MEMORANDUM

September 11, 2024

TO: Andrew Friedson, Council President

FROM: Marc Elrich, County Executive

SUBJECT: Transmittal of the 2024 Automated Traffic Enforcement Plan

Enclosed is the 2024 Automated Traffic Enforcement Plan required under section 31-9D of the Montgomery County Code. The plan outlines Montgomery County Police Department plans for expansion of speed and red-light cameras, to provide more coverage across the county using technology proven to reduce crashes on our roadways.

ME:wh

Enclosure: Montgomery County Police Automated Traffic Enforcement Plan 2024

cc: Tricia Swanson, Director of Strategic Partnerships, Office of the County Executive
    Earl P. Stoddard III, PhD, MPH, CEM, Assistant Chief Administrative Officer, Office of the
        County Executive
    Wade Holland, Vision Zero Coordinator, Office of the County Executive
    Marc Yamada, Chief, Montgomery County Police Department
    David McBain, Acting Assistant Chief, Montgomery County Police Department
    Warren Jensen, Captain, Montgomery County Police Department
    Christopher Tippery, Manager, Automated Traffic Enforcement Unit, Montgomery County
        Police Department

Montgomery County Police Automated Traffic Enforcement Plan 2024
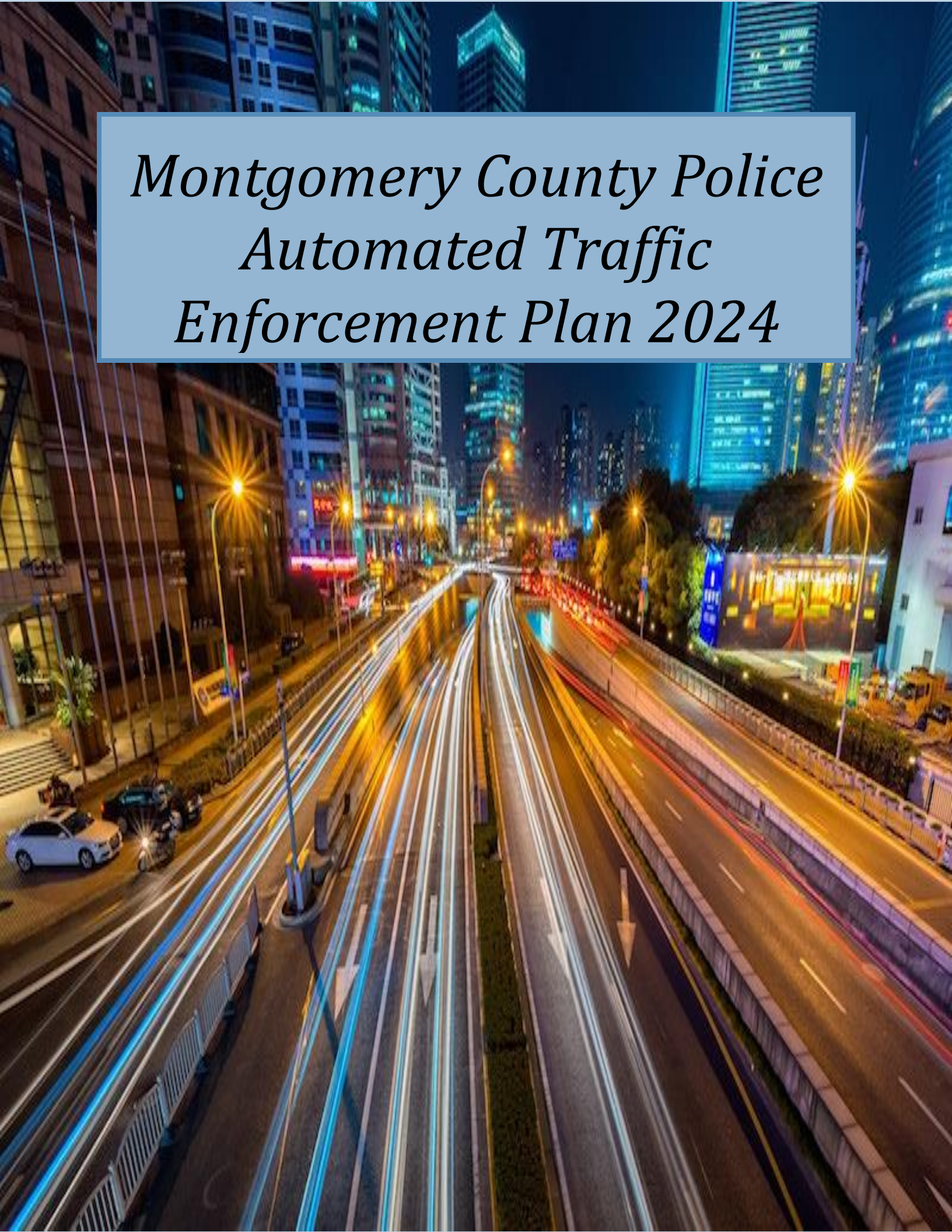
Automated Traffic Enforcement Unit

