February 23, 2018

Elizabeth A. Baker, Ph.D.
Regional Administrator
U.S. DOT NHTSA – Region 3
George H. Fallon Federal Bldg.
31 Hopkins Plaza, Room 902
Baltimore, MD 21201-2825

Dear Dr. Baker:

As Governor Larry Hogan’s Highway Safety Representative, I am pleased to present the completed “biennial survey of State automated traffic enforcement systems” from the Maryland Department of Transportation Motor Vehicle Administration’s Maryland Highway Safety Office (MHSO) in accordance with Federal Law (Fixing America’s Surface Transportation (FAST), US Code Title 23, Public Law 114-94, Title IV – Highway Safety Sub-Section 4002 – Special funding Conditions for Section 402 Grants).

Attached is Maryland’s final Automated Enforcement (AE) Survey report along with the individual survey responses from each of our jurisdictions/political subdivisions utilizing AE. The attached report is Maryland’s baseline for the State’s automated red light and speed enforcement activity.

Throughout this report, we strived to provide ample and accurate information regarding Maryland’s AE systems. However, if you should have any questions or need additional information, please contact Mr. Thomas Gianni, Chief, MHSO, at 410-787-4014 or via email at tgianni@mva.maryland.gov. You also may contact me directly at 410-768-7274 or via email at cnizer@mva.maryland.gov. We will be happy to assist you.

Sincerely,

Christine Nizer
Administrator

Attachment

cc: Mr. Thomas Gianni, Chief, MHSO, MVA
1. INTRODUCTION

The Section 402 program, officially known as the State and Community Highway Safety Grant Program, provides federal funding to states for the purpose of improving driver behavior and reducing the number of injuries and fatalities from vehicle crashes. In order to comply with the funding conditions for this program, states with jurisdictions/political subdivisions that use automated enforcement (AE) systems are required to perform a biennial survey of their systems (according to §1300.13 of the Federal Register). Because Maryland is a Section 402 grant recipient with a number of jurisdictions/political subdivisions currently utilizing AE, the state is required to evaluate its systems as outlined in §1300.13.

This report contains the results of the evaluation, including an inventory of all jurisdictions/political subdivisions using Automated Speed Enforcement (ASE) or Automated Red Light Enforcement (ARLE) systems, a copy of completed survey responses from each jurisdiction/political subdivision, and a summary of the results. It should be noted that the results reported in this document are based solely on the survey responses; there was no attempt made to independently verify the answers reported.
# 2. TABLE OF CONTENTS

1. INTRODUCTION ........................................................................................................... 2
2. TABLE OF CONTENTS .............................................................................................. 3
3. EXECUTIVE SUMMARY .......................................................................................... 4
4. MANDATING LANGUAGE FROM FEDERAL REGISTER ........................................ 5
5. MARYLAND LAW AUTHORIZING ASE/ARLE ....................................................... 6
   I. AUTOMATED SPEED ENFORCEMENT ............................................................. 6
      a. Work Zones ................................................................................................... 6
      b. School Zones ............................................................................................... 6
   II. AUTOMATED RED LIGHT ENFORCEMENT .................................................. 6
6. MARYLAND POLICIES FOR APPROVAL ............................................................ 8
   I. AUTOMATED SPEED ENFORCEMENT ............................................................. 8
      a. Work Zones ................................................................................................... 8
      b. School Zones ............................................................................................... 8
   II. AUTOMATED RED LIGHT ENFORCEMENT .................................................. 9
7. INVENTORY ............................................................................................................... 11
8. SURVEY ................................................................................................................... 14
   I. METHODOLOGY ............................................................................................... 14
   II. RESULTS SUMMARY ...................................................................................... 17
9. ACKNOWLEDGEMENTS ....................................................................................... 23
10. APPENDIX: Completed Surveys ........................................................................... 23
3. EXECUTIVE SUMMARY

In order to comply with the funding conditions for Section 402 grants, states must either perform a biennial survey of state AE systems, or certify that they are not using this technology on any public road in the state. Because several jurisdictions/political subdivisions within the State use AE systems, Maryland is required to administer this survey and submit the results to the National Highway Traffic Safety Administration (NHTSA).

The Maryland Department of Transportation (MDOT) Motor Vehicle Administration’s (MVA) Maryland Highway Safety Office (MHSO) developed a survey tool for this purpose, which meets the requirements outlined in §1300.13 of the Federal Register, focusing on transparency, accountability, and safety aspects of AE systems and administration. Upon identifying and creating an inventory of relevant jurisdictions/political subdivisions in Maryland, this survey was administered through the respondents’ preferred methods of communication between December 2017 and February 2018.

In total, 51 jurisdictions/political subdivisions were identified and contacted, of which 26 reported using ASE only, nine (9) using ARLE only, and sixteen (16) using both. A copy of the completed survey for each jurisdiction/political subdivision is appended to this report, but in general, the results provided by survey respondents indicate that the vast majority of jurisdictions are following the state and federal requirements for AE systems. Table 1 summarizes these results in terms of the compliance rate for each of the three survey focus areas: transparency, accountability, and safety. The 26 jurisdictions/political subdivisions using speed enforcement had compliance rates ranging from 85% (safety) to 98% (transparency), while the nine (9) using red light enforcement had rates ranging from 85% (accountability) to 94% (safety), and the sixteen (16) using both had rates ranging from 90% (transparency and accountability) to 94% (safety).

Table 1: Summary of overall compliance in each of the survey categories

<table>
<thead>
<tr>
<th>AE Type</th>
<th>Jurisdictions / Political Subdivisions Using AE</th>
<th>Compliance Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Transparency</td>
</tr>
<tr>
<td>Speed Only</td>
<td>26</td>
<td>98%</td>
</tr>
<tr>
<td>Red Light Only</td>
<td>9</td>
<td>91%</td>
</tr>
<tr>
<td>Both</td>
<td>16</td>
<td>90%</td>
</tr>
</tbody>
</table>
§ 1300.13 Special funding conditions for Section 402 Grants.
The State's highway safety program under Section 402 shall be subject to the following conditions, and approval under §1300.14 of this part shall be deemed to incorporate these conditions:

(d) Biennial survey of State automated traffic enforcement systems requirement.
   (1) Beginning with fiscal year 2018 highway safety plans and biennially thereafter, the State must either—
      (i) Certify, as provided in Appendix A, that automated traffic enforcement systems are not used on any public road in the State; or
      (ii) (A) Conduct a survey during the fiscal year of the grant meeting the requirements of paragraph (d)(2) of this section and provide assurances, as provided in Appendix A, that it will do so; and
                  (B) Submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.
   (2) Survey contents. The survey shall include information about all automated traffic enforcement systems installed in the State, including systems installed in political subdivisions. The survey shall include:
      (i) List of automated traffic enforcement systems in the State;
      (ii) Adequate data to measure the transparency, accountability, and safety attributes of each automated traffic enforcement system; and
      (iii) Comparison of each automated traffic enforcement system with—
                  (A) “Speed Enforcement Camera Systems Operational Guidelines” (DOT HS 810 916), as updated; and
                  (B) “Red Light Camera Systems Operational Guidelines” (FHWA-SA-05-002), as updated.
5. MARYLAND LAW AUTHORIZING ASE/ARLE

I. AUTOMATED SPEED ENFORCEMENT

As of October 1, 2009, Maryland law allows ASE in work zones and specified school zones, with key legislation found in Transportation Article §21-810 (work zones) and Transportation Article §21-809 (school zones) of the Maryland Annotated Code.

a. Work Zones

The ASE program in work zones in Maryland is called Maryland SafeZones and is handled at the state level, and governed by Transportation Article §21-810 of the Maryland Annotated Code, and also subject to state regulations (COMAR 11.04.15). The law states that cameras may be used on expressways or controlled access highways with a speed limit of 45 mph or greater, drivers must be warned about the enforcement via appropriate signage, citations may only be issued when vehicles exceed the speed limit by at least 12 mph, and the citation carries a civil penalty with fines assessed at $40. Furthermore, the law describes equipment calibration procedures, the auditing and appeals processes, and states that vendors' fees cannot be contingent on the number of citations issued.

b. School Zones

ASE in school zones is handled at the local (i.e., county or municipal) level, and is governed by Transportation Article §21-809 of the Maryland Annotated Code. Eligible school zones are defined in §21-803.1, and may be created within a ½ mile radius of a school. In addition to these zones, §21-809 also authorizes ASE in residential districts in Montgomery County where speed limits are 35mph and less, and within a ½ mile radius of institutions of higher education in Prince George's County (e.g., University of Maryland, College Park). As is the case with ASE in work zones, the citation carries a civil penalty with fines not to exceed $40. The law also describes equipment calibration procedures, outlines the signage and advanced warning requirements, describes the auditing and appeals processes, and states that vendors' fees cannot be contingent on the number of citations issued.

II. AUTOMATED RED LIGHT ENFORCEMENT

As of October 1, 1997, Maryland law (Transportation Article §21-202.1 of the Maryland Annotated Code) allows law enforcement agencies to automatically enforce red light violations
at intersections (defined as violating the instructions for vehicular traffic when facing a steady circular red signal in Transportation Article §21-202 (h) of the Maryland Annotated Code) via red light cameras. In contrast to ASE (which is limited to work zones and school zones), ARLE is allowed statewide. The law includes provisions to ensure that the time the traffic signal shows a yellow light is in accordance with MDOT SHA and Federal standards, states that the violation must be signed by a sworn agent of the state, describes the documentation that must be mailed by the agency to the vehicle owner, and notes that the fine may not exceed $100. Furthermore, it describes legal options for the person receiving a citation, and lists types of defense that the District Court may consider (e.g., stolen vehicle, yielding to emergency vehicle). Finally, it notes that an ARLE violation does not affect the offender’s driving record, and cannot be considered by automotive insurance companies.
6. MARYLAND POLICIES FOR APPROVAL

I. AUTOMATED SPEED ENFORCEMENT

a. Work Zones

ASE in work zones is enforced at the state level (Transportation Article §21-810 authorizes the MDOT State Highway Administration (MDOT SHA), MDOT Maryland Transportation Authority, and Maryland State Police to do so), and thus there are no approval policies that local jurisdictions/political subdivisions need to follow. As long as these State agencies follow the guidelines detailed in §21-810 and summarized in the previous section (e.g., signage, system calibration, etc.), there is no additional approval needed prior to their implementation of ASE in work zones.

b. School Zones

ASE in school zones is the responsibility of the local jurisdictions/political subdivision, and thus must be handled by local law enforcement (or through an alternative agency if the local jurisdiction does not have a police department). The following steps are required for local jurisdictions/political subdivision interested in implementing school zone ASE:

a) Pass a local law authorizing the use of ASE in school zones (with sufficient public notice and a public hearing).

b) Officially establish school zones and mark them with appropriate signs. Eligible school zones are defined in §21-803.1, and generally contain roads within a ½ mile radius of a K-12 school (as well as around certain institutions of higher education in Prince George’s County, as authorized by §21-809). However, note that all roads that meet these criteria are not school zones; they must be officially established by the authority that has jurisdiction of the road.

c) Obtain approval from the MDOT SHA (only if the desired enforcement location is along a State route). To do so, the jurisdiction must fill out a permit application and submit the following items:
   - Completed ASE Permit Application Form
   - Vicinity Map
   - Plans for the ASE system
   - Documentation of local ordinance or resolution approving the use of ASE systems
   - Evaluation plan (for before-after studies)
   - Lane Closure Permit Application (as needed)
d) Notify the public of speed camera locations via its website and in a local newspaper, and identify appropriate road segments as school zones (with speed limit and automated speed enforcement signage).

e) Deploy cameras, but do not begin enforcing violations with a fine until at least 30 days have passed.

