

# **HB 182 - MML - FAV.pdf**

Uploaded by: Bill Jorch

Position: FAV



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

# TESTIMONY

February 21, 2025

**Committee:** House Environment and Transportation Committee

**Bill:** HB 182 - Motor Vehicles – Speed Monitoring Systems – Penalties

**Position:** Favorable

**Reason for Position:**

The Maryland Municipal League (MML) supports House Bill 182 as it sets a graduated fine system for speed camera violations, charging the vehicle owner more as their recorded speed increases. Speed cameras are a proven tool to reduce vehicular speeding and the provisions of this bill could improve their efficacy even further.

This bill establishes five fine levels for speed camera violations, each corresponding to a range of vehicle speed over the speed limit. Each successive tier represents higher vehicle speeds and results in a higher fine. HB 182 is modeled after HB 513 from 2024, that instituted a similar framework for work zone speed cameras. This graduated fine system targets egregious speeders with the highest fines; with the goal to use monetary disincentives to curb reckless driving.

House Bill 182 is written to only alter the fine level for speed cameras in school zones statewide and residential zones in three counties. It is important to note that the fine revenue from speed cameras that local governments receive must be spent on public safety or traffic safety purposes.

The provisions of HB 182 aim to make our roads safer. Municipal government officials hear about roadway safety concerns from their residents and speed cameras are a proven method to reduce reckless driving. For these reasons, the League respectfully requests that the committee provide House Bill 182 with a favorable report.

For more information, please contact Bill Jorch, Director, Public Policy and Research at [billj@mdmunicipal.org](mailto:billj@mdmunicipal.org). Thank you for your consideration.

# SafeRoadsMD Support - HB 0182.pdf

Uploaded by: John Seng

Position: FAV



**SafeRoadsMD**

**Support HB 0182 – Motor  
Vehicles – Speed Monitoring  
Systems – Penalties**

## **MARYLAND COALITION FOR ROADWAY SAFETY, INC.**

### **URGES YOUR SUPPORT FOR HB 0182**

February 19, 2025

TO:

Honorable Delegate Marc Korman, Chair  
Delegate Regina T. Boyce, Vice Chair  
House Environment and Transportation Committee  
Maryland General Assembly  
250 & 251 Taylor House Office Building  
Annapolis, Maryland 21401

FROM:

John Seng, Chair  
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.  
(202) 468-7682, [JSeng@SafeRoadsMD.org](mailto:JSeng@SafeRoadsMD.org), [SafeRoadsMD.org](http://SafeRoadsMD.org)

#### **Re: Request for a Favorable Report on HB 0182 – Motor Vehicles – Speed Monitoring Systems – Penalties**

Dear Chair Korman, Vice Chair Boyce and Members of the House Environment and Transportation Committee:

Representing the Maryland Coalition for Roadway Safety (SafeRoadsMD), I write today to urge you to issue a favorable report on House Bill 0182, “Motor Vehicles – Speed Monitoring Systems – Penalties,” a critical step toward enhancing Maryland traffic safety by ensuring that penalties for speeding violations captured by speed monitoring systems are proportionate, effective and just.

Currently, Maryland law imposes a flat \$40 fine for all speed camera violations, whether a driver is speeding 12 mph or 40 mph over the posted legal limit.

This outdated, one-size-fits-all approach fails to distinguish between minor infractions and reckless endangerment. HB 0182 corrects this imbalance by implementing a graduated penalty system that aligns fines with the severity of the offense:

- **12–15 mph over the limit:** \$40
- **16–19 mph over the limit:** \$55
- **20–29 mph over the limit:** \$95
- **30–39 mph over the limit:** \$180
- **40+ mph over the limit:** \$350

***Maryland Coalition for Roadway Safety, Inc.***  
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682

The strategy inherent in HB 0182 is **decidedly fair, evidence-based and long overdue**. The legislation's design ensures that minor violations are treated proportionally, while serious speeding—especially the type that causes catastrophic crashes—is met with appropriately stronger consequences. Studies have consistently shown that **higher penalties for severe infractions are more effective in deterring reckless speeding, ultimately saving lives**.