Our primary goal in automated enforcement is to improve public safety on area roadways and around school zones by deterring dangerous driving behaviors and ensuring compliance with traffic regulations.

- Implementing a heightened presence of automated enforcement systems in designated areas prone to speeding and red light running. This involves strategically deploying enforcement technologies to effectively monitor and address traffic violations.

- Establishing contracts with reputable vendors such as Elovate, who the County is currently contracted with for speed and red light enforcement. This contract ensures the procurement of reliable and effective automated enforcement solutions that align with the County's objectives.

- Continuously exploring and evaluating new technology in automated enforcement beyond speed and red light enforcement. Examples include distracted driver detection systems, stop sign enforcement systems, and noise abatement systems. By leveraging cutting-edge technologies, the plan aims to address emerging safety concerns and adapt to evolving traffic dynamics.

Automated Traffic Enforcement Unit

Changes to state law would be necessary if the County wanted to explore or implement any of the following commercially available enforcements:

- Over height enforcement
- HOV enforcement
- Bike lane enforcement
- Railroad crossing enforcement
- Distracted driving enforcement
- Seat belt enforcement
- Move over enforcement – this would require testing and US standardization/approval of the light bar since it is overseas based.

Bus lane and excessive noise enforcement recently passed during the 2024 Maryland General Assembly. Local law will need to be passed and new contractors on board to implement the newly legalized enforcement systems.