As noted in the previous section, §21-809 additionally allows ASE in residential districts of Montgomery County where the speed limit is 35 mph or less. The Montgomery County Police Department treats both school zone and residential ASE in the same manner, with each subject to the general policies outlined above. Furthermore, Montgomery County has specified an additional procedure for determining camera locations, which is applicable to both school zone and residential ASE. This process includes pre-enforcement verification, data collection, data analysis, and a Traffic Division Director site visit.

II. AUTOMATED RED LIGHT ENFORCEMENT

Although authorized statewide, ARLE is handled by local jurisdictions/law enforcement, and can take one of three forms:

1. Local jurisdiction purchases, installs, and operates the red light camera system, and issues citations.
2. Local jurisdiction pays a vendor to set up and manage the system as well as issue citations. However, note that a local officer must check and sign the violations.
3. Local jurisdiction joins another jurisdiction who has a contract with a vendor.

The following steps outline the approval process for red light cameras on State highways or on roads that use State signals:

a. Request approval from MDOT SHA (note that this must be done by the jurisdiction, not a contractor/vendor), and include information about the proposed location as well as documentation describing why a red light camera is important (e.g., crash, citation, observational data)

b. Obtain preliminary approval from MDOT SHA, which involves MDOT SHA reviewing the request, checking signal operations and sight distances as well as considering alternative plans.

c. Submit 8 copies of the installation plans to the MDOT,SHA, Office of Traffic and Safety (OOTS), Traffic Engineering Design Division (TEED). MDOT SHA will review, comment, and approve the plans.
d. Pay MDOT SHA for costs associated with the review/approval process, installation, inspection, and operation.

e. Install cameras (MDOT SHA is responsible for providing connection to the signal controller) after giving OOTS 48 hours of notice, which must meet MDOT SHA requirements and pass an inspection.

f. Let public know about the implementation of ARLE systems (e.g., media announcements, websites).

g. Install signs to warn drivers of red light cameras (must be located before the first camera along a route).

For locations that are not on State highways or on roads that do not use State signals, the only mandatory step is the provision to install signs to warn drivers of red light enforcement. However, it is highly recommended to only install red light systems in locations that have been subject to an engineering review, and where there will also be public outreach.
7. INVENTORY

Based on contact information provided by MDOT, 51 jurisdictions/political subdivisions were identified as using ASE or ARLE in Maryland. Table 2 summarizes these jurisdictions/political subdivisions and their automated enforcement programs, with 26 using ASE only, nine (9) using ARLE only, and sixteen (16) using both. Each jurisdiction/political subdivision’s corresponding county is listed in the second column of Table 2 and can be referenced to Figure 1, which shows Maryland county boundaries on a map.

Table 2: Inventory of jurisdictions / political subdivisions

<table>
<thead>
<tr>
<th>Jurisdiction/Political Subdivision</th>
<th>County</th>
<th>ASE</th>
<th>ARLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anne Arundel County</td>
<td>Anne Arundel</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Baltimore City</td>
<td>Baltimore City</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Baltimore County</td>
<td>Baltimore</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Bel Air</td>
<td>Harford</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Berwyn Heights</td>
<td>Prince George’s</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Bowie</td>
<td>Prince George’s</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Brentwood</td>
<td>Prince George’s</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Calvert County</td>
<td>Calvert</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Capitol Heights</td>
<td>Prince George’s</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Charles County</td>
<td>Charles</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Chesapeake Beach</td>
<td>Calvert</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Cheverly</td>
<td>Prince George’s</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Chevy Chase Village</td>
<td>Montgomery</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>City of Annapolis</td>
<td>Anne Arundel</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>City of Hagerstown</td>
<td>Washington</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>College Park</td>
<td>Prince George’s</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Cottage City</td>
<td>Prince George’s</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Delmar</td>
<td>Wicomico</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Denton</td>
<td>Caroline</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>District Heights</td>
<td>District Heights</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Easton</td>
<td>Talbot</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Forest Heights</td>
<td>Prince George’s</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Frederick</td>
<td>Frederick</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Jurisdiction/Political Subdivision</td>
<td>County</td>
<td>ASE</td>
<td>ARLE</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>---------------</td>
<td>-----</td>
<td>------</td>
</tr>
<tr>
<td>Fruitland</td>
<td>Wicomico</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Gaithersburg</td>
<td>Prince George's</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Glenarden</td>
<td>Prince George's</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Greenbelt</td>
<td>Prince George's</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Harford County</td>
<td>Harford</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Howard County</td>
<td>Howard</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Hyattsville</td>
<td>Prince George's</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Laurel</td>
<td>Prince George's</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>MDOT-SHA</td>
<td>All</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Montgomery County</td>
<td>Montgomery</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>New Carrollton</td>
<td>Prince George's</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Prince George's County</td>
<td>Prince George's</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Riverdale Park</td>
<td>Prince George's</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Rockville</td>
<td>Montgomery</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Salisbury</td>
<td>Wicomico</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Seat Pleasant</td>
<td>Prince George's</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Smithsburg</td>
<td>Washington</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Takoma Park</td>
<td>Montgomery</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Town of Centreville</td>
<td>Queen Anne’s</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Town of Chestertown</td>
<td>Kent</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Town of Colmar Manor</td>
<td>Prince George's</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Town of Edmonston</td>
<td>Prince George's</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Town of Hancock</td>
<td>Washington</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Town of Landover Hills</td>
<td>Prince George's</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Town of Snow Hill</td>
<td>Worcester</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>University Park</td>
<td>Prince George's</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Washington County</td>
<td>Washington</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Westminster</td>
<td>Carroll</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>
8. SURVEY

I. METHODOLOGY

The AE survey, which was provided by the MHSO, was administered by the University of Maryland Center for Advanced Transportation Technology (UMD-CATT) between December 2017 and February 2018.

The survey instrument - a copy of which is shown in Figure 2 - consists of 17 total questions, focusing on general information about the jurisdiction/political subdivision, and containing a series of yes/no questions broadly focused on transparency, accountability, and safety. The first seven questions ask general information about the jurisdiction (e.g., jurisdiction type, ASE/ARLE usage, whether federal guidelines were followed during implementation, system ownership). The following five (5) questions focus on transparency, asking whether the jurisdictions make various types of information available to the public (e.g., placement of enforcement locations, revenue information, disbursement information, number of citations). The accountability section consists of three (3) questions, which ask whether citations are reviewed by an officer, whether there is a process for dispute resolution, and if the AE program is audited. Finally, there are two (2) questions in the safety section, which ask whether data is used to select AE placement locations, and whether it is used for safety analysis.

The jurisdictions/political subdivisions identified by MDOT were initially contacted by MHSO to explain the purpose of the survey. Figure 3 shows a copy of the letter sent by MHSO to the police chief of each jurisdiction/public subdivisions, which was followed up by communication from UMD-CATT to schedule a time to administer the survey over the phone or in person. Upon finding agreeable times for the respondents, the surveys were administered, and results were recorded. It should be noted that the results are entirely based on the responses provided by the jurisdictions; they were not independently verified.

Of the 51 jurisdictions/political subdivisions contacted, only one opted to take the survey in person, with the majority choosing to do so over the phone, and a handful requesting to take the survey themselves and send the results back via email. Based on the challenges that arose through this process, it would likely be easier to use a web-based survey format in the future. This would allow law enforcement personnel and other relevant responders (e.g., vendors managing AE programs) to complete the survey at their convenience, and would help facilitate the administration process.
### General
1. Name of Jurisdiction/Political Subdivision: ____________________
2. Type of Government Entity (city, state, etc.):
3. Population: ____________________
4. Type of automated enforcement system used:
   - Red light camera □
   - Speed Enforcement Camera □
   - Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Speed Cameras) □
   - Don't Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Red Light Cameras) □
   - Don't Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □
   - Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □
   - Contracted/leased □

### Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □

### Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □
   - No □
   - If yes, how often? __________
   - Red Light Camera: Yes □
   - No □
   - If yes, how often? __________

### Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □

---

Figure 2: Survey instrument
November 24, 2017

Dear Chief,

The Maryland Department of Transportation Highway Safety Office (MHSO) is obligated under federal law (Fixing America's Surface Transportation [FAST] Act, US Code Title 23, § 402) to conduct a biennial survey of all automated traffic enforcement systems—specifically automated speed enforcement cameras and automated red-light enforcement cameras—installed in the state of Maryland, including political subdivisions.

On the MHSO’s behalf, the University of Maryland’s Center for Advanced Transportation Technology (UMD-CATT) will conduct the Federal Fiscal Year 2018 (FFY18) survey in November and December 2017. UMD-CATT representatives will be contacting you to schedule a phone or in-person interview to complete the survey for your jurisdiction/political subdivision.

The survey is one page of 17 yes-or-no questions. It was designed to minimize the time spent with the interviewee while fulfilling all federal requirements. The UMD-CATT will then compile the data collected and prepare a final FFY18 report, which the MHSO is required to submit to the National Highway Traffic Safety Administration by March 1, 2018.

Your cooperation during this process, as well as your continued support as a partner in traffic safety, is greatly appreciated. If you have any questions, or if this letter has been sent to you in error, please contact Kelly Melhem, MHSO Deputy Chief, at 410-787-4075 or via email at kmelhem@mdot.state.md.us.

Sincerely,

Thomas J. Gianni
Chief, Maryland Highway Safety Office

cc: Kelly Melhem, MDOT MHSO
    Steven Rochon, MDOT State Highway Administration
    Saed Rahwanji, UMD-CATT

Figure 3: Letter to jurisdictions / political subdivisions
II. RESULTS SUMMARY

Of the total 51 jurisdictions/political subdivisions contacted, there are 42 currently using ASE and 25 using ARLE (including sixteen (16) using both). The responses to the ASE and ARLE survey questions are summarized in Table 2, with answers separated into “Yes”, “No”, and “Unknown” categories. Although “Unknown” did not appear on the survey instrument, it was introduced to account for the scenario where the most appropriate representative from a jurisdiction/political subdivision was unable to answer a question. In addition, the same results that are tabulated in Table 2 are summarized visually in Figures 4-6, with the following abbreviations used in the graph titles to refer to specific sections of the survey: G = general, T = transparency, A = accountability, S = safety. For example, T1 refers to the first survey question in the “Transparency” section.

The results indicate that the vast majority of jurisdictions/political subdivisions are following the State and federal requirements for AE systems. In particular, Figure 4 shows that 37 of the 42 jurisdictions/political subdivisions followed the “Speed Enforcement Camera Systems Operational Guidelines”, with five (5) agencies answering “Unknown”, and none answering “No”. Likewise, 22 of the 25 jurisdictions/political subdivisions using ARLE indicated that they followed the “Red Light Camera Systems Operational Guidelines” when implementing their systems, with three (3) agencies responding “Unknown”, and none answering “No”. While these results indicate that 88% of political subdivisions complied with the appropriate operational guidelines, it is possible that the results are actually higher, as the only negative responses recorded occurred when the appropriate point of contact did not know the answer to a question.