HB 0182 also maintains the existing uniform citation system managed by the District Court, ensuring that enforcement remains consistent and transparent.

This bill is not just about increasing fines—it is about modernizing Maryland's approach to traffic safety, strengthening deterrence, and improving safeguards for every Maryland driver, cyclist, and pedestrian from the dangers of excessive speeding.

Given the clear safety benefits and the strong justification for updating this outdated penalty system, I respectfully urge the ENT Committee to **issue a favorable report on HB 0182 and move this vital legislation forward**.

Thank you for your time and your commitment to Maryland's road safety. We appreciate your leadership on this issue and look forward to your support.

Sincerely,

A handwritten signature in black ink, appearing to read "John J. Seng". The signature is fluid and cursive, with the first name "John" and last name "Seng" clearly distinguishable.

John J. Seng  
Chair  
Maryland Coalition for Roadway Safety, Inc.

cc: SafeRoadsMD Board

# **BikeMarylandetal-FAV-HB182GraduatedSpeedFines.pdf**

Uploaded by: Jon Korin

Position: FAV



## **HB182 – Graduated Speed Fines - Safety for Vulnerable Road Users**

### **House Environment & Transportation Committee**

**February 21, 2025**

**Position: Favorable**

Greetings Chair and Members of the Committee

Our mission is to promote bicycling, increase safety, improve conditions, and provide a voice for bicyclists in Maryland. We partner with advocacy organizations to promote vulnerable road user safety legislation on the state and county level and work with government agencies, including police departments, to develop policy and awareness campaigns that protect the rights and well-being of bicyclists and pedestrians in Maryland. We the undersigned represent multiple community-based organizations advocating for safe biking, walking and active transportation, submit this testimony on behalf of tens of thousands of members across the State of Maryland.

As bicycling has increased in popularity across the United States and provides many environmental, economic, and health benefits, there is a need for creating a safe transportation system which makes people the priority; using all available tools to help achieve zero injuries and fatalities on our roadways and allowing all people to get to their destinations safely. HB182 will help with this effort by reducing speeding.

This bill will deter people from speeding thereby reducing both the likelihood and severity of crashes. This is especially important for vulnerable road users such as pedestrians, cyclists, motorcyclists, the elderly, people with disabilities, emergency responders and schoolchildren who may cross or travel along our roads to access schools, parks, shopping areas and other destinations. This bill also aligns with Maryland's commitment to Vision Zero. 2024 was another bad year for Maryland crashes and fatalities, especially for pedestrians and cyclists. Maryland had over 570 road fatalities in 2024 and more than 40% were vulnerable road users.

Speed reduction reduces both the likelihood of a crash and the severity of injury if a crash occurs. We request that the committee support the passage of HB182.

**Baltimore Bicycling Club (BBC)**

**Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)**

**Bike Maryland**

**Bikemore**

**Bike HoCo**

**Washington Area Bicyclist Association (WABA)**

# **HB0182\_FAV\_City of Rockville\_Mot. Veh. - Speed Mon**

Uploaded by: Marissa Valeri

Position: FAV





## **Testimony of the Mayor and Council of Rockville**

### **HB 182 – Motor Vehicles – Speed Monitoring Systems – Penalties**

#### **SUPPORT**

Good morning, Chair Korman and members of the House Environment and Transportation Committee. I am Rockville City Councilmember Marissa Valeri. I thank you for this opportunity. On behalf of the City, I want to thank Delegate Stewart for sponsoring this important legislation that aligns with our Vision Zero priority.

The Mayor and Council of Rockville unanimously support HB 182. This legislation implements a graduated fine structure for speed camera violations based on the vehicle's miles per hour over the posted speed limit ranging from \$40 to \$350. This bill follows the approach used in the State Highway Administration work zone bill that was enacted in 2024. This legislation is critically needed to address excessive speeding across the State and in Rockville that we've seen in recent years.

We support the provisions of HB 182 for the following reasons:

- It uses a more equitable approach to automated speed enforcement by increasing the monetary penalty relative to the level of speed over the posted limits. Currently, a motorist driving at 40 or more miles per hour over the speed limit receives the same fine as a driver who is traveling at 13 miles per hour over the speed limit (lowest speed that triggers a fine).
- The graduated fine structure has the potential for further positive driver behavior adjustments. We saw dramatic and positive change in driver behavior when speeding and red light cameras were installed in Rockville.

