: Kenneth Kerr

Position: FAV

KENNETH P. KERR, ED.D
Legislative District 3
Frederick County

Health and Government Operations
Committee

Subcommittees

Chair, Government Operations and
Health Facilities

Insurance and Pharmaceuticals



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

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Speed Monitoring Systems – Agencies – Statements and Certificates of Violations

Each state is responsible for setting its own maximum speed limit laws. In 1901, Connecticut was the first state to pass a law regulating the speed of motor vehicles. In 1973, a national maximum speed limit of 55 mph was established using restrictions on federal funding for states. However, speed limits have increased since the relaxation of the law in 1987 to allow for speed limits of up to 65 mph on rural interstates and the repeal of the law in 1995.

Automated enforcement systems, also known as Photo radar or speed cameras, are devices used to enforce traffic laws while using fewer law enforcement personnel and resources. These tools allow state and local governments and law enforcement agencies to remotely capture images of drivers violating traffic laws and issue citations, often civil, to drivers.

The first speed cameras in the United States were installed in 1987 in the Peoria and Paradise Valley communities in Arizona. As of January 2022, 171 communities in 19 states and the District of Columbia use automated speed camera enforcement.

It is widely accepted that speed cameras are effective in saving lives. A 2016 [study](#) of speed cameras in Montgomery County, Maryland found that about 7 1/2 years after the program began the proportion of drivers traveling at least 10 mph over the speed limit had declined on streets with speed cameras. The cameras also reduced the likelihood of fatal or severe injury crashes by 19%. The study concluded the likelihood of a driver exceeding the speed limit by more than 10 mph on roads with cameras decreased by 62% compared to similar roads without cameras.

The bill I bring before you today does not expand the use of speed cameras which, for most of Maryland, is restricted to schools zone and highway work zones. Rather this bill simply seeks to redefine who is qualified to interpret the video and determine if a violation has occurred. Currently, in addition to being reviewed by the ASE system contractor, each citation is verified and approved by a police officer employed by the Maryland State Police or the Maryland Transportation Authority Police. The reviewing police officer signs a statement on the citation that indicates the vehicle was being operated in violation of the law based on inspection of the recorded images.

Nationally, we are seeing an increase in vacancies in law enforcement with an average of 93% of budgeted positions filled. With this staffing shortage, I see it as a poor use of scarce resources to have police officers verify what have already been determined to be speed violations by the contractor. Certainly, there should be a second pair of eyes reviewing the video of the alleged violation, but they should not have to belong to a police officer.

It ties up an officer's time that could be spent on other public safety matters. For these reasons, I respectfully ask for a favorable report.

HB0282_Testimony_City_of_Frederick_2024.docx.pdf

Uploaded by: Michael O'Connor

Position: FAV



FREDERICK

OFFICE OF THE MAYOR

Chairman Marc Korman
Environment and Transportation Committee
251 Taylor House Office Building
6 Bladen Street
Annapolis, MD 21401

January 26, 2024

**LETTER OF SUPPORT HB0282 - SPEED MONITORING SYSTEMS - AGENCIES -
STATEMENTS AND CERTIFICATES OF VIOLATIONS**

Dear Chairman Korman,

We respectfully request the Environment and Transportation Committee take a position of support for HB0282 to amend the Maryland Transportation Article. This amendment would permit a technician employed by an Agency to issue a certificate of violation detected by an Automated Speed Enforcement camera (ASE). It is a legislative priority of the Maryland Municipal League that we fully support.

Violations issued under Section 21-809 are civil violations, the same as municipal infractions, parking citations, and code violations. These civil violations can be issued and signed by non-sworn technicians, and their testimony is accepted by the courts. Even more similarly, red light camera and work zone citations are signed by non-sworn technicians and accepted by the courts.

This bill would bring consistency to the process of review for school zone speed cameras, currently the outlier. It would free up sworn officers who are being taken out of service for this administrative function and put them back in service. It will reduce officer overtime that burdens agency budgets. It will enable municipalities and towns without a police department to stand up an ASE program without incurring additional costs by paying another agency for this function.

We appreciate your consideration and ask for a finding of support.

Sincerely,

Michael O'Connor
Mayor

HB 282_MAA_FAV.pdf

Uploaded by: Rachel Clark

Position: FAV

CHAIRMAN:
Jeff Graf
VICE CHAIRMAN
David Slaughter

MARYLAND ASPHALT ASSOCIATION



TREASURER:
Paul Bramble
SECRETARY:
Curtis Hall
PRESIDENT:
Tim Smith

February 8, 2024

Delegate Marc Korman, Chair
House Environment and Transportation Committee
251 House Office Building
Annapolis, MD 21401

RE: HB 282 – FAVORABLE – Speed Monitoring Systems – Agencies – Statements and Certificates of Violations

Dear Chair Korman and Members of the Committee:

The Maryland Asphalt Association (MAA) is comprised of 19 producer members representing more than 48 production facilities, 25 contractor members, 25 consulting engineer firms, and 41 other associate members. MAA works proactively with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

House Bill 282 would permit a technician to sign a statement alleging violations recorded by speed monitoring systems. Current law requires all citations to be signed by a law enforcement officer.