Figure 5 focuses on ASE enforcement, and shows strong compliance among most jurisdictions/political subdivisions, with the vast majority of questions receiving close to unanimous “Yes” responses. In particular, the jurisdictions/political subdivisions are doing well from a transparency perspective (questions T1-T5), with nearly all agencies making speed camera locations, revenue and disbursement information, and citation information publicly available. Furthermore, all jurisdictions/political subdivisions properly implemented a warning period before enforcing violations. In terms of accountability (questions A1-A3), all but one jurisdiction/political subdivision had citations reviewed by an officer, and all have a process in place for dispute resolution. However, there are eight (8) agencies that reported that they do not audit the AE system, which indicates room for improvement. Finally, from a safety perspective (questions S1-S2), the vast majority of jurisdictions/political subdivisions are using automated enforcement traffic data to select camera locations and to perform safety analysis. However, there are a handful of jurisdictions that are not doing so, which shows that there is room for improvement in this area.
Figure 6 focuses on ARLE, and shows that most jurisdictions/political subdivisions answered “Yes” for each question – in many cases unanimously. In terms of transparency (questions T1-T5), the jurisdictions/political subdivision are doing a good job of making information publicly available (camera locations, revenue information and disbursement), although there are a few agencies not making automated enforcement citations publicly available (T4) or implementing the appropriate warning period after deployment (T5). With regard to accountability (questions A1-A3), all jurisdictions/political subdivisions have a process for dispute resolution, but 24% of agencies do not have citations reviewed/signed by an officer, or do not audit their automated enforcement program. Finally, from a safety perspective (questions S1 - S2), it appears that nearly all jurisdictions/political subdivisions are utilizing data to select enforcement locations and are analyzing safety data.
Table 2: Summary of results by category

<table>
<thead>
<tr>
<th>Category</th>
<th>Question</th>
<th>ASE</th>
<th>ARLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>General</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G-4</td>
<td>AE system used</td>
<td>42 (84%)</td>
<td>9 (16%)</td>
</tr>
<tr>
<td>G-5 &amp; G-6</td>
<td>Use of Federal Guidelines</td>
<td>37 (88%)</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td><strong>Transparency</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T-1</td>
<td>Placement locations publicly available?</td>
<td>42 (100%)</td>
<td>0</td>
</tr>
<tr>
<td>T-2</td>
<td>Revenue information publicly available?</td>
<td>41 (98%)</td>
<td>0</td>
</tr>
<tr>
<td>T-3</td>
<td>Revenue disbursement publicly available?</td>
<td>38 (90%)</td>
<td>1 (2%)</td>
</tr>
<tr>
<td>T-4</td>
<td>Number of AE citations publicly available?</td>
<td>39 (93%)</td>
<td>1 (2%)</td>
</tr>
<tr>
<td>T-5</td>
<td>Warning period after deployment?</td>
<td>42 (100%)</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td><strong>Accountability</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-1</td>
<td>Citations reviewed / signed by officer?</td>
<td>41 (98%)</td>
<td>1 (2%)</td>
</tr>
<tr>
<td>A-2</td>
<td>Process for dispute resolution?</td>
<td>42 (100%)</td>
<td>0</td>
</tr>
<tr>
<td>A-3</td>
<td>AE program audited?</td>
<td>33 (79%)</td>
<td>8 (19%)</td>
</tr>
<tr>
<td></td>
<td><strong>Safety</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-1</td>
<td>Data used to select AE placement?</td>
<td>38 (90%)</td>
<td>4 (10%)</td>
</tr>
<tr>
<td>S-2</td>
<td>Data used for safety analysis</td>
<td>36 (86%)</td>
<td>5 (12%)</td>
</tr>
</tbody>
</table>
Figure 4: Followed Federal requirements while implementing ASE and ARLE
Figure 5: ASE summary results
Red light camera systems

T1: Placement locations publicly available

T2: Revenue information publicly available

T3: Revenue disbursement publicly available

T4: Number of AE citations publicly available

T5: Warning period after deployment

A1: Citations reviewed/signed by officer

A2: Process for dispute resolution

A3: AE program audited

S1: Data used to select AE placement

S2: Data used for safety analysis

Figure 6: ARLE summary results
9. ACKNOWLEDGEMENTS

The following individuals were involved in the oversight of the project and preparation of the report:

- Thomas Gianni, Chief, Maryland Department of Transportation Maryland Highway Safety Office
- Kelly Melhem, Deputy Chief, Maryland Department of Transportation Maryland Highway Safety Office
- Mary Harmon, Section Chief, Finance and Information System, Maryland Department of Transportation Maryland Highway Safety Office
- Joyce Kregelka, Contract Manager, Maryland Department of Transportation Maryland Highway Safety Office
- Douglas Mowbray, Traffic Records Manager, Maryland Department of Transportation Maryland Highway Safety Office
- Tim Richards, Section Chief, Safety Programs Section, Maryland Department of Transportation Maryland Highway Safety Office
- Steven M. Rochon, P.E., Chief, Traffic Development and Support Division, Maryland Department of Transportation State Highway Administration
- Saed Rahwanji, Assistant Chief, Traffic Development and Support Division, Maryland Department of Transportation State Highway Administration
- Warren Henry, Section Chief, Planning and Development, Maryland Department of Transportation State Highway Administration
- Thomas Jacobs, Director, Center for Advanced Transportation Technology, University of Maryland
- Kaveh Farokhi Sadabadi, Senior Faculty Specialist, Center for Advanced Transportation Technology, University of Maryland
- Zachary Vander Laan, Faculty Assistant, Center for Advanced Transportation Technology, University of Maryland
- Cedric Ward, P.E., Director, Office of Traffic and Safety, Maryland Department of Transportation State Highway Administration

10. APPENDIX: Completed Surveys

The completed survey instruments for each jurisdiction are provided below.
### General
1. Name of Jurisdiction/Political Subdivision: **Spot Pleasant**
2. Type of Government Entity (City, state, etc.): 
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don't Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don't Know □
7. Ownership of system (camera & equipment)
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

### Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □

### Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
   - If yes, how often? **annually**

### Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □

---

**Data recorded by**

*Signature*  
Data: **1/4/2018**
# FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)

**US Code Title 23; Public Law 114-94, Title IV – Highway Safety**

**§ 4002 – Special Funding Conditions for Section 402 Grants**

Biennial Survey of State Automated Traffic Enforcement Systems

## General
1. **Name of Jurisdiction/Political Subdivision:** Town of Smithsburg
2. **Type of Government Entity (City, State, etc.):**
3. **Population:** 3,000
4. **Type of automated enforcement system used:**
   - Red light camera [ ]
   - Speed Enforcement Camera [ ]
   - Both [ ]
5. **Did the jurisdiction/political subdivision refer to and follow Federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?**
   - Yes [ ]
   - No [ ]
   - Not Applicable (No Automated Speed Cameras) [ ]
   - Don’t Know [ ]
6. **Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?**
   - Yes [ ]
   - No [ ]
   - Not Applicable (No Automated Red Light Cameras) [ ]
   - Don’t Know [ ]
7. **Ownership of system (camera & equipment):**
   - Speed Camera: Jurisdiction-owned [ ]
   - Contracted/leased [ ]
   - Red Light Camera: Jurisdiction-owned [ ]
   - Contracted/leased [ ]

## Transparency
1. **Are placement locations of automated enforcement publicly available?**
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
2. **Is information regarding automated enforcement revenue publicly available?**
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
3. **Is information regarding the disbursement of this revenue publicly available?**
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
4. **Is the number of automated enforcement citations issued publicly available?**
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
5. **Upon deployment at a specific location, is there a warning period before citations are issued?**
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]

## Accountability
1. **Are citations reviewed and signed by a sworn law enforcement officer?**
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
2. **Is there a process in place for dispute resolution?**
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
3. **Is the automated enforcement program audited?**
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
   - If yes, how often? [ ]

## Safety Attributes
1. **Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?**
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
2. **Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?**
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]

---

*Data recorded by:* [Name: Chief of Police]

*Date:* 1-17-18
** FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)  
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety  
§ 4002 – Special Funding Conditions for Section 402 Grants  
Biennial Survey of State Automated Traffic Enforcement Systems  

** General **  
1. Name of Jurisdiction/Political Subdivision:  **Berwyn Heights**  
2. Type of Government Entity (city, state, etc.):  **Town**  
3. Population:  **3,275**  
4. Type of automated enforcement system used:  
   - Red light camera  □  
   - Speed Enforcement Camera  □  
   - Both  □  
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?  
   - Yes  □  
   - No  □  
   - Not Applicable (No Automated Speed Cameras)  □  
   - Don’t Know  □  
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?  
   - Yes  □  
   - No  □  
   - Not Applicable (No Automated Red Light Cameras)  □  
   - Don’t Know  □  
7. Ownership of system (camera & equipment):  
   - Speed Camera: Jurisdiction-owned  □  Contracted/leased  □  
   - Red Light Camera: Jurisdiction-owned  □  Contracted/leased  □  

** Transparency **  
1. Are placement locations of automated enforcement publicly available?  
   - Speed Camera: Yes  □  No  □  
   - Red Light Camera: Yes  □  No  □  
2. Is information regarding automated enforcement revenue publicly available?  
   - Speed Camera: Yes  □  No  □  
   - Red Light Camera: Yes  □  No  □  
3. Is information regarding the disbursement of this revenue publicly available?  
   - Speed Camera: Yes  □  No  □  
   - Red Light Camera: Yes  □  No  □  
4. Is the number of automated enforcement citations issued publicly available?  
   - Speed Camera: Yes  □  No  □  
   - Red Light Camera: Yes  □  No  □  
5. Upon deployment at a specific location, is there a warning period before citations are issued?  
   - Speed Camera: Yes  □  No  □  
   - Red Light Camera: Yes  □  No  □  

** Accountability **  
1. Are citations reviewed and signed by a sworn law enforcement officer?  
   - Speed Camera: Yes  □  No  □  
   - Red Light Camera: Yes  □  No  □  
2. Is there a process in place for dispute resolution?  
   - Speed Camera: Yes  □  No  □  
   - Red Light Camera: Yes  □  No  □  
3. Is the automated enforcement program audited?  
   - Speed Camera: Yes  □  No  □  If yes, how often?  **Yearly**  
   - Red Light Camera: Yes  □  No  □  If yes, how often?  

** Safety Attributes **  
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?  
   - Speed Camera: Yes  □  No  □  
   - Red Light Camera: Yes  □  No  □  
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?  
   - Speed Camera: Yes  □  No  □  
   - Red Light Camera: Yes  □  No  □  

Data recorded by:  **Jean-Philippe La Guil**  
Date  **01/25/18**
1. Name of Jurisdiction/Political Subdivision: Brentwood
2. Type of Government Entity (city, state, etc.): Town
3. Population: 3,100
4. Type of automated enforcement system used:
   Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know □
7. Ownership of system (camera & equipment):
   Speed Camera: Jurisdiction-owned □ Contracted/leased □
   Red Light Camera: Jurisdiction-owned □ Contracted/leased □

8. Transparency
   1. Are placement locations of automated enforcement publicly available?
      Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
   2. Is information regarding automated enforcement revenue publicly available?
      Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
   3. Is information regarding the disbursement of this revenue publicly available?
      Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
   4. Is the number of automated enforcement citations issued publicly available?
      Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
   5. Upon deployment at a specific location, is there a warning period before citations are issued?
      Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

9. Accountability
   1. Are citations reviewed and signed by a sworn law enforcement officer?
      Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
   2. Is there a process in place for dispute resolution?
      Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
   3. Is the automated enforcement program audited?
      Speed Camera: Yes □ No □ If yes, how often? □
      Red Light Camera: Yes □ No □ If yes, how often? □

10. Safety Attributes
    1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
       Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
    2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
       Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Data recorded by: Jean-Philippe Le Guil
Name
Date 01/23/18
## General

1. Name of Jurisdiction Political Subdivision: Town of Centreville
2. Type of Government Entity (city, state, etc.):
3. Population: 480
4. Type of automated enforcement system used:
   - Red light camera: 
   - Speed Enforcement Camera: 
   - Both: 
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes: 
   - No: 
   - Not Applicable (No Automated Speed Cameras): 
   - Don't Know: 
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes: 
   - No: 
   - Not Applicable (No Automated Red Light Cameras): 
   - Don't Know: 
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned: 
   - Contracted/leased: 
   - Red Light Camera: Jurisdiction-owned: 
   - Contracted/leased: 

## Transparency

1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes: 
   - No: 
   - Red Light Camera: Yes: 
   - No: 
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes: 
   - No: 
   - Red Light Camera: Yes: 
   - No: 
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes: 
   - No: 
   - Red Light Camera: Yes: 
   - No: 
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes: 
   - No: 
   - Red Light Camera: Yes: 
   - No: 
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes: 
   - No: 
   - Red Light Camera: Yes: 
   - No: 

## Accountability

1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes: 
   - No: 
   - Red Light Camera: Yes: 
   - No: 
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes: 
   - No: 
   - Red Light Camera: Yes: 
   - No: 
3. Is the automated enforcement program audited?
   - Speed Camera: Yes: 
   - No: 
   - If yes, how often? 
   - Red Light Camera: Yes: 
   - No: 
   - If yes, how often? 