HB 182 is a critical step forward in protecting our communities from excessive speeding caused by dangerous driving. It is a known fact that as speeds increase, the potential for crashes and serious injury rises. HB 182 provides law enforcement with additional tools to combat excessive speeding. For these reasons, we urge the Committee to provide HB 182 with a favorable report. Thank you.

**HB0182Written.pdf**

Uploaded by: Mindy Badin

Position: FAV

# Please Support HB0182

February 19, 2025

To:

Honorable Delegate Marc Korman, Chair  
Honorable Delegate Regina T. Boyce, Vice Chair  
Environment and Transportation Committee  
Maryland General Assembly  
Taylor House Office Building, Room 251  
Annapolis, Maryland 21401

From:

Mindy Badin, Transportation Committee Chair  
Greater Olney Civic Association  
4212 Charley Forest Street  
Olney, Maryland 20832  
minbad001@yahoo.com

Dear Chair Korman and Vice Chair Boyce:

I'd like to express my support for House Bill 0182, which addresses the disparities in penalties for speed monitoring systems. This bill will improve the effectiveness of our speed enforcement systems.

My son Brett died while he was crossing the street to meet some friends for dinner. For the past five years I have been advocating for safer streets.



Speeding continues to be one of the major causes of traffic crashes, injuries, and fatalities. In 2024 there were 557 fatalities on Maryland roadways, more must be done to move that number to 0. The “super-speeders” - repeat offenders who consistently drive far above the speed limit - cause a disproportionate number of traffic deaths each year. Increasing penalties for high-speed violations detected by automated speed monitoring systems will cause drivers to act more responsibly, and will keep our law-abiding drivers, pedestrians, bikers, and rollers safe.

Automated speed monitoring systems are proven effective to slowing down speeds and reducing traffic violations. Increased penalties will ensure that drivers will understand the consequences of endangering themselves and others through reckless speeding, and will reduce the number of traffic crashes and fatalities caused by these drivers.

I thank you and the Environment and Transportation Committee, and I urge you to submit a favorable recommendation for HB0182 to keep our communities safe.

Sincerely,

Mindy Badin

**Letter of Support HB18\_Transp\_Committee.pdf**

Uploaded by: Nate Groenendyk

Position: FAV

Robert S. Croslin  
Mayor



Tracey E. Douglas  
City Administrator

February 19, 2025

The Honorable Marc Korman, Chair  
The Honorable Regina T. Boyce, Vice Chair  
250 Taylor House Office Building  
Annapolis, MD 21401

**RE: Support for HB182 – Motor Vehicles - Speed Monitoring Systems - Penalties**

Dear Chairman Korman and Vice Chair Boyce,

On behalf of the Hyattsville City Council, I am writing to express our strong support of HB182/SB118, which proposes a graduated fine structure for speed monitoring violations. By increasing penalties based on the severity of the infraction, this bill will play a critical role in making our streets safer.

The increasing fine structure will serve as an effective deterrent against excessive speeding, which remains a significant and growing issue in Hyattsville and many other communities. Reckless driving not only endangers drivers themselves but also poses a significant threat of injury or death to cyclists and pedestrians. This bill has the potential to prevent countless injuries and fatalities that occur annually from speed related accidents.

We strongly urge you to support this legislation and thank you for your commitment to this critical issue. We look forward to your continued partnership in keeping our streets safe.

Sincerely,

A handwritten signature in black ink, appearing to read "R. S. Croslin", written over a white background.

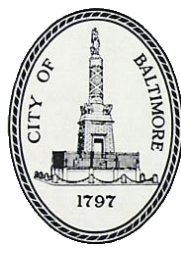
Robert S. Croslin  
Mayor

cc: Hyattsville City Council

**HB182-ET-FAV.pdf**

Uploaded by: Nina Themelis

Position: FAV



**BRANDON M. SCOTT**  
MAYOR

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

**HB 0182**

February 21, 2025

**TO:** Members of the Environment and Transportation Committee  
**FROM:** Nina Themelis, Director of Mayor's Office of Government Relations  
**RE:** House Bill HB 0182 - Motor Vehicles - Speed Monitoring Systems - Penalties

**POSITION: FAVORABLE**

Chair Korman, Vice Chair Boyce, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** House Bill (HB) 182.