Overall, the plan emphasizes a proactive approach to automated enforcement, leveraging technology to mitigate risks, promote adherence to traffic laws, and ultimately enhance road safety for County residents and commuters.
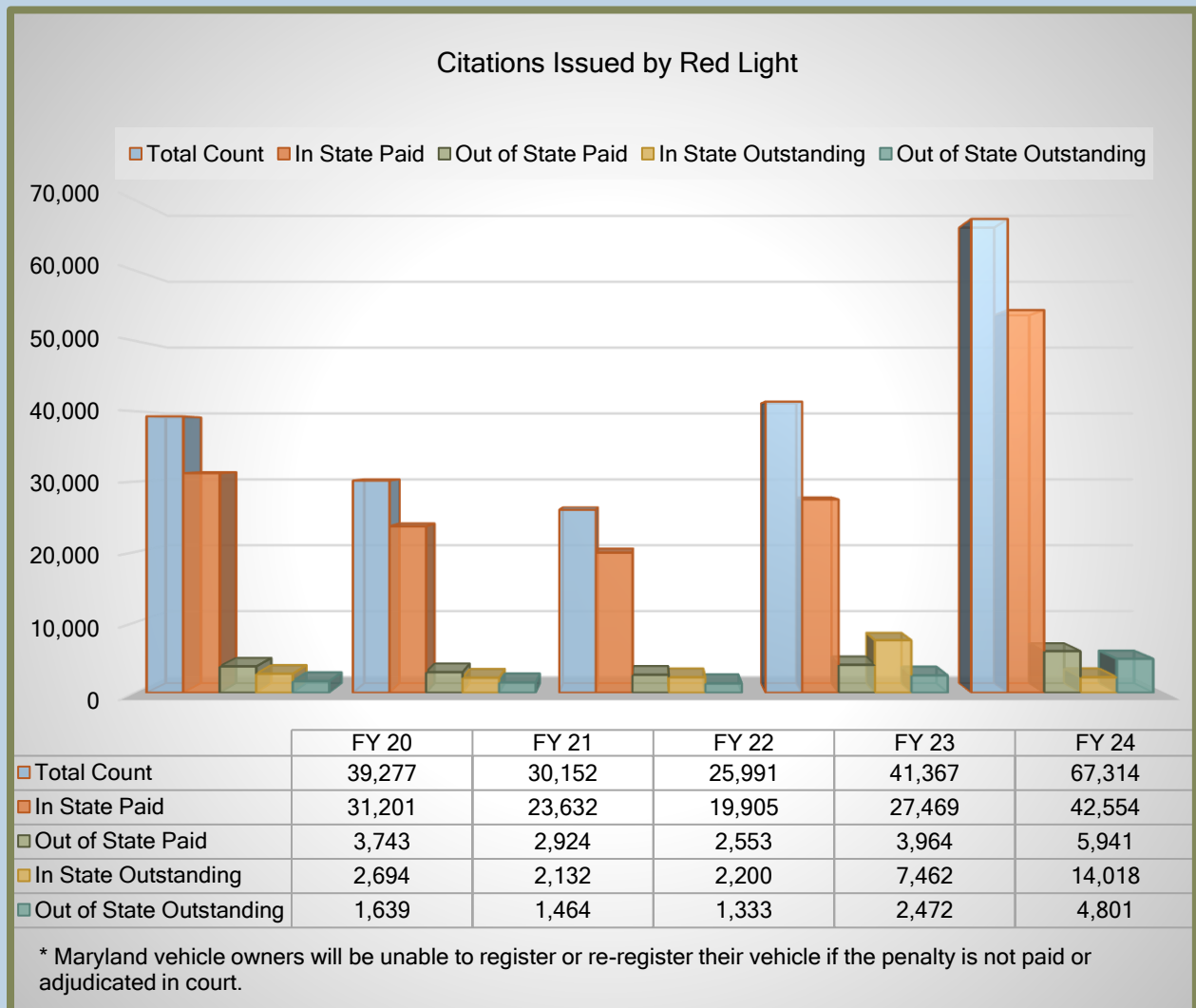
Automated Traffic Enforcement Unit

Red Light Camera Overview

TA 21-202 Traffic Light with Steady Indication.

 ➢ $ 75.00 Civil Citation
 – (0 points and no reciprocity with other states)
 ➢ Red light cameras are placed at intersections based on the most recent crash data.

As of March 2024:

 ➢ 51 red light cameras are in operation.
 ➢ Red light camera expansion adds 5 per year until 2026.
 ➢ **76** total automated red light cameras by 2026.

Citations Issued by Red Light

	FY 20	FY 21	FY 22	FY 23	FY 24
Total Count	39,277	30,152	25,991	41,367	67,314
In State Paid	31,201	23,632	19,905	27,469	42,554
Out of State Paid	3,743	2,924	2,553	3,964	5,941
In State Outstanding	2,694	2,132	2,200	7,462	14,018
Out of State Outstanding	1,639	1,464	1,333	2,472	4,801

* Maryland vehicle owners will be unable to register or re-register their vehicle if the penalty is not paid or adjudicated in court.