## Safety Attributes

1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes: 
   - No: 
   - Red Light Camera: Yes: 
   - No: 
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes: 
   - No: 
   - Red Light Camera: Yes: 
   - No: 

---

Data recorded by: Solome Getnet

Date: 1/4/2018

Completed by Chief: Rhodes 1/10/2018
FIXING AMERICA’S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Chesapeake Beach MD
2. Type of Government Entity (city, state, etc.): Town
3. Population: 6000
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
   - If yes, how often? quarterly

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
**FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)**

**US CODE Title 23; Public Law 114-94, Title IV – Highway Safety**

§ 4002 – Special Funding Conditions for Section 402 Grants

**Biennial Survey of State Automated Traffic Enforcement Systems**

**General**

1. Name of Jurisdiction/Political Subdivision: **(Completed)**
2. Type of Government Entity (city, state, etc.): **(Completed)**
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

**Transparency**

1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

**Accountability**

1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

**Safety Attributes**

1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Data recorded by: **Jean-Philippe Le GUIL**

Date: **12/22/17**
### Biennial Survey of State Automated Traffic Enforcement Systems

**General**

1. Name of Jurisdiction/Political Subdivision: **Town of Edmonston**
2. Type of Government Entity (city, state, etc.): **Town**
3. Population: **14,882**
4. Type of automated enforcement system used:
   - Red light camera **☐**
   - Speed Enforcement Camera **☐**
   - Both **☐**
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?  
   - Yes **☐**
   - No **☐**
   - Not Applicable (No Automated Speed Cameras) **☐**
   - Don't Know **☐**
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?  
   - Yes **☐**
   - No **☐**
   - Not Applicable (No Automated Red Light Cameras) **☐**
   - Don't Know **☐**
7. Ownership of system (camera & equipment):
   - **Speed Camera:** Jurisdiction-owned **☐**
   - Contracted/leased **☐**
   - **Red Light Camera:** Jurisdiction-owned **☐**
   - Contracted/leased **☐**

**Transparency**

1. Are placement locations of automated enforcement publicly available?  
   - **Speed Camera:** Yes **☐**
   - No **☐**
   - **Red Light Camera:** Yes **☐**
   - No **☐**
2. Is information regarding automated enforcement revenue publicly available?  
   - **Speed Camera:** Yes **☐**
   - No **☐**
   - **Red Light Camera:** Yes **☐**
   - No **☐**
3. Is information regarding the disbursement of this revenue publicly available?  
   - **Speed Camera:** Yes **☐**
   - No **☐**
   - **Red Light Camera:** Yes **☐**
   - No **☐**
4. Is the number of automated enforcement citations issued publicly available?  
   - **Speed Camera:** Yes **☐**
   - No **☐**
   - **Red Light Camera:** Yes **☐**
   - No **☐**
5. Upon deployment at a specific location, is there a warning period before citations are issued?  
   - **Speed Camera:** Yes **☐**
   - No **☐**
   - **Red Light Camera:** Yes **☐**
   - No **☐**

**Accountability**

1. Are citations reviewed and signed by a sworn law enforcement officer?  
   - **Speed Camera:** Yes **☐**
   - No **☐**
   - **Red Light Camera:** Yes **☐**
   - No **☐**
2. Is there a process in place for dispute resolution?  
   - **Speed Camera:** Yes **☐**
   - No **☐**
   - **Red Light Camera:** Yes **☐**
   - No **☐**
3. Is the automated enforcement program audited?  
   - **Speed Camera:** Yes **☐**
   - No **☐**
   - **Red Light Camera:** If yes, how often? **Annually**

**Safety Attributes**

1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?  
   - **Speed Camera:** Yes **☐**
   - No **☐**
   - **Red Light Camera:** Yes **☐**
   - No **☐**
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?  
   - **Speed Camera:** Yes **☐**
   - No **☐**
   - **Red Light Camera:** Yes **☐**
   - No **☐**

---

**Data recorded by:**

- **Name:** Jean-Philippe Le Guif
- **Date:** 12/29/17
## FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)

**US Code Title 23; Public Law 114-94, Title IV – Highway Safety**

§ 4002 – Special Funding Conditions for Section 402 Grants

**Biennial Survey of State Automated Traffic Enforcement Systems**

### General
1. **Name of Jurisdiction/Political Subdivision:** [Name]
2. **Type of Government Entity (city, state, etc.):** [Type]
3. **Population:** [Population]
4. **Type of automated enforcement system used:**
   - Red light camera [ ]
   - Speed Enforcement Camera [ ]
   - Both [ ]
5. **Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?**
   - Yes [ ]
   - No [ ]
   - Not Applicable (No Automated Speed Cameras) [ ]
   - Don’t Know [ ]
6. **Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?**
   - Yes [ ]
   - No [ ]
   - Not Applicable (No Automated Red Light Cameras) [ ]
   - Don’t Know [ ]
7. **Ownership of system (camera & equipment):**
   - Speed Camera: Jurisdiction-owned [ ] Contracted/leased [ ]
   - Red Light Camera: Jurisdiction-owned [ ] Contracted/leased [ ]

### Transparency
1. **Are placement locations of automated enforcement publicly available?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
2. **Is information regarding automated enforcement revenue publicly available?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
3. **Is information regarding the disbursement of this revenue publicly available?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
4. **Is the number of automated enforcement citations issued publicly available?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
5. **Upon deployment at a specific location, is there a warning period before citations are issued?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]

### Accountability
1. **Are citations reviewed and signed by a sworn law enforcement officer?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
2. **Is there a process in place for dispute resolution?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
3. **Is the automated enforcement program audited?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
     - If yes, how often? [ ]

### Safety Attributes
1. **Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
2. **Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]

---

**Data recorded by:** [Name]

**Date:** [Date]
### General

1. Name of Jurisdiction/Political Subdivision: Landover Hills
2. Type of Government Entity (city, state, etc.): City
3. Population: 16,877
4. Type of automated enforcement system used:
   - Red light camera
   - Speed Enforcement Camera
   - Both
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes [ ]
   - No [ ]
   - Not Applicable (No Automated Speed Cameras) [ ]
   - Don't Know [ ]
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes [ ]
   - No [ ]
   - Not Applicable (No Automated Red Light Cameras) [ ]
   - Don't Know [ ]
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned [ ]
   - Contracted/leased [ ]
   - Red Light Camera: Jurisdiction-owned [ ]
   - Contracted/leased [ ]

### Transparency

1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
   - Don't Know [ ]
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]

### Accountability

1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
3. Is the automated enforcement program audited?
   - Speed Camera: Yes [ ]
   - No [ ]
   - If yes, how often? [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
   - If yes, how often? [ ]

### Safety Attributes

1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]

Data recorded by: Jean-Philippe Le Guill

Date: 12/20/17
**FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)**

US CODE Title 23; Public Law 114-94, Title IV – Highway Safety

§ 4002 – Special Funding Conditions for Section 402 Grants

Biennial Survey of State Automated Traffic Enforcement Systems

**General**

1. **Name of Jurisdiction/Political Subdivision:**
   
2. **Type of Government Entity** (city, state, etc.):

3. **Population:**

4. **Type of automated enforcement system used:**
   - Red light camera
   - Speed Enforcement Camera
   - Both

5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes ☐ No ☐ Not Applicable (No Automated Speed Cameras) ☐ Don’t Know ☐

6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes ☐ No ☐ Not Applicable (No Automated Red Light Cameras) ☐ Don’t Know ☐

7. **Ownership of system (camera & equipment):**
   - Speed Camera: Jurisdiction-owned ☐ Contracted/leased ☐
   - Red Light Camera: Jurisdiction-owned ☐ Contracted/leased ☐

**Transparency**

1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes ☐ No ☐
   - Red Light Camera: Yes ☐ No ☐

2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes ☐ No ☐
   - Red Light Camera: Yes ☐ No ☐

3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes ☐ No ☐
   - Red Light Camera: Yes ☐ No ☐

4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes ☐ No ☐
   - Red Light Camera: Yes ☐ No ☐

5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes ☐ No ☐
   - Red Light Camera: Yes ☐ No ☐

**Accountability**

1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes ☐ No ☐
   - Red Light Camera: Yes ☐ No ☐

2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes ☐ No ☐
   - Red Light Camera: Yes ☐ No ☐

3. Is the automated enforcement program audited?
   - Speed Camera: Yes ☐ No ☐ If yes, how often?
   - Red Light Camera: Yes ☐ No ☐ If yes, how often?

**Safety Attributes**

1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes ☐ No ☐
   - Red Light Camera: Yes ☐ No ☐

2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes ☐ No ☐
   - Red Light Camera: Yes ☐ No ☐

Data recorded by: [Signature]

Date: 1/4/2018
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement SystemS

General
1. Name of Jurisdiction/Political Subdivision: University Park P.D.
2. Type of Government Entity (city, state, etc.): municipal gov't
3. Population: 2400
4. Type of automated enforcement system used:
   Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera
   Systems Operational Guidelines” when implementing its automated enforcement system?
   Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don't Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational
   Guidelines” when implementing its automated enforcement system?
   Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don't Know □
7. Ownership of system (camera & equipment):
   Speed Camera: Jurisdiction-owned □ Contracted/leased □
   Red Light Camera: Jurisdiction-owned □ Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s
   impact on safety elements (i.e. crashes, speed, etc.)?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □

Data recorded by: Jean-Philippe Le Guil
Name
Date: 12/21/17
## GENERAL
1. Name of Jurisdiction/Political Subdivision: Washington County
2. Type of Government Entity (city, state, etc.): County Gov't
3. Population: 161,000
4. Type of automated enforcement system used:
   - Red light camera [ ] Speed Enforcement Camera [x] Both [ ]
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes [ ] No [ ] Not Applicable (No Automated Speed Cameras) [ ] Don't Know [ ]
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes [ ] No [ ] Not Applicable (No Automated Red Light Cameras) [ ] Don't Know [ ]
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned [ ] Contracted/leased [ ]
   - Red Light Camera: Jurisdiction-owned [ ] Contracted/leased [ ]

## TRANSPARENCY
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes [ ] No [ ] Red Light Camera: Yes [ ] No [ ]
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes [ ] No [ ] Red Light Camera: Yes [ ] No [ ]
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes [ ] No [ ] Red Light Camera: Yes [ ] No [ ]
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes [ ] No [ ] Red Light Camera: Yes [ ] No [ ]
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes [ ] No [ ] Red Light Camera: Yes [ ] No [ ]

## ACCOUNTABILITY
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes [ ] No [ ] Red Light Camera: Yes [ ] No [ ]
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes [ ] No [ ] Red Light Camera: Yes [ ] No [ ]
3. Is the automated enforcement program audited?
   - Speed Camera: Yes [ ] No [ ] If yes, how often? [ ]
   - Red Light Camera: Yes [ ] No [ ] If yes, how often? [ ]

## SAFETY ATTRIBUTES
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes [ ] No [ ] Red Light Camera: Yes [ ] No [ ]
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes [ ] No [ ] Red Light Camera: Yes [ ] No [ ]

---

Data recorded by Jean-Philippe Le Gaul Date 01/16/17
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Westminster
2. Type of Government Entity (city, state, etc.): Municipal
3. Population: 16,590
4. Type of automated enforcement system used:
   - Red light camera □
   - Speed Enforcement Camera □
   - Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Speed Cameras) □
   - Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Red Light Cameras) □
   - Don’t Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □
   - Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □
   - Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □
   - No □
   - If yes, how often?
   - Red Light Camera: Yes □
   - No □
   - If yes, how often?