HB 182 would increase the penalty amounts for moving violations recorded by speed monitoring systems, based on the miles per hour (MPH) above the posted speed limit at the time of the violation. Currently, the penalty for a moving violation captured by a speed monitoring system is \$40 if the driver exceeds the speed limit by 12 MPH or more. The proposed penalty structure introduces tiered fines, with fine amounts increasing based on speed thresholds.

Posted speed at time of violation was obtained for nearly 691,000 tickets within school zones between July 2023 and December 2024. The data indicates that 77.1% of all violations occurred at speeds between 12 and 15 MPH above the posted limit. More than 158,000 tickets would incur higher penalties under the proposed changes. Similarly, posted speed at time of violation was obtained for nearly 275,000 tickets issued on the I-83 corridor between July 2023 and December 2024. The data indicates that 70.3% of all violations occurred at speed between 12 and 15 MPH above the limit, with more than 81,000 violations occurring at speeds above this level. Overall, only 1,048 citations would fall into the \$350 tier.

Based on the current collection rate of 73%, it is estimated that the proposed legislation will increase City revenues from school zone cameras by \$1.9 million in Fiscal 2026, and by \$7.0 million over the period Fiscal 2026 and Fiscal 2030. In terms of I-83 cameras, it is estimated that revenue would increase by \$1.1 million in Fiscal 2026 and \$4.1 million over the period from Fiscal 2026 to Fiscal 2030. All revenue generated from I-83 speed cameras is reinvested back in the costs of operating the program and capital projects within the I-83 corridor.

For the above stated reasons, the BCA respectfully request a **favorable** report on HB 182.



# **AAA Testimony in Support of HB 182 - Speed Monito**

Uploaded by: Ragina Ali

Position: FAV



## **AAA Mid-Atlantic's Testimony in SUPPORT of HB 182 Motor Vehicles – Speed Monitoring Systems – Penalties**

*Sponsor: Delegate Stewart*

- **AAA Mid-Atlantic supports HB 182- Motor Vehicles – Speed Monitoring Systems – Penalties** which would increase fines based upon how much a driver is exceeding the posted speed limit on Maryland roads with speed monitoring systems.
- AAA Mid-Atlantic has been supportive of Maryland's automated speed enforcement systems for two decades, working with the legislature in 2005 to launch Maryland's first pilot program for automated speed enforcement in residential areas and school zones in Montgomery County.
- Again in 2009, AAA supported the expansion of automated speed enforcement camera systems statewide for use in work and school zones, recognizing that police officers can't be all places at once and believing that automated enforcement is a significant safety tool to supplement law enforcement efforts to curtail speeding.
- In 2012, AAA was appointed to represent drivers and make recommendations to address issues with Baltimore City's automated traffic enforcement program, which was under scrutiny.
- The Task Force's evaluation resulted in legislative changes in 2013, which included AAA's recommendations to fix the system and restore the public's trust.
- AAA was honored to serve on [Governor Moore's Work Zone Safety Work Group \(WZSWG\)](#) in 2023 with other traffic safety stakeholders to recommend measures to improve safety in work zones.
- Those recommendations included legislation last year that increased fines for speeding in work zones.
- While we have seen some success with the use of speed cameras over the years, speeding continues to be one of the most dangerous and common activities observed on our nation's roadways.
- According to the [National Highway Traffic Safety Administration \(NHTSA\)](#), nationally, speeding killed 12,151 people in 2022.
- In 2023, there were 577 fatal crashes in Maryland, according to the [MDOT MVA Highway Safety Office](#), resulting in 621 deaths. Speed was a factor in 102 of those fatalities. (Source: [MDOT MVA Highway Safety Office, data as of February 18, 2025](#))
- Research by the [AAA Foundation for Traffic Safety](#), found that even modestly higher speeds at the time of a crash dramatically increase the chances of severe injury and death.

