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February 21, 2025

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

***RE: Letter of Information – HB 182 – Motor Vehicles -- Speed Monitoring Systems -- Penalties***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 182 but offers the following information for the Committee’s consideration.

HB 182 alters the penalties for a civil citation issued from a speed monitoring system authorized under Transportation Article §21-809 by establishing a tiered penalty structure based on speed in excess of the posted speed limit.

During the 2024 Legislative Session, the Maryland General Assembly passed, and Governor Wes Moore signed into law, the Maryland Road Worker Protection Act, which created a similar tiered penalty structure for violations captured by speed monitoring systems in work zones.<sup>1</sup> Maryland is committed to the goal of Vision Zero by 2030, which requires the Department to work with our local and state partners to implement solutions that change driver behavior and keep our roadways safe. The fatalities and serious injuries that occur on our roadways due to driver behavior, including speeding, are entirely preventable. Speeding contributes to over one-third of all fatal crashes nationwide, and 7,705 crashes that occurred on Maryland roadways in 2023 involved speeding. A disproportionate amount of the victims are vulnerable road users. According to research reported by the United States Department of Transportation, the risk of a crash resulting in a pedestrian fatality increases with speed and is as high as 85 percent at speeds of 40 mph.

The safety of Maryland’s transportation system is MDOT’s number one priority. MDOT uses various strategic approaches to reduce fatalities and serious injuries on our roadways with a focus on education, enforcement, engineering, and emergency medical services as a cornerstone of those efforts. MDOT considers the safety of all users when implementing strategies supported by the USDOT’s National Roadway Safety Strategy and the Safe System Approach. Education and enforcement are important factors in establishing initial driver compliance with established speeds as well as newly changed speed limits. The Federal Highway Administration (FHWA) considers speed safety cameras a proven safety countermeasure. FHWA reports that fixed unit

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<sup>1</sup> See Transportation Article §21-810.

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speed safety cameras can reduce crashes on urban principal arterial roads up to 54 percent for all crashes. Further, research has shown that the estimated economic benefits of reduced crashes substantially exceed the total fines paid by violators. The use of speed monitoring systems on Maryland roadways is another resource that local law enforcement has in their toolbox that is proven to effectively reduce speeds and correct driver behavior along roadways with documented high rates of speed.

The Maryland Department of Transportation respectfully requests that the Committee consider this information when deliberating House Bill 182.

Respectfully submitted,

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