



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.



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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.

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