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □

Data recorded by: Jean-Paul Le Guel
Name
Date: 01/25/18
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

Maryland Department of Transportation
MOTOR VEHICLE ADMINISTRATION

General
1. Name of Jurisdiction Political Subdivision: Anne Arundel Co.
2. Type of Government Entity (city, state, etc.):
4. Type of automated enforcement system used:
   Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don't Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don't Know □
7. Ownership of system (camera & equipment):
   Speed Camera: Jurisdiction-owned □ Contracted/leased □
   Red Light Camera: Jurisdiction-owned □ Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □ 11-12 years

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □ If yes, how often? daily monitoring

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Data recorded by: [Signature] 1/3/2018
General
1. Name of Jurisdiction/Political Subdivision: Baltimore County
2. Type of Government Entity (city, state, etc.):
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both X
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes X □ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes X □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes X □ No □
   - Red Light Camera: Yes X □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes X □ No □
   - Red Light Camera: Yes X □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes X □ No □
   - Red Light Camera: Yes X □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes X □ No □
   - Red Light Camera: Yes X □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes X □ No □
   - Red Light Camera: Yes X □ No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes X □ No □
   - Red Light Camera: Yes X □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes X □ No □
   - Red Light Camera: Yes X □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: □ No □ If yes, how often?
   - Red Light Camera: □ No □ If yes, how often?

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes X □ No □
   - Red Light Camera: Yes X □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes X □ No □
   - Red Light Camera: Yes X □ No □

Data recorded by: Zachary V. Laro ☑
Name: Unreadable
Date: 11/26/11
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Baltimore County
2. Type of Government Entity (city, state @ etc.):
3. Population: 831,026
4. Type of automated enforcement system used:
   - Red light camera □
   - Speed Enforcement Camera □
   - Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Speed Cameras) □
   - Don't Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Red Light Cameras) □
   - Don't Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □
   - Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □
   - Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □
   - No □
   - If yes, how often? annually
   - Red Light Camera: Yes □
   - No □
   - If yes, how often? annually

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □

Data recorded by: Soneme Gbetet
Name: __________________________
Date: 1/3/2018
## General
1. Name of Jurisdiction/Political Subdivision: **Bel Air**
2. Type of Government Entity (city, state, etc.):
4. Type of automated enforcement system used:
   - Red light camera □
   - Speed Enforcement Camera □
   - Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Speed Cameras) □
   - Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Red Light Cameras) □
   - Don’t Know □
7. Ownership of system (camera & equipment):
   - **Speed Camera**: Jurisdiction-owned □
   - Contracted/leased □
   - **Red Light Camera**: Jurisdiction-owned □
   - Contracted/leased □

## Transparency
1. Are placement locations of automated enforcement publicly available?
   - **Speed Camera**: Yes □
   - No □
   - **Red Light Camera**: Yes □
   - No □
2. Is information regarding automated enforcement revenue publicly available?
   - **Speed Camera**: Yes □
   - No □
   - **Red Light Camera**: Yes □
   - No □
3. Is information regarding the disbursement of this revenue publicly available?
   - **Speed Camera**: Yes □
   - No □
   - **Red Light Camera**: Yes □
   - No □
4. Is the number of automated enforcement citations issued publicly available?
   - **Speed Camera**: Yes □
   - No □
   - **Red Light Camera**: Yes □
   - No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - **Speed Camera**: Yes □
   - No □
   - **Red Light Camera**: Yes □
   - No □

## Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - **Speed Camera**: Yes □
   - No □
   - **Red Light Camera**: Yes □
   - No □
2. Is there a process in place for dispute resolution?
   - **Speed Camera**: Yes □
   - No □
   - **Red Light Camera**: Yes □
   - No □
3. Is the automated enforcement program audited?
   - **Speed Camera**: Yes □
   - No □
   - **Red Light Camera**: Yes □
   - No □
   - *If yes, how often?* **Not regularly** □

## Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - **Speed Camera**: Yes □
   - No □
   - **Red Light Camera**: Yes □
   - No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - **Speed Camera**: Yes □
   - No □
   - **Red Light Camera**: Yes □
   - No □

**Data recorded by:**

---

**Name:**

---

**Date:** **1/3/2018**
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Calvert County
2. Type of Government Entity (city, state, etc.): County
3. Population: 27373
4. Type of automated enforcement system used:
   - Red light camera □
   - Speed Enforcement Camera □
   - Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Speed Cameras) □
   - Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Red Light Cameras) □
   - Don’t Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □
   - Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □
   - Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
   - If yes, how often? ____________

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □

Data recorded by: Jean-Philippe Le Guil

Date: 12/20/17
### General

1. Name of Jurisdiction/Political Subdivision: **Capital Heights**
2. Type of Government Entity (city, state, etc.): **Town**
3. Population: **4390**
4. Type of automated enforcement system used:
   - Red light camera □
   - Speed Enforcement Camera □
   - Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □
   - Not Applicable (No Automated Speed Cameras) □
   - Don't Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □
   - Not Applicable (No Automated Red Light Cameras) □
   - Don't Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

### Transparency

1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □

### Accountability

1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
   - If yes, how often? **annually**

### Safety Attributes

1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □

Data recorded by: **Jean-Philippe Le Guil**  
Date: **01/29/18**
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV - Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Charles County
2. Type of Government Entity (city, state, etc.): County
3. Population: 165,000
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Data recorded by: Sean-Philippe Le Guil 01/29/18
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: 
   Town of Chestertown
2. Type of Government Entity (city, state, etc.): 
   County
3. Population: 50,000
4. Type of automated enforcement system used:
   Red light camera ☐  Speed Enforcement Camera ☐ Both ☐
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   Yes ☐ No ☐ Not Applicable (No Automated Speed Cameras) ☐ Don’t Know ☐
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   Yes ☐ No ☐ Not Applicable (No Automated Red Light Cameras) ☐ Don’t Know ☐
7. Ownership of system (camera & equipment):
   Speed Camera: Jurisdiction-owned ☐ Contracted/leased ☐
   Red Light Camera: Jurisdiction-owned ☐ Contracted/leased ☐

Transparency
1. Are placement locations of automated enforcement publicly available?
   Speed Camera: Yes ☐ No ☐
   Red Light Camera: Yes ☐ No ☐
2. Is information regarding automated enforcement revenue publicly available?
   Speed Camera: Yes ☐ No ☐
   Red Light Camera: Yes ☐ No ☐
3. Is information regarding the disbursement of this revenue publicly available?
   Speed Camera: Yes ☐ No ☐
   Red Light Camera: Yes ☐ No ☐
4. Is the number of automated enforcement citations issued publicly available?
   Speed Camera: Yes ☐ No ☐
   Red Light Camera: Yes ☐ No ☐
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   Speed Camera: Yes ☐ No ☐
   Red Light Camera: Yes ☐ No ☐

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   Speed Camera: Yes ☐ No ☐
   Red Light Camera: Yes ☐ No ☐
2. Is there a process in place for dispute resolution?
   Speed Camera: Yes ☐ No ☐
   Red Light Camera: Yes ☐ No ☐
3. Is the automated enforcement program audited?
   Speed Camera: Yes ☐ No ☐ If yes, how often?
   Red Light Camera: Yes ☐ No ☐ If yes, how often?
   (Red light audited annually) (Speed audited annually)

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   Speed Camera: Yes ☐ No ☐
   Red Light Camera: Yes ☐ No ☐
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   Speed Camera: Yes ☐ No ☐
   Red Light Camera: Yes ☐ No ☐

Data recorded by: Solome Getnet
1/4/2018

Answered by Chief Baker (1/5/18)
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Cheverly
2. Type of Government Entity (city, state, etc.):
3. Population: 6,469
4. Type of automated enforcement system used:
   Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know □
7. Ownership of system (camera & equipment):
   Speed Camera: Jurisdiction-owned □ Contracted/leased □
   Red Light Camera: Jurisdiction-owned □ Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
   If yes, how often? annually

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)? also for aggressive driving
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Data recorded by: Name: Solome Getnet  Date: 1/8/2018
**General**

1. **Name of Jurisdiction Political Subdivision:**
   - **Chesapeake Village**
2. **Type of Government Entity (city, state, etc.):**
   - **Village**
3. **Population:**
   - **2,002**
4. **Type of automated enforcement system used:**
   - Red light camera □ Speed Enforcement Camera □ Both □
5. **Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?**
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don't Know □
6. **Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?**
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don't Know □

**Transparency**

1. **Are placement locations of automated enforcement publicly available?**
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. **Is information regarding automated enforcement revenue publicly available?**
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. **Is information regarding the disbursement of this revenue publicly available?**
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
4. **Is the number of automated enforcement citations issued publicly available?**
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
5. **Upon deployment at a specific location, is there a warning period before citations are issued?**
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

**Accountability**

1. **Are citations reviewed and signed by a sworn law enforcement officer?**
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. **Is there a process in place for dispute resolution?**
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. **Is the automated enforcement program audited?**
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
   - If yes, how often? □

**Safety Attributes**

1. **Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?**
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. **Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?**
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

---

**Data recorded by:**

- **Name:** Solome Getnet
- **Date:** 1/12/2018
### General

1. Name of Jurisdiction/Political Subdivision: City of Annapolis
2. Type of Government Entity (city, state, etc.):
3. Population: 38391
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

### Transparency

1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

### Accountability

1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □ If yes, how often? ___________
   - Red Light Camera: Yes □ No □ If yes, how often? ___________

### Safety Attributes

1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Data recorded by: Jean-Philippe Le Guil  Date: 12/21/17
### FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)

**US CODE Title 23; Public Law 114-94, Title IV – Highway Safety**

§ 4002 – Special Funding Conditions for Section 402 Grants

**Biennial Survey of State Automated Traffic Enforcement Systems**

#### General

1. **Name of Jurisdiction/Political Subdivision:** Baltimore City
2. **Type of Government Entity (city, state, etc.):**
3. **Population:**
4. **Type of automated enforcement system used:**
   - Red light camera
   - Speed Enforcement Camera
   - Both
5. **Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?**
   - Yes ☐  No ☐  Not Applicable (No Automated Speed Cameras) ☐  Don’t Know ☐
6. **Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?**
   - Yes ☐  No ☐  Not Applicable (No Automated Red Light Cameras) ☐  Don’t Know ☐

#### Ownership of system (camera & equipment):

- **Speed Camera:** Jurisdiction-owned ☐  Contracted/leased ☐
- **Red Light Camera:** Jurisdiction-owned ☐  Contracted/leased ☐

