



State of Maryland
Department of State Police
Government Affairs Unit
Annapolis Office (410) 260-6100

POSITION ON PROPOSED LEGISLATION

DATE: April 2, 2024

BILL NUMBER: Senate Bill 1067 **Position:** Letter of Information

BILL TITLE: Baltimore County – Speed Monitoring Systems – Interstate 695

REVIEW AND ANALYSIS:

This legislation authorizes the State Highway Administration (SHA) to place up to 16 speed monitoring systems on I-695 while limiting the number of active speed monitoring systems in use to 4 cameras at any given time. The legislation requires the Department of State Police (DSP) to provide the enforcement mechanism to this new speed camera program.

Under current law, the DSP and SHA are partnered with the Maryland Transportation Authority Police (MDTA) to provide speed monitoring systems in work zones. SHA is responsible for the contracting of the vendors that provide the speed monitoring systems and the DSP and MDTA police provide the enforcement component. The civil fines collected from the citations issued, first, pay the expenses for the contract and second, pay the expenses of DSP and the MDTA.

The legislation does not mandate that the State shall operate a speed monitoring system in Baltimore County, but establishes the guidelines the State must follow if such a system is created for I-695. Should the SHA choose to establish a system, they would be responsible for hiring the contractor, establishing the locations for the speed monitoring systems (up to 16), and crediting the funds collected to be used solely to assist in covering the costs of roadway and safety improvements to I-695 in Baltimore county.

Senate Bill 1067 authorizes SHA to establish a speed monitoring system on I-695 in Baltimore County, however, the bill does not provide the legal authority for the SHA or DSP to be reimbursed for their expenses related to creating the program and providing enforcement. SHA is not allowed to use any of the fees collected to reimburse itself for the contract expenses, signage requirements, or the mailing of warnings or citations.

Unlike the Work Zone speed monitoring system, the DSP is unable to recoup the cost of using sworn personnel to review the violations and issue the warnings or citations. Both SHA and the DSP would be required to pay for their expenses out of general funds. DSP estimates that the minimum cost to our budget is \$1.3 million. Citation and warning volume will dictate the number of personnel needed. Currently, there is no funding in the operating budget for either agency to manage such a program.