- We support the use of automated enforcement systems that are fair and reasonable, don't undermine or violate the public trust, and are safety-based.
- AAA Mid-Atlantic remains committed to the safety of all road users and are hopeful that increased fines, especially for super speeders will serve as a deterrent to speeding and will save lives.
- In the interest of public safety, we respectfully urge the Committee to give **HB 182 a favorable report.**

***Contacts:***

*Ragina C. Ali, AAA Mid-Atlantic  
Public and Government Affairs Manager  
443.465.5020*

*Sherrie Sims, GS Proctor & Associates  
Senior Associate  
410.733.7171*

# **HB 182, Support (Ron Weiss).pdf**

Uploaded by: Ron Weiss

Position: FAV

HB 182, Support

Ron Weiss, Fort Washington

Because **HB 182** will help save lives in Maryland, I ask that you join all the safety-minded Marylanders in supporting this vital bill

We all want to feel safe on our roads and get home safely to our families, but this bill is especially important to Prince Georgians like me.

So far this year, Prince George's roads are more deadly than murderers. Our county has had 11 road fatalities so far this year and 4 murders.

Last year was just a little better: 93 people died on our roads while 99 were murdered.

**Speeding is not just a Prince George's County problem - we need to focus on road safety state-wide.**

Last year 557 people died on Maryland roads, just a little better than the grim record of 2023 when 621 people never returned home from Maryland roads.

This is a shame on Maryland and **MD 182** will help turn this horrible history around.

Experience from the MD 210 speed camera program has shown that accurate speed cameras are effective in slowing most drivers.

However, the current \$40 fine has not been effective in changing the behavior of drivers who drive for speed. As with HB 349, **HB 182** provides a tiered fine structure that progressively increases speed camera fines as speed increases. This targets the most egregious and dangerous drivers and should change their behavior.

**HB 182** will save lives on all Maryland roads by reducing the risk of catastrophic crashes caused by people who drive at unconscionable speeds.

**Please support life-saving legislation – HB 182.**

Please feel free to contact me if you would like further information or if I can assist in any way

**HB 182 - MoCo\_Morningstar\_FAV (GA 25).pdf**

Uploaded by: Sara Morningstar

Position: FAV



# Montgomery County

## Office of Intergovernmental Relations

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ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

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**HB 182**

**DATE: February 21, 2025**

**SPONSOR: Delegate Stewart**

**ASSIGNED TO: Environment and Transportation**

**CONTACT PERSON: Sara Morningstar (Sara.Morningstar@montgomerycountymd.gov)**

**COUNTY POSITION: SUPPORT**

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### **Motor Vehicles – Speed Monitoring Systems – Penalties**

Montgomery County supports House Bill 182, which revises the civil penalty imposed for exceeding a speed limit as recorded by an automated traffic enforcement speed camera. Specifically, the legislation establishes a graduated fine schedule for violations recorded by speed cameras ranging from the current \$40 fine for exceeding the posted speed limit between 12 to 15 miles per hour (mph) to \$350 for exceeding the posted speed limit by 40 mph or more.

Under current law, drivers stopped by a police officer for excessive speeding under § 21-801.1 of the Transportation Article receive graduated fines and points based on how much the driver was exceeding the posted speed limit. Fines start at \$80 plus one point for going one to nine miles per hour over the posted speed limit, to \$530 and five points for exceeding the posted speed limit by 40 mph or greater. For speeding violations captured on a speed camera, a registered vehicle owner receives a citation for \$40 and zero points *regardless* of how fast the driver was going. The low penalty provides little to no incentive for drivers to follow posted speed limits on roads with automated traffic enforcement systems.

House Bill 182 will bring greater parity between officer-issued and automated speed camera fines by providing a graduated fine structure that reflects the undisputed fact that high speeds are associated with higher injury and fatalities. For these reasons, Montgomery County urges the Committee to adopt a favorable report on the bill.