Automated Traffic Enforcement Unit
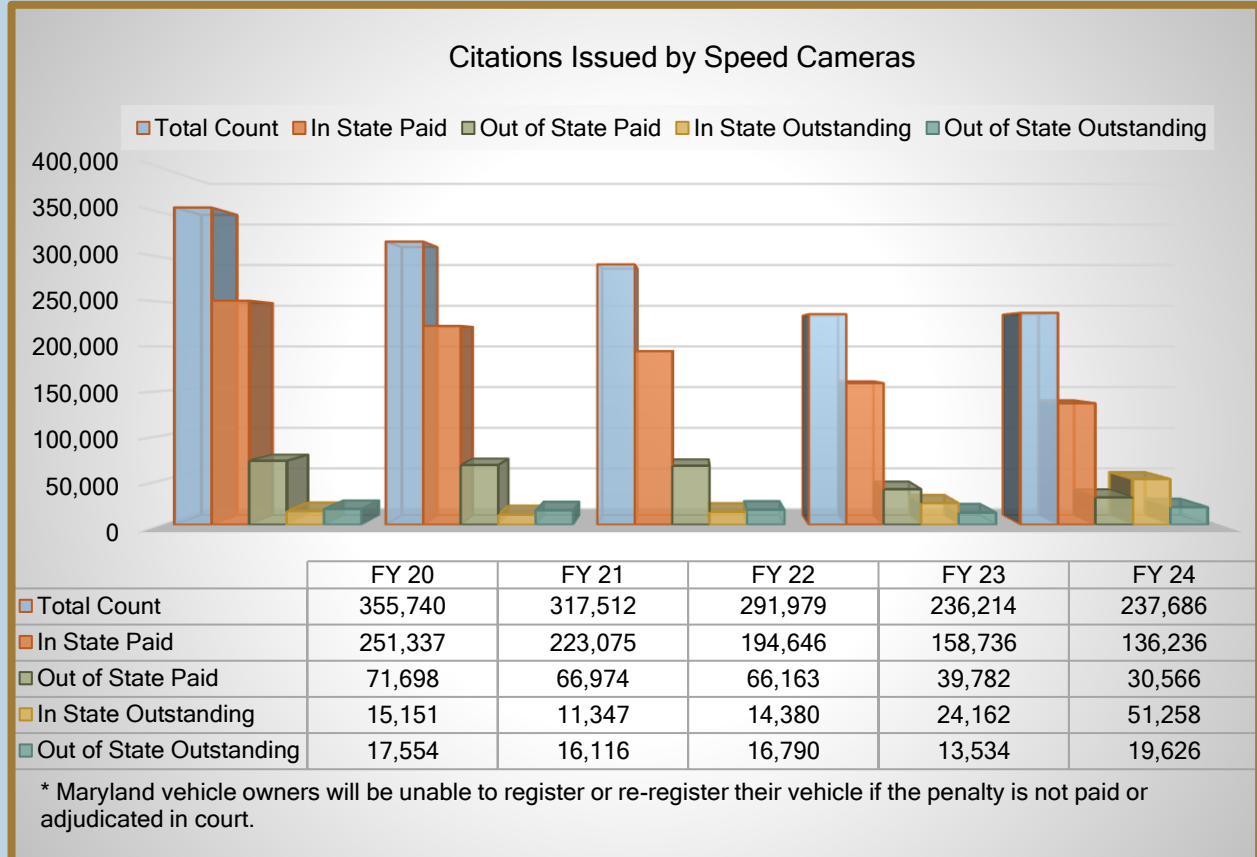
Speed Camera Overview

TA 21-809 Citations Based on Speed Monitoring Cameras

- ➢ $ 40.00 Civil Citation
  - – (0 points and no reciprocity with other states)

As of March 2024:

- ➢ 110 speed cameras are in operation.
  - – 66 Portable Camera Systems (PCUs)
  - – 38 Fixed Pole
  - – 6 Mobile Vans
- ➢ Speed Camera Expansion Adds <u>10</u> PCUs per year until 2026.
  - – **<u>140</u>** Total Automated Speed Cameras by 2026.

Citations Issued by Speed Cameras

	FY 20	FY 21	FY 22	FY 23	FY 24
Total Count	355,740	317,512	291,979	236,214	237,686
In State Paid	251,337	223,075	194,646	158,736	136,236
Out of State Paid	71,698	66,974	66,163	39,782	30,566
In State Outstanding	15,151	11,347	14,380	24,162	51,258
Out of State Outstanding	17,554	16,116	16,790	13,534	19,626

* Maryland vehicle owners will be unable to register or re-register their vehicle if the penalty is not paid or adjudicated in court.

