
March 11, 2025

The Honorable Marc Korman
Chair, Environment and Transportation Committee
251 Taylor House Office Building
Annapolis, MD 21401

RE: Letter of Information – House Bill 1173 – Montgomery County – Speed Monitoring Systems – High Risk Highways (MC 17-25)

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 1173 and offers the following information for the Committee’s consideration.

As written, HB 1173 would authorize placement and use of speed monitoring systems on highways in Montgomery County that are at high risk for motor vehicle crashes that result in serious bodily injury or death, subject to certain exceptions.¹ Montgomery County, or a municipality in Montgomery County, must evaluate the speed monitoring systems in accordance with the provisions of the bill on or before October 1, 2030, and every 5 years thereafter. Finally, HB 1173 requires the county to use speed monitoring system funds, after recovering the costs of implementing and administering the systems, for the study, design, and construction of safety projects on roadways or intersections in Montgomery County identified in a municipality, county or State’s Strategic Highway Safety Plan or Vision Zero Plan as being at high risk for motor vehicle crashes that result in serious bodily injury or death.

MDOT appreciates Montgomery County’s demonstrated leadership on safety through their published safety plans and encourages all Counties and municipalities to develop similar safety plans for their jurisdictions. Like Montgomery County, MDOT is committed to improving safety on Maryland’s roadways, including through the effective deployment of automated speed enforcement systems along vulnerable road user corridors and intersections. The State Highway Administration (SHA) acknowledges that any funding Montgomery County collects from speeding violations is for county use on roads covered in this bill. Further, the SHA understands the county would be responsible for installing and monitoring locations and time frames where speed cameras are deployed.

The SHA believes the proposed language could be further improved by clarifying the intent in the body of the bill. Specifically, the SHA requests that additional language be added to clarify that (1) the authority to approve cameras on State routes shall remain with SHA; (2) SHA would

¹ Despite the general authority created in the bill, HB 1173 explicitly prohibits Montgomery County or a municipal government in Montgomery County from placing or using speed monitoring systems on a controlled access highway, an expressway, or an interstate highway in the County.

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recover costs from the County or agency for work to review, approve, and permit any system; and (3) HB 1173 does not authorize the County or municipality to circumvent the processes required in State law for the Consolidated Transportation Program prioritization of projects on State routes.²

SHA supports the goal of directing fines to public safety enhancements to address public safety needs on the roads where the violations occurred. Practically, funds collected on State roads should be retained by or directed to the State Highway Administration to improve safety on the State road in need of safety measures. This will ensure a unified response where both State and local roads are improved to ensure the safety of Marylanders within the county, whatever mode their transportation takes.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 1173.

Respectfully Submitted,

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² Regarding Item 3, additional language clarifying that the County may elect to use violation funds to provide the financial match to support MDOT-approved public safety purposes, including pedestrian or highway safety projects on State routes, may be of benefit in addition to the prohibition.