# **HB 182 FAV Del Stewart.pdf**

Uploaded by: Vaughn Stewart

Position: FAV



VAUGHN STEWART  
Legislative District 19  
Montgomery County

CHIEF DEPUTY MAJORITY WHIP

Environment and Transportation  
Committee

*Subcommittees*

Land Use and Ethics

Chair, Motor Vehicle and  
Transportation



The Maryland House of Delegates  
6 Bladen Street, Room 151  
Annapolis, Maryland 21401  
410-841-3528 · 301-858-3528  
800-492-7122 Ext. 3528  
Vaughn.Stewart@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

**Testimony in Support of HB 182**  
**Motor Vehicles - Speed Monitoring Systems - Penalties**  
Testimony by Delegate Vaughn Stewart  
February 21, 2025 | Environment and Transportation Committee

**What the Bill Does**

HB 182 aims to better reflect the severity of speeding violations and encourage safer driving behavior by introducing a tiered penalty system for citations issued by an automated speed enforcement system. Previously, all violations captured by speed cameras resulted in a flat \$40 fine. This bill introduces a tiered penalty system based on the degree to which a driver exceeds the speed limit:

- 12–15 mph over the limit: \$40 fine
- 16–19 mph over the limit: \$55 fine
- 20–29 mph over the limit: \$95 fine
- 30–39 mph over the limit: \$180 fine
- 40+ mph over the limit: \$350 fine

If enacted, these changes will take effect on October 1, 2025.

**Why the Bill is Important**

Speed cameras in Maryland are placed in areas where speeding poses the greatest risk to vulnerable road users (VRUs), including pedestrians and cyclists. These locations include school zones across the state. Excessive speeding in these areas creates life-threatening conditions, particularly for those who lack the protection of a vehicle. Despite the presence of speed cameras, the current flat \$40 fine fails to provide an adequate deterrent, allowing reckless drivers to continue putting lives at risk with little consequence.

Maryland already acknowledges the increased dangers of speeding in work zones by enforcing graduated fines for speed camera violations, where penalties rise based on the severity of the offense. This system reflects the reality that speeding in high-risk areas requires stricter consequences to protect those most vulnerable. The same logic should apply to school zones and

dangerous roadways, where children, pedestrians, and cyclists face similar risks. A tiered penalty system for all speed camera violations would create a stronger deterrent effect, ensuring drivers take greater caution in these high-risk areas.

The dangers of unchecked speeding are evident on Belair Road in northeast Baltimore, where three pedestrians were killed in November alone. Residents report persistent reckless driving, speeding, and even street racing, especially at night. In December, speed cameras were installed near The Green School of Baltimore and The Belair-Edison School to improve safety. While this is a step in the right direction, a flat \$40 fine is unlikely to be a lasting deterrent. Community members fear that local children crossing the street will continue to be at risk. A graduated fine structure would ensure that reckless speeding is met with meaningful penalties, reinforcing safe driving behavior and better protecting pedestrians—especially children—both in Baltimore and across the state.

Maryland Route 210, commonly known as the “Highway of Death,” is another example of why stronger penalties are necessary. Since 2007, 91 people have died on this road, with 10 fatalities occurring in 2022 alone. From August to October 2023, speed cameras recorded 204 drivers exceeding 100 mph, with the most egregious offender reaching 170 mph. Under current law, if a driver were pulled over by police for exceeding the speed limit by 40 mph or more, they would face a \$530 fine and five points on their license. Yet, if caught by a speed camera, the same offense results in a mere \$40 fine and no points—a glaring inconsistency that grossly undermines traffic safety. This disparity fails to deter extreme speeding and creates dangerous conditions for other drivers and VRUs who rely on this road during their commutes.

### **Why the Committee Should Vote Favorably**

A graduated fine structure for speed camera violations is not just about penalizing drivers—it is about preventing injuries and saving lives. By aligning penalties with the severity of the offense, Maryland can hold reckless drivers accountable, deter dangerous speeding, and protect the most vulnerable road users.

**Now is the time to act—I urge a favorable report on this bill to take a critical step toward making Maryland’s roads safer for everyone.**

**2025-02-21 VZC Testimony Bill HB 182.pdf**

Uploaded by: Wade Holland

Position: FAV

**Bill:** HB 182 - Motor Vehicles - Speed Monitoring Systems - Penalties

**Testimony Date:** February 21, 2025

**Committee:** Environment and Transportation

**Speaker:** Wade Holland, Montgomery County Government, Vision Zero Initiative

**Position:** Favorable

Good afternoon Chair Korman and members of the Environment and Transportation Committee,

My name is Wade Holland and I am the Vision Zero Coordinator for Montgomery County.

I want to thank Delegate Stewart for sponsoring this needed update to automated speed enforcement penalties and bring the penalties more in line with the graduated fine schedule that already exists for officer initiated traffic stops.

A core tenant of Vision Zero is Safe Speeds. There are multiple tools in the toolbox to create safer speeds including speed humps, narrowing travel lanes, and traffic enforcement by police officers and automated means. My job as the Vision Zero Coordinator is to ensure our County has the tools in place and are utilized to their full effect to make our roads safer by design and create a culture of safety. We find that there is room for improvement in automated speed penalties to address extreme violators.

We currently have too wide of a gap between severe speed violations captured by a police officer versus automated enforcement. If a police officer pulls over a driver going 40 MPH or more in a school zone, the citation is \$1,000 and 5 points on the driver's license. For automated speed enforcement, the fine is \$40, no points, and the same penalty for going 12 or 112 over the speed limit. Increasing penalties to match the severity of the violation can have a deterrent effect and make our Safe Speed automated enforcement program even more successful in lowering speeds and saving lives.<sup>1</sup>

We know speed kills and we need to hold egregious violators accountable. I urge a favorable report on HB 182.

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<sup>1</sup> NHTSA, Countermeasures that Work, [Increasing Penalties](#).

### Officer Issued Speed Citations to Driver

Fines and demerit points are higher for speed violations contributing to a crash.

Over the Speed Limit	Outside Work and School Zones	Work Zone	School Zone
1 to 9 MPH	\$80, 1 point	\$290, 1 point	\$120, 1 point
10 to 19 MPH	\$90, 2 points	\$300, 2 points	\$140, 2 points
20 to 29 MPH	\$160, 2 points	\$370, 2 points	\$270, 2 points
30 to 39 MPH	\$290, 5 points	\$500, 5 points	\$540, 5 points
40 MPH and over	\$530, 5 points	\$740, 5 points	\$1000, 5 points

### Automated Speed Enforcement Civil Penalties to Registered Vehicle Owner

Demerit points are not assessed for automated speed violations.

Over the Speed Limit	Outside Work and School Zones	Work Zone	School Zone
0 to 11 MPH	\$0	\$0	\$0
12 to 15 MPH	\$40	\$60	\$40
16 to 19 MPH	\$40	\$80	\$40
20 to 29 MPH	\$40	\$140	\$40
30 to 39 MPH	\$40	\$270	\$40
40 MPH and over	\$40	\$500	\$40

# **MGA 2025 Testimony Bill HB0182 (Speed Monitoring S**

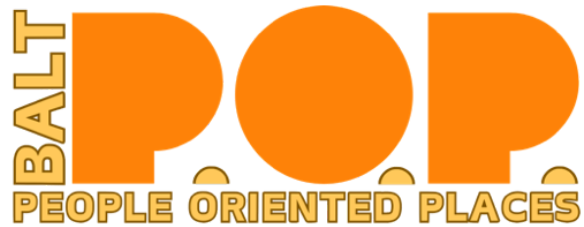
Uploaded by: Michael Scepaniak

Position: FWA

Bill: HB0182

Bill Title: Motor Vehicles – Speed Monitoring Systems – Penalties

Position: **Favorable with Amendments**



Members of the House Environment and Transportation Committee,

As a group which advocates for a built environment which is safe and convenient for all people, whether they are moving through that environment on foot, on a bicycle, in a wheelchair, via public transit, or in an automobile, we feel that HB0182 is a very worthwhile bill which should be enacted into law.

The Maryland code has many long-standing precedents for charging those who break the law at different levels, depending on the specifics of each offense. Distinctions are made for violent crimes such as murder, rape, and assault - between first degree and second degree. These distinctions extend to non-violent crimes such as burglary. The difference between misdemeanor theft and felony theft is based on the value of what was stolen. Charges are pressed for animal cruelty at the same two tiers.

Given these precedents, it makes sense that the penalty amounts charged for speeding be similarly tiered.

Speeding is not a victimless crime. The risk of death and serious injury to a pedestrian struck by a moving vehicle increases in a very clear fashion as the speed of that vehicle rises.

...the average risk of **severe injury** for a pedestrian struck by a vehicle reaches **10%** at an impact speed of **16 mph**, 25% at 23 mph, **50% at 31 mph**, 75% at 39 mph, and **90% at 46 mph**.

The average risk of **death** for a pedestrian reaches **10%** at an impact speed of **23 mph**, 25% at 32 mph, **50% at 42 mph**, 75% at 50 mph, and **90% at 58 mph**.

Risks vary significantly by age. For example, the average risk of severe injury or death for a 70-year old pedestrian struck by a car traveling at 25 mph is similar to the risk for a 30-year-old pedestrian struck at 35 mph. [1]

**The chances of a pedestrian dying when struck by a vehicle traveling at 42 mph is 50/50.**

The most common lower bound speed limit you'll typically see in Maryland is 25 mph. Based on the speeding tiers currently found in the bill, a vehicle being driven at 40 mph in a zone marked for a limit of 25 mph would be subject to a fine of \$40. At 44 mph, the fine would be \$50. These are relatively small amounts. And yet, the risk of that speeding vehicle killing a pedestrian it strikes is basically 50/50. **A \$50 fine for needlessly putting someone at such a high risk of death seems low to us.**

Based on these stark numbers, **we'd like to see the penalty amounts at the first two tiers significantly raised.** The reasoning goes beyond simple punishment. Doing so will better reflect the true externalized risks speeding vehicles pose to the vulnerable road users around them, even at the lowest speeds.

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB0182, with our suggested amendments.** Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

References:

[1] Tefft, B.C. "Impact Speed and a Pedestrian's Risk of Severe Injury or Death". AAA Foundation for Traffic Safety. September 2011.

<https://aaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/>



**HB0182-ET\_MACo\_SWA.pdf**

Uploaded by: Sarah Sample

Position: FWA



## House Bill 182

### *Motor Vehicles – Speed Monitoring Systems – Penalties*

MACo Position: **SUPPORT**  
**WITH AMENDMENTS**

To: Environment and Transportation  
Committee

Date: February 21, 2025

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS HB 182 WITH AMENDMENTS.**

This bill increases the penalties that can be imposed for a violation recorded by a speed monitoring device. These changes could help promote safety and deter aggressive, reckless, and negligent driving particularly in areas with families, children, and thousands of county workers.

More frequently than ever, horrific traffic accidents have claimed the lives or good health of Maryland residents and public servants. Not only are those who are using the roadways endangered, but so are the many county employees working on and near roadways every day, including local law enforcement officers, construction workers, surveyors, public works officials, and school bus drivers. If the rise in reckless driving is left unaddressed, these essential county workers will continue to have their lives put at risk just for doing their jobs.

Research has shown that sufficient penalties for speeding have the potential to change behavior and drive down the number of violations over time. Maryland law currently has a significant gap between what citation amount can be levied when an officer enforces the penalty at the time of the offense versus the penalty that can be applied for a violation caught on a speed camera. While the current camera penalty is limited to \$40, an officer-issued violation can carry a penalty up to \$290.

Counties believe increasing the speed camera fines to more accurately represent the severity of a violation may serve the public interest, but would offer one amendment to HB 182. While the new fees may prove necessary in some situations to change behavior, the current bill language makes the new penalties mandatory in set amounts, and does not allow any local discretion concerning first-time offenses, new drivers, and residents with other physical, mental, and financial challenges that could indicate a mitigating circumstance. **Changing the bill language to say the fine “may not exceed” the specified new amount (based on the excess speed recorded) would be preferable for local jurisdictions to best respond to the effects of camera deployment on public safety.**

Not only does HB 182 hold reckless drivers accountable for behaviors that have led to a surge in the frequency and severity of incidents that are regularly putting residents and county employees at risk, but it sets a new standard of safety in communities for all residents. For these reasons, MACo **SUPPORTS HB 182 WITH AMENDMENTS.**

# **HB0182 - SHA - LOI - Speed Monitoring Systems - Pe**

Uploaded by: Patricia Westervelt

Position: INFO

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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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