MAA supports the expansion of this requirement to include a technician because not only will it speed up the process of getting citations out to violators, but it will decrease the administrative costs for municipalities in Maryland that do not regularly employ law enforcement officers. Our members steadfastly support all legislation that seeks to enhance road safety.

We appreciate you taking the time to consider our request for a **FAVORABLE** report on House Bill 282.

Sincerely,

Tim E. Smith, P.E.
President
Maryland Asphalt Association

HB 282_MTBMA_FAV.pdf

Uploaded by: Rachel Clark

Position: FAV



February 8, 2024

Delegate Marc Korman, Chair
House Environment and Transportation Committee
251 House Office Building
Annapolis, MD 21401

RE: HB 282 – FAVORABLE – Speed Monitoring Systems – Agencies – Statements and Certificates of Violations

Dear Chair Korman and Members of the Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

House Bill 282 would permit a technician to sign a statement alleging violations recorded by speed monitoring systems. Current law requires all citations to be signed by a law enforcement officer.

MTBMA supports the expansion of this requirement to include a technician because not only will it speed up the process of getting citations out to violators, but it will decrease the administrative costs for municipalities in Maryland that do not regularly employ law enforcement officers. Our members steadfastly support all legislation that seeks to enhance road safety.

We appreciate you taking the time to consider our request for a **FAVORABLE** report on House Bill 282.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

HB0282-ET_MACo_SUP.pdf

Uploaded by: Sarah Sample

Position: FAV



House Bill 282

Speed Monitoring Systems – Agencies – Statements and Certificates of Violations

MACo Position: **SUPPORT**

To: Environment and Transportation
Committee

Date: February 8, 2024

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS** HB 282. This bill would allow county law enforcement agencies to add a trained technician to the pool of employees who are able to sign the statement alleging a violation as evidenced by a speed monitoring system.

This bill gives law enforcement agencies the flexibility to have a sworn officer or a trained employee sign speed camera violation statements. This authority is already granted to local agencies when reviewing red light camera and school bus camera citations. In those circumstances, the ability to dedicate employees, sworn or otherwise, to tasks according to specific skill sets, time constraints, and need has improved efficiency. Additionally, vacancy issues within the public safety workforce are contributing to dangerously low numbers of officers available in the community. Civilian employees, with the necessary expertise to sign these statements, will leave more officers in the community at a time when all jurisdictions are experiencing precarious staffing shortfalls in public safety.

HB 282 would allow law enforcement agencies to delegate tasks thoughtfully and effectively, enhancing workforce utility across the entire agency. For this reason, MACo **SUPPORTS** HB 282 and urges a **FAVORABLE** report.

MML Letter of support speed camera 020524.pdf

Uploaded by: Theresa Kuhns

Position: FAV



**MARYLAND MUNICIPAL
LEAGUE POLICE EXECUTIVE
ASSOCIATION**
7547 Main Street
Sykesville, MD 21784

Chairman

Chief Michael Spaulding
Sykesville Police Dept.
410-795-0757

Vice Chairman

Chief Carl Schinner
La Plata Police Dept.
410-934-1500

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Chief George Bacorn
Denton Police Dept.
410-479-1414

Treasurer

Chief Robert Nitz
Perryville Police Dept.
410-642-3725

Sergeant at Arms

Chief Ivan Barkley
Delmar Police Department
410-896-3131

Immediate Past Chairman

Chief Arnold Downing
Berlin Police Department
410-641-1333

In Partnership With Our Communities

February 5, 2024

To Whom It May Concern;

The executive board of the Maryland Municipal League Police Executive Association, which represents the 80+ municipal police departments across the State of Maryland, supports House Bill 282 – Speed Monitoring Systems - Agencies - Statements and Certificates of Violations as proposed by Delegate Kerr. This bill would amend the current provisions of the Maryland Transportation Article §21-809, to allow a duly authorized law enforcement officer or a technician employed by an agency, to issue the certificate of violation (citation) for speed camera violations and for their signature to be sufficient for admissibility by the courts.

The use of automated enforcement in law enforcement has been a force multiplier for law enforcement agencies in Maryland and across the nation, while at the same time reducing speeds, reducing crashes, and savings lives. Smaller police departments in Maryland, which account for the largest number of police departments in our State, have struggled and continue to struggle with the manpower and resources to effectively implement automated enforcement systems. Many of the smaller police departments struggle with meeting the most basic service of providing patrol coverage within their towns and cities. HB 282 would allow those smaller municipalities, both those with a police department and those without, to start a speed camera system by allowing the use of non-sworn “technicians” to review and sign the citations generated by these systems. The ability of the smaller agencies to use “technicians” as opposed to active, sworn law enforcement officers opens up many options for these towns and cities, such as civilian staff, retired officers, Auxiliary or Reserve Officers, and other officers currently in “non-officer” status. The benefits are many – not reducing patrol staffing, not mandating overtime for sworn officers, and minimizing “out of service” time for sworn officers while attending court for speed citations, as well as the previously described benefits of reducing speeds, reducing crashes, and saving lives.

It is for these reasons, the most important of which is the saving of countless lives on our roadways, that the Marland Municipal League Police Executive Association strongly supports the passage of HB 282, as presented.

Sincerely,

Chief Michael A. Spaulding
Chairman, MML PEA