#### Transparency

1. **Are placement locations of automated enforcement publicly available?**
   - **Speed Camera:** Yes ☐  No ☐
   - **Red Light Camera:** Yes ☐  No ☐
2. **Is information regarding automated enforcement revenue publicly available?**
   - **Speed Camera:** Yes ☐  No ☐
   - **Red Light Camera:** Yes ☐  No ☐
3. **Is information regarding the disbursement of this revenue publicly available?**
   - **Speed Camera:** Yes ☐  No ☐
   - **Red Light Camera:** Yes ☐  No ☐
4. **Is the number of automated enforcement citations issued publicly available?**
   - **Speed Camera:** Yes ☐  No ☐
   - **Red Light Camera:** Yes ☐  No ☐
5. **Upon deployment at a specific location, is there a warning period before citations are issued?**
   - **Speed Camera:** Yes ☐  No ☐
   - **Red Light Camera:** Yes ☐  No ☐

#### Accountability

1. **Are citations reviewed and signed by a sworn law enforcement officer?**
   - **Speed Camera:** Yes ☐  No ☐
   - **Red Light Camera:** Yes ☐  No ☐
2. **Is there a process in place for dispute resolution?**
   - **Speed Camera:** Yes ☐  No ☐
   - **Red Light Camera:** Yes ☐  No ☐
3. **Is the automated enforcement program audited?**
   - **Speed Camera:** Yes ☐  No ☐
   - **Red Light Camera:** Yes ☐  No ☐

#### Safety Attributes

1. **Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?**
   - **Speed Camera:** Yes ☐  No ☐
   - **Red Light Camera:** Yes ☐  No ☐
2. **Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?**
   - **Speed Camera:** Yes ☐  No ☐
   - **Red Light Camera:** Yes ☐  No ☐

---

**Data recorded by:**

Zachary Vander Lin

**Date:** 11/28/17
### General

1. **Name of Jurisdiction Political Subdivision:**
   - **City of Baltimore**

2. **Type of Government Entity (city, state, etc.):**
   - [ ] State
   - [ ] County
   - [ ] City
   - [ ] Township
   - [ ] Other

3. **Population:**
   - 519,646

4. **Type of automated enforcement system used:**
   - [ ] Red light camera
   - [ ] Speed Enforcement Camera
   - [ ] Both

5. **Did the jurisdiction/poitical subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?**
   - [ ] Yes  
   - [ ] No  
   - [ ] Not Applicable (No Automated Speed Cameras)  
   - [ ] Don’t Know

6. **Did the jurisdiction/poitical subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?**
   - [ ] Yes  
   - [ ] No  
   - [ ] Not Applicable (No Automated Red Light Cameras)  
   - [ ] Don’t Know

7. **Ownership of system (camera & equipment):**
   - Speed Camera: Jurisdiction-owned
   - Red Light Camera: Jurisdiction-owned

### Transparency

1. **Are placement locations of automated enforcement publicly available?**
   - Speed Camera: [ ] Yes  
   - Red Light Camera: [ ] Yes  
   - [ ] No

2. **Is information regarding automated enforcement revenue publicly available?**
   - Speed Camera: [ ] Yes  
   - Red Light Camera: [ ] Yes  
   - [ ] No

3. **Is information regarding the disbursement of this revenue publicly available?**
   - Speed Camera: [ ] Yes  
   - Red Light Camera: [ ] Yes  
   - [ ] No

4. **Is the number of automated enforcement citations issued publicly available?**
   - Speed Camera: [ ] Yes  
   - Red Light Camera: [ ] Yes  
   - [ ] No

5. **Upon deployment at a specific location, is there a warning period before citations are issued?**
   - [ ] 30-day

### Accountability

1. **Are citations reviewed and signed by a sworn law enforcement officer?**
   - Speed Camera: [ ] Yes  
   - Red Light Camera: [ ] Yes  
   - [ ] No

2. **Is there a process in place for dispute resolution?**
   - Speed Camera: [ ] Yes  
   - Red Light Camera: [ ] Yes  
   - [ ] No

3. **Is the automated enforcement program audited?**
   - Speed Camera: [ ] Yes  
   - Red Light Camera: [ ] Yes  
   - [ ] No

### Safety Attributes

1. **Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?**
   - Speed Camera: [ ] Yes  
   - Red Light Camera: [ ] Yes  
   - [ ] No

2. **Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?**
   - Speed Camera: [ ] Yes  
   - Red Light Camera: [ ] Yes  
   - [ ] No

---

Data recorded by  
**Name:** Solomon Getnet  
**Date:** 1/4/2018
### General

1. Name of Jurisdiction Political Subdivision: **Bowie**
2. Type of Government Entity: **City**
3. Population: **68,393**
4. Type of automated enforcement system used:
   - Speed Enforcement Camera
   - Red Light Camera
   - Both

5. Did the jurisdiction refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes ☐  
   - No ☐  
   - Not Applicable (No Automated Speed Cameras) ☐
   - Don’t Know ☐

6. Did the jurisdiction refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes ☐  
   - No ☐  
   - Not Applicable (No Automated Red Light Cameras) ☐
   - Don’t Know ☐

7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned ☐  
   - Contracted/leased ☐  
   - Red Light Camera: Jurisdiction-owned ☐  
   - Contracted/leased ☐

### Transparency

1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes ☒  
   - No ☐
   - Red Light Camera: Yes ☒  
   - No ☐

2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes ☒  
   - No ☐
   - Red Light Camera: Yes ☒  
   - No ☐

3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes ☒  
   - No ☐
   - Red Light Camera: Yes ☒  
   - No ☐

4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes ☒  
   - No ☐
   - Red Light Camera: Yes ☒  
   - No ☐

5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes ☒  
   - No ☐
   - Red Light Camera: Yes ☒  
   - No ☐

### Accountability

1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes ☒  
   - No ☐
   - Red Light Camera: Yes ☒  
   - No ☐

2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes ☒  
   - No ☐
   - Red Light Camera: Yes ☒  
   - No ☐

3. Is the automated enforcement program audited?
   - Speed Camera: Yes ☐  
   - No ☐
   - Red Light Camera: Yes ☒  
   - No ☐

4. If yes, how often? **Isn’t sure**

### Safety Attributes

1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes ☒  
   - No ☐
   - Red Light Camera: Yes ☒  
   - No ☐

2. Does the jurisdiction/poitical subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes ☒  
   - No ☐
   - Red Light Camera: Yes ☒  
   - No ☐

---

Data recorded by: **Zachary VanderLack**  
Name: **Zachary VanderLack**  
UMD: **Zachary VanderLack**  
Date: **11/28/17**

Completed by **Lt. Rose** on **1/11/2018**
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: College Park
2. Type of Government Entity (city, state, etc.):
4. Type of automated enforcement system used:
   - Red light camera □  Speed Enforcement Camera □  Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □  Don't Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □  Don't Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □  Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □  Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □  No □
   - Red Light Camera: Yes □  No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □  No □
   - Red Light Camera: Yes □  No □
3. Is information regarding the disbursement of this revenue publicly available? annual report
   - Speed Camera: Yes □  No □
   - Red Light Camera: Yes □  No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □  No □
   - Red Light Camera: Yes □  No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □  No □
   - Red Light Camera: Yes □  No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □  No □
   - Red Light Camera: Yes □  No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □  No □
   - Red Light Camera: Yes □  No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □  No □  If yes, how often? annually
   - Red Light Camera: Yes □  No □  If yes, how often? 

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □  No □
   - Red Light Camera: Yes □  No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □  No □
   - Red Light Camera: Yes □  No □
**FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)**

US CODE Title 23; Public Law 114-94, Title IV – Highway Safety

§ 4002 – Special Funding Conditions for Section 402 Grants

Biennial Survey of State Automated Traffic Enforcement Systems

---

**General**

1. Name of Jurisdiction/Political Subdivision: District Heights
2. Type of Government Entity (city, state, etc.): 
3. Population: 6,007
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

---

**Transparency**

1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

---

**Accountability**

1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
   - (Red speed audited annually) according to municipality

---

**Safety Attributes**

1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

---

Data recorded by: 

**Name**: Colome Getnet 
**Date**: 1/4/2018
## General
1. Name of Jurisdiction Political Subdivision: Frederick
2. Type of Government Entity (city, state, etc.):
3. Population:
4. Type of automated enforcement system used:
   - Red light camera
   - Speed Enforcement Camera
   - Both
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes
   - No
   - Not Applicable (No Automated Speed Cameras)
   - Don't Know
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes
   - No
   - Not Applicable (No Automated Red Light Cameras)
   - Don't Know
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned
   - Contracted/leased
   - Red Light Camera: Jurisdiction-owned
   - Contracted/leased

## Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No

## Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
3. Is the automated enforcement program audited?
   - Speed Camera: Yes
   - No
   - If yes, how often? ________________
   - Red Light Camera: Yes
   - No
   - If yes, how often? ________________

## Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No

---

Data recorded by: [Signature]
Name: [Signature]
Date: 1/28/17

---
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Frederick
2. Type of Government Entity (city, state etc.): City
3. Population: 70,060
4. Type of automated enforcement system used:
   Red light camera; Speed Enforcement Camera; Both
5. Did the jurisdiction political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   Yes ☐ No ☐ Not Applicable (No Automated Speed Cameras) ☐ Don't Know ☐
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   Yes ☐ No ☐ Not Applicable (No Automated Red Light Cameras) ☐ Don't Know ☐
7. Ownership of system (camera & equipment):
   Speed Camera: Jurisdiction-owned ☐ Contracted/leased ☐
   Red Light Camera: Jurisdiction-owned ☐ Contracted/leased ☐

Transparency
1. Are placement locations of automated enforcement publicly available?
   Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐
2. Is information regarding automated enforcement revenue publicly available?
   Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐
3. Is information regarding the disbursement of this revenue publicly available?
   Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐
4. Is the number of automated enforcement citations issued publicly available?
   Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐
2. Is there a process in place for dispute resolution?
   Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐
3. Is the automated enforcement program audited?
   Speed Camera: Yes ☐ No ☐ If yes, how often? ______________
   Red Light Camera: Yes ☐ No ☐ If yes, how often? ______________

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐

Data recorded by: Solomon Getnet
Date: 1/8/2018
FIXING AMERICA’S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction Political Subdivision: Hagerstown
2. Type of Government Entity (city, state, etc.):
3. Population: 40,52
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operationa Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □ If yes, how often?
   - Red Light Camera: Yes □ No □ If yes, how often?

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □

Data recorded by: Solome Gebnet

Name

Date: 12/20/2017
General
1. Name of Jurisdiction/Political Subdivision: Salisbury Police Dept
2. Type of Government Entity (city, state, etc.): __________
3. Population: 33,114
4. Type of automated enforcement system used:
   - Red light camera
   - Speed Enforcement Camera
   - Both

5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes ☑ No ☐ Not Applicable (No Automated Speed Cameras) ☐ Don't Know ☐

6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes ☑ No ☐ Not Applicable (No Automated Red Light Cameras) ☐ Don't Know ☐

7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned ☑ Contracted/leased ☐
   - Red Light Camera: Jurisdiction-owned ☑ Contracted/leased ☐

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes ☑ No ☐
   - Red Light Camera: Yes ☑ No ☐

2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes ☑ No ☐
   - Red Light Camera: Yes ☑ No ☐

3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes ☑ No ☐
   - Red Light Camera: Yes ☑ No ☐

4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes ☑ No ☐
   - Red Light Camera: Yes ☑ No ☐

5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes ☑ No ☐
   - Red Light Camera: Yes ☑ No ☐

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes ☑ No ☐
   - Red Light Camera: Yes ☑ No ☐

2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes ☑ No ☐
   - Red Light Camera: Yes ☑ No ☐

3. Is the automated enforcement program audited?
   - Speed Camera: Yes ☑ No ☐ If yes, how often? ANNUAL
   - Red Light Camera: Yes ☑ No ☐ If yes, how often?