Automated Traffic Enforcement Unit

<u>Challenges for collecting automated enforcement fines and holding drivers accountable:</u>

➢ Maryland agencies' ability to suspend vehicle registration for non-payment for an automated enforcement citation was removed in 2020.

➢ Maryland currently does not have reciprocity with any other states for automated enforcement. Without reciprocity, there are few remedies for collecting fine revenue for out of state violators.

➢ Credit reporting agencies will not consider unpaid automated traffic enforcement fines when evaluating an individual's credit report.

➢ All fines collected at District Court are deposited in the Maryland General Fund instead of paid to the county or municipality.

Automated Traffic Enforcement Unit

Estimated expansion costs through FY 2026

As the speed and red light camera fleet expands, program expenses will rise to operate and maintain the cameras. However, the increased costs are expected to be offset by fine revenue, allowing the program to remain self-sustaining. Net revenues from the automated enforcement programs are allocated to public safety initiatives, including pedestrian safety programs and projects throughout Montgomery County.

Speed Cameras	FY22 9 months	FY22 3 months	FY23 Expenditures	FY24 YTD	FY25 Estimate	FY26 Estimate	Total Expansion Cameras
Fixed Pole (# of Cameras)	38	38	38	38	38	38	0
Portable (# of Cameras)	34	56	66	76	86	96	62
Mobile Vans (# of Cameras)	6	6	6	6	6	6	0
Total Speed Cameras	78	100	110	120	130	140	
Total Speed Expenditures			$4,296,000	$5,419,000	$6,138,000	$6,858,000	
Estimated Speed Camera Revenue				$8,462,000	$9,494,000	$10,525,000	
Estimated Speed Camera Net Revenue				$3,043,000	$3,356,000	$3,667,000	

Red Light Cameras	FY22 9 months	FY22 3 months	FY23 Expenditures	FY24 YTD	FY25 Estimate	FY26 Estimate	Total Expansion Cameras
Total Red Light Cameras	51	51	51	51	71	76	25
Total Red Light Expenditures			$41,550	$384,000	$723,000	$808,000	
Estimated Red Light Camera Revenue				$1,582,000	$2,202,000	$2,357,000	
Estimated Red Light Net Revenue				$1,198,000	$1,479,000	$1,549,000	

Notes:

- Figures as of March 25, 2024.
- Cost do not include credit card transaction fees.
- Red light expansion was delayed due to permitting changes.

Automated Traffic Enforcement Unit

Evidence of Success for Automated Enforcement Programs

Montgomery County Police (MCPD) operate two automated traffic enforcement (ATE) programs proven to stop dangerous driving behaviors.

Automated Speed Enforcement
An independent study of Montgomery County's automated speed enforcement program, by the Insurance Institute for Highway Safety found the County's approach lowers driver speeds and injuries. The study found:

- 62% reduction in the likelihood that a vehicle was traveling more than 10 mph above the speed limit at camera sites.
- 39% reduction in the likelihood that a crash resulted in an incapacitating or fatal injury.

*Speed safety cameras are endorsed by the Federal Highway Administration as a proven safety countermeasure to reduce roadway injuries and fatalities.

Automated Red Light Enforcement
A 2018 statewide evaluation, with specific behavioral observations in Montgomery County, by the State Highway Administration found that "properly deployed [red light camera] RLC system can lead to the following impacts: (1) a reduction in side impact crashes; (2) changes in rear-end collisions depending on the local driving populations, (3) a reduction in aggressive driving behavior at the RLC and its downstream intersections; (4) more drivers reduce speeds when passing through a yellow phase, (5) more drivers choose to stop when encountering a yellow phase; and (6) less red-light-running vehicles."

Automated Traffic Enforcement Unit

Field Services Bureau

Traffic Division

Automated Traffic Enforcement Unit is comprised of 27 Professional Staff:

❖ 1 - Director
  - ▪ 13 - Field Operations Unit (2-Vacant)
  - ▪ 13 - Violation Processing and Support Unit
  - ▪ 1 - Sworn Police Officer (Speed Citation Approval Only)

❖ You can suggest the placement of a speed camera and learn more about the program on MCPD's website.