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes ☑ No ☐
   - Red Light Camera: Yes ☑ No ☐

2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes ☑ No ☐
   - Red Light Camera: Yes ☑ No ☐

Data recorded by: __________  __________
Name  Date
## General
1. Name of Jurisdiction/Political Subdivision: Takoma Park
2. Type of Government Entity (city, state, etc.): Municipal Gov't City
3. Population: 16,715
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don't Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don't Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

## Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □

## Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □ If yes, how often? __________
   - Red Light Camera: Yes □ No □ If yes, how often? __________

## Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □

---

Data recorded by: Jean Philippe Le Boit 07/17/18
## Fixing America's Surface Transportation (FAST) Biennial Survey of State Automated Traffic Enforcement Systems

### General
1. Name of Jurisdiction/Political Subdivision: Cottage City
2. Type of Government Entity (city, state, etc.): Town Municipal
3. Population: 1305
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don't Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don't Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

### Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

### Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □ If yes, how often? □
   - Red Light Camera: Yes □ No □ If yes, how often? □

### Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e., crashes, speed, etc.)?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

---

Data recorded by: Jean-Philippe

Date: 12/22/17
Fixing America's Surface Transportation (Fast)
US Code Title 23; Public Law 114-94, Title IV - Highway Safety
§ 4002 - Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Delmar
2. Type of Government Entity (city, state, etc.): 
3. Population: 3,203
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don't Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don't Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □ If yes, how often? annually
   - Red Light Camera: Yes □ No □ If yes, how often? annually

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □

Data recorded by: Solomon Getnet
Answered by Chief Berkeley 1/10/2018

Date: 1/4/2018

Maryland Department of Transportation
Motor Vehicle Administration
Maryland Highway Safety Office
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

**General**
1. Name of Jurisdiction/Political Subdivision: Denton
2. Type of Government Entity (city, state, etc.): Municipal government
3. Population: 40,000
4. Type of automated enforcement system used:
   - Red light camera ☐
   - Speed Enforcement Camera ☐
   - Both ☐
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes ☐
   - No ☐
   - Not Applicable (No Automated Speed Cameras) ☐
   - Don’t Know ☐
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes ☐
   - No ☐
   - Not Applicable (No Automated Red Light Cameras) ☐
   - Don’t Know ☐
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned ☐
   - Contracted/leased ☐
   - Red Light Camera: Jurisdiction-owned ☐
   - Contracted/leased ☐

**Transparency**
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes ☐
   - No ☐
   - Red Light Camera: Yes ☐
   - No ☐
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes ☐
   - No ☐
   - Red Light Camera: Yes ☐
   - No ☐
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes ☐
   - No ☐
   - Red Light Camera: Yes ☐
   - No ☐
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes ☐
   - No ☐
   - Red Light Camera: Yes ☐
   - No ☐
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes ☐
   - No ☐
   - Red Light Camera: Yes ☐
   - No ☐

**Accountability**
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes ☐
   - No ☐
   - Red Light Camera: Yes ☐
   - No ☐
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes ☐
   - No ☐
   - Red Light Camera: Yes ☐
   - No ☐
3. Is the automated enforcement program audited?
   - Speed Camera: Yes ☐
   - No ☐
   - Red Light Camera: Yes ☐
   - No ☐
   - If yes, how often?
4. Safety Attributes
   - Data recorded by: Jean-Philippe Le Gui
   - Date: 01/30/18
General
1. Name of Jurisdiction/Political Subdivision: **Easton**
2. Type of Government Entity (city, state, etc.): **incorporated town**
3. Population: **16,550**
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don't Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don't Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □ If yes, how often? **Red Light Camera: Yes □ No □ If yes, how often?**

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □ No □
   - Red Light Camera: Yes □ No □

Data recorded by: **Solome Getnet**
Date: **1/4/2018**
General
1. Name of Jurisdiction/Political Subdivision: **Forest Heights**
2. Type of Government Entity (city, state, etc.):
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Data recorded by: **Solome Ghebre**

Date: **1/5/2018**
FIXING AMERICA’S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Fruitland
2. Type of Government Entity (city, state, etc.): town
3. Population: 4866
4. Type of automated enforcement system used:
   - Red light camera
   - Speed Enforcement Camera
   - Both
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes
   - No
   - Not Applicable (No Automated Speed Cameras)
   - Don’t Know
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes
   - No
   - Not Applicable (No Automated Red Light Cameras)
   - Don’t Know
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned
   - Contracted/leased
   - Red Light Camera: Jurisdiction-owned
   - Contracted/leased

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
3. Is the automated enforcement program audited?
   - Speed Camera: Yes
   - No
   - If yes, how often?
   - Red Light Camera: Yes
   - No
   - If yes, how often?

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e., crashes, speed, etc.)?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No

Data recorded by: Jean-Philippe Le Guill

Date: 01/22/18
### General

1. **Name of Jurisdiction/Political Subdivision:** Gaithersburg
2. **Type of Government Entity (city, state, etc.):**
3. **Population:** 67,600
4. **Type of automated enforcement system used:**
   - Red light camera
   - Speed Enforcement Camera
   - Both
5. **Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?**
   - Yes [ ] No [ ] Not Applicable (No Automated Speed Cameras) [ ] Don’t Know [ ]
6. **Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?**
   - Yes [ ] No [ ] Not Applicable (No Automated Red Light Cameras) [ ] Don’t Know [ ]
7. **Ownership of system (camera & equipment):**
   - Speed Camera: Jurisdiction-owned [ ] Contracted/leased [ ]
   - Red Light Camera: Jurisdiction-owned [ ] Contracted/leased [ ]

### Transparency

1. **Are placement locations of automated enforcement publicly available?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
2. **Is information regarding automated enforcement revenue publicly available?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
3. **Is information regarding the disbursement of this revenue publicly available?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
4. **Is the number of automated enforcement citations issued publicly available?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
5. **Upon deployment at a specific location, is there a warning period before citations are issued?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]

### Accountability

1. **Are citations reviewed and signed by a sworn law enforcement officer?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
2. **Is there a process in place for dispute resolution?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
3. **Is the automated enforcement program audited?**
   - Speed Camera: Yes [ ] No [ ] If yes, how often? ____________
   - Red Light Camera: Yes [ ] No [ ] If yes, how often? ____________

### Safety Attributes

1. **Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]
2. **Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?**
   - Speed Camera: Yes [ ] No [ ]
   - Red Light Camera: Yes [ ] No [ ]

---

Data recorded by: **Solome Getnet**
Date: **11/20/2017**
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV - Highway Safety
§ 4002 - Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction Political Subdivision: Glenarden
2. Type of Government Entity (city, state, etc.): 
4. Type of automated enforcement system used:
   Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know □
7. Ownership of system (camera & equipment):
   Speed Camera: Jurisdiction-owned □ Contracted/leased □
   Red Light Camera: Jurisdiction-owned □ Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
   If yes, how often? daily monitoring by chief

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   Speed Camera: Yes □ No □
   Red Light Camera: Yes □ No □

Data recorded by: Solome Getaff Date: 1/4/2018
Name: Solome Getaff
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: [Greenbelt]
2. Type of Government Entity (city, state, etc.):
4. Type of automated enforcement system used:
   - Red light camera □
   - Speed Enforcement Camera □
   - Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Speed Cameras) □
   - Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Red Light Cameras) □
   - Don’t Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □
   - Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □
   - Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
6. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
7. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
8. Is the automated enforcement program audited?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □

Data recorded by: Jean-Philippe Le Guil
Name 01/19/18 Date
### General
1. Name of Jurisdiction Political Subdivision: **Harford Co.**
2. Type of Government Entity (city, state, etc.): **County**
3. Population: **300**
4. Type of automated enforcement system used:
   - Red light camera [ ]
   - Speed Enforcement Camera [ ]
   - Both [ ]
5. Did the jurisdiction/political subdivision refer to and follow federal DOT 'Speed Enforcement Camera Systems Operational Guidelines' when implementing its automated enforcement system?
   - Yes [ ]
   - No [ ]
   - Not Applicable (No Automated Speed Cameras) [ ]
   - Don't Know [ ]
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes [ ]
   - No [ ]
   - Not Applicable (No Automated Red Light Cameras) [ ]
   - Don't Know [ ]
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned [ ]
   - Contracted/leased [ ]
   - Red Light Camera: Jurisdiction-owned [ ]
   - Contracted/leased [ ]

### Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]

### Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
3. Is the automated enforcement program audited?
   - Speed Camera: Yes [ ]
   - No [ ]
   - If yes, how often? [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
   - If yes, how often? [ ]
   - Not regularly

### Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes [ ]
   - No [ ]
   - Red Light Camera: Yes [ ]
   - No [ ]

---

Data recorded by: **Solome Getnet**

Name

Date: **1/8/2018**
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV - Highway Safety
§ 4002 - Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Howard Co.
2. Type of Government Entity (city, state, etc.):
4. Type of automated enforcement system used:
   - Red light camera □ Speed Enforcement Camera □ Both ☑
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes ☑ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know ☑
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □ Contracted/leased ☑
   - Red Light Camera: Jurisdiction-owned □ Contracted/leased ☑

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes ☑ No □
   - Red Light Camera: Yes ☑ No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes ☑ No □
   - Red Light Camera: Yes ☑ No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes ☑ No □
   - Red Light Camera: Yes ☑ No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes ☑ No □
   - Red Light Camera: Yes ☑ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes ☑ No □
   - Red Light Camera: Yes ☑ No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes ☑ No □
   - Red Light Camera: Yes ☑ No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes ☑ No □
   - Red Light Camera: Yes ☑ No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes ☑ No □ If yes, how often? annually
   - Red Light Camera: Yes ☑ No □ If yes, how often? not regular basis

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes ☑ No □
   - Red Light Camera: Yes ☑ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes ☑ No □
   - Red Light Camera: Yes ☑ No □

Data recorded by: Solome Getnet
Name

1/3/2018
Date

ayoussi@howardcounty.md.gov Frederick Von Brisen
**Fixing America's Surface Transportation (FAST)**

US Code Title 23; Public Law 114-94, Title IV - Highway Safety

§ 4002 - Special Funding Conditions for Section 402 Grants

Biennial Survey of State Automated Traffic Enforcement Systems

### General
1. Name of Jurisdiction/Political Subdivision:
2. Type of Government Entity (city, state, etc.):
3. Population: 449
4. Type of automated enforcement system used:
   - Red light camera
   - Speed Enforcement Camera
   - Both
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes
   - No
   - Not Applicable (No Automated Speed Cameras)
   - Don't Know
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes
   - No
   - Not Applicable (No Automated Red Light Cameras)
   - Don't Know
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned
   - Contracted/leased
   - Red Light Camera: Jurisdiction-owned
   - Contracted/leased

### Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No

### Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
3. Is the automated enforcement program audited?
   - Speed Camera: Yes
   - No
   - If yes, how often?
   - Red Light Camera: Yes
   - No
   - If yes, how often?

### Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No

Data recorded by: Zachary Vander Laan, UMD

Date: 11/28/17
# Fixing America's Surface Transportation (FAST)

**US Code Title 23; Public Law 114-94, Title IV - Highway Safety**

§ 4002 – Special Funding Conditions for Section 402 Grants

Biennial Survey of State Automated Traffic Enforcement Systems

## General

1. **Name of Jurisdiction/Political Subdivision:** Hyattsville
2. **Type of Government Entity (City, state, etc.):**
3. **Population:** 16,449
4. **Type of automated enforcement system used:**
   - Speed Camera □
   - Red Light Camera □
   - Both □
5. **Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?**
   - Yes □
   - No □
   - Not Applicable (No Automated Speed Cameras) □
   - Don't Know □
6. **Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?**
   - Yes □
   - No □
   - Not Applicable (No Automated Red Light Cameras) □
   - Don't Know □

## Transparency

1. **Are placement locations of automated enforcement publicly available?**
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
2. **Is information regarding automated enforcement revenue publicly available?**
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
3. **Is information regarding the disbursement of this revenue publicly available?**
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
4. **Is the number of automated enforcement citations issued publicly available?**
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
5. **Upon deployment at a specific location, is there a warning period before citations are issued?**
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □

## Accountability

1. **Are citations reviewed and signed by a sworn law enforcement officer?**
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
2. **Is there a process in place for dispute resolution?**
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
3. **Is the automated enforcement program audited?**
   - Speed Camera: Yes □
   - No □
   - If yes, how often?  isn't sure
   - Red Light Camera: Yes □
   - No □
   - If yes, how often?  isn't sure

## Safety Attributes

1. **Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?**
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
2. **Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?**
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □

---

Data recorded by: Solorine Gotinet  
Date: 1/8/2018
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Laurel
2. Type of Government Entity (city, state, etc.): City / Local
3. Population: 25,000
4. Type of automated enforcement system used:
   Red light camera ☐ Speed Enforcement Camera ☐ Both ☑
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   Yes ☐ No ☐ Not Applicable (No Automated Speed Cameras) ☐ Don't Know ☐
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   Yes ☑ No ☐ Not Applicable (No Automated Red Light Cameras) ☐ Don't Know ☐
7. Ownership of system (camera & equipment):
   Speed Camera: Jurisdiction-owned ☐ Contracted/leased ☐
   Red Light Camera: Jurisdiction-owned ☐ Contracted/leased ☐

Transparency
1. Are placement locations of automated enforcement publicly available?
   Speed Camera: Yes ☑ No ☐ Red Light Camera: Yes ☑ No ☐
2. Is information regarding automated enforcement revenue publicly available?
   Speed Camera: Yes ☑ No ☐ Red Light Camera: Yes ☑ No ☐
3. Is information regarding the disbursement of this revenue publicly available?
   Speed Camera: Yes ☑ No ☐ Red Light Camera: Yes ☑ No ☐
4. Is the number of automated enforcement citations issued publicly available?
   Speed Camera: Yes ☑ No ☐ Red Light Camera: Yes ☑ No ☐
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   Speed Camera: Yes ☑ No ☐ Red Light Camera: Yes ☑ No ☐

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   Speed Camera: Yes ☑ No ☐ Red Light Camera: Yes ☑ No ☐
2. Is there a process in place for dispute resolution?
   Speed Camera: Yes ☑ No ☐ Red Light Camera: Yes ☑ No ☐
3. Is the automated enforcement program audited?
   Speed Camera: Yes ☑ No ☐ If yes, how often? Annually
   Red Light Camera: Yes ☑ No ☐ If yes, how often? ________________

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   Speed Camera: Yes ☑ No ☐ Red Light Camera: Yes ☑ No ☐
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   Speed Camera: Yes ☑ No ☐ Red Light Camera: Yes ☑ No ☐

Data recorded by: Jean-Philippe Le Guir
Name
Date 02/09/18
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: MDOT SHA
2. Type of Government Entity (city, state, etc.):
3. Population:
4. Type of automated enforcement system used:
   - Red light camera
   - Speed Enforcement Camera
   - Both
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes
   - No
   - Not Applicable (No Automated Speed Cameras)
   - Don’t Know
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes
   - No
   - Not Applicable (No Automated Red Light Cameras)
   - Don’t Know
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned
   - Contracted/leased
   - Red Light Camera: Jurisdiction-owned
   - Contracted/leased

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
3. Is the automated enforcement program audited?
   - Speed Camera: Yes
   - No
   - If yes, how often? Every 1 year
   - Red Light Camera: Yes
   - No
   - If yes, how often?

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No

Data recorded by
[Signature]
Name: STEVEN M. ROCHON, MDOT SHA
Date: November 28, 2017
## General

1. Name of Jurisdiction/Political Subdivision: Montgomery County
2. Type of Government Entity (city, state, etc.):
3. Population: 1,043,863
4. Type of automated enforcement system used:
   - Red light camera: ☑
   - Speed Enforcement Camera: ☑
   - Both: ☑
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes ☐
   - No ☑
   - Not Applicable (No Automated Speed Cameras): ☐
   - Don't Know ☐
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes ☑
   - No ☐
   - Not Applicable (No Automated Red Light Cameras): ☐
   - Don't Know ☐
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned ☑
   - Contracted/leased ☐
   - Red Light Camera: Jurisdiction-owned ☑
   - Contracted/leased ☐

## Transparency

1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes ☑
   - No ☐
   - Red Light Camera: Yes ☑
   - No ☐
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes ☑
   - No ☐
   - Red Light Camera: Yes ☑
   - No ☐
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes ☑
   - No ☐
   - Red Light Camera: Yes ☑
   - No ☐
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes ☑
   - No ☐
   - Red Light Camera: Yes ☑
   - No ☐
5. Upon deployment at a specific location, is there a waiting period before citations are issued?
   - Speed Camera: Yes ☑
   - No ☐
   - Red Light Camera: Yes ☑
   - No ☐

## Accountability

1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes ☑
   - No ☐
   - Red Light Camera: Yes ☑
   - No ☐
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes ☑
   - No ☐
   - Red Light Camera: Yes ☑
   - No ☐
3. Is the automated enforcement program audited?
   - Speed Camera: Yes ☑
   - No ☐
   - Red Light Camera: Yes ☑
   - No ☐

## Safety Attributes

1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes ☑
   - No ☐
   - Red Light Camera: Yes ☑
   - No ☐
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes ☑
   - No ☐
   - Red Light Camera: Yes ☑
   - No ☐

---

Data recorded by: Zachary Vonderlaan, UMD  
Date: 11/28/17
1. **Name of Jurisdiction/Political Subdivision**: Montgomery Co.
2. **Type of Government Entity (city, state, etc.)**: County
3. **Population**: 1,043,863
4. **Type of automated enforcement system used**: [ ] Red light camera [ ] Speed Enforcement Camera [ ] Both
5. **Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?**
   - [ ] Yes
   - [ ] No
   - [ ] Not Applicable (No Automated Speed Cameras)
   - [ ] Don't Know
6. **Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?**
   - [ ] Yes
   - [ ] No
   - [ ] Not Applicable (No Automated Red Light Cameras)
   - [ ] Don't Know
7. **Ownership of system (camera & equipment):**
   - Speed Camera: Jurisdiction-owned [ ] Contracted/leased [ ]
   - Red Light Camera: Jurisdiction-owned [ ] Contracted/leased [ ]

### Transparency
1. **Are placement locations of automated enforcement publicly available?**
   - Speed Camera: [ ] Yes [ ] No
   - Red Light Camera: [ ] Yes [ ] No
2. **Is information regarding automated enforcement revenue publicly available?**
   - Speed Camera: [ ] Yes [ ] No
   - Red Light Camera: [ ] Yes [ ] No
3. **Is information regarding the disbursement of this revenue publicly available?**
   - Speed Camera: [ ] Yes [ ] No
   - Red Light Camera: [ ] Yes [ ] No
4. **Is the number of automated enforcement citations issued publicly available?**
   - Speed Camera: [ ] Yes [ ] No
   - Red Light Camera: [ ] Yes [ ] No
5. **Upon deployment at a specific location, is there a warning period before citations are issued?**
   - Speed Camera: [ ] Yes [ ] No
   - Red Light Camera: [ ] Yes [ ] No

### Accountability
1. **Are citations reviewed and signed by a sworn law enforcement officer?**
   - Speed Camera: [ ] Yes [ ] No
   - Red Light Camera: [ ] Yes [ ] No
2. **Is there a process in place for dispute resolution?**
   - Speed Camera: [ ] Yes [ ] No
   - Red Light Camera: [ ] Yes [ ] No
3. **Is the automated enforcement program audited?**
   - Speed Camera: [ ] Yes [ ] No
   - Red Light Camera: [ ] Yes [ ] No
4. **If yes, how often? ____________**

### Safety Attributes
1. **Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?**
   - Speed Camera: [ ] Yes [ ] No
   - Red Light Camera: [ ] Yes [ ] No
2. **Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?**
   - Speed Camera: [ ] Yes [ ] No
   - Red Light Camera: [ ] Yes [ ] No

Data recorded by: [Name]

Date: 12/22/2017
Lt. Butler & Chief Rice

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: New Carrollton
2. Type of Government Entity (city/state, etc.):
3. Population: 12,868
4. Type of automated enforcement system used:
   Red light camera □ Speed Enforcement Camera □ Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   Yes □ No □ Not Applicable (No Automated Speed Cameras) □ Don’t Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   Yes □ No □ Not Applicable (No Automated Red Light Cameras) □ Don’t Know □
7. Ownership of system (camera & equipment):
   Speed Camera: Jurisdiction-owned □ Contracted/leased □
   Red Light Camera: Jurisdiction-owned □ Contracted/leased □

Transparency
1. Are placement locations of automated enforcement publicly available?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is information regarding automated enforcement revenue publicly available?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is information regarding the disbursement of this revenue publicly available?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
4. Is the number of automated enforcement citations issued publicly available?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Is there a process in place for dispute resolution?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
3. Is the automated enforcement program audited?
   Speed Camera: Yes □ No □ If yes, how often? annually □
   Red Light Camera: Yes □ No □ If yes, how often? annually □

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   Speed Camera: Yes □ No □ Red Light Camera: Yes □ No □

Data recorded by: [Signature] 1/10/2018
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Prince George's County
2. Type of Government Entity (city, state, etc.): County
3. Population: 903,609
4. Type of automated enforcement system used:
   - Red light camera: X
   - Speed Enforcement Camera: 
   - Both: O
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes X No O Not Applicable (No Automated Speed Cameras) O Don't Know O
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes X No O Not Applicable (No Automated Red Light Cameras) O Don't Know O
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned O Contracted/leased X
   - Red Light Camera: Jurisdiction-owned X Contracted/leased O

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes X No O Red Light Camera: Yes X No O
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes X No O Red Light Camera: Yes X No O
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes X No O Red Light Camera: Yes X No O
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes X No O Red Light Camera: Yes X No O
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes X No O Red Light Camera: Yes X No O

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes X No O Red Light Camera: Yes X No O
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes X No O Red Light Camera: Yes X No O
3. Is the automated enforcement program audited?
   - Speed Camera: Yes X No O Red Light Camera: Yes X No O
   - If yes, how often? ______________

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes X No O Red Light Camera: Yes X No O
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes X No O Red Light Camera: Yes X No O

Data recorded by: Zachary Vondrak, UMD 11/24/17
### FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)

**US CODE Title 23; Public Law 114-94, Title IV – Highway Safety**

§ 4002 – Special Funding Conditions for Section 402 Grants

**Biennial Survey of State Automated Traffic Enforcement Systems**

**General**

1. **Name of Jurisdiction/Political Subdivision:**
   - **Prince George's County**

2. **Type of Government Entity (city, state, etc.):**

3. **Population:**
   - **908,049**

4. **Type of automated enforcement system used:**
   - Red light camera
   - Speed Enforcement Camera
   - Both

5. **Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?**
   - Yes ☐ No ☐ Not Applicable (No Automated Speed Cameras) ☐ Don't Know ☐

6. **Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?**
   - Yes ☐ No ☐ Not Applicable (No Automated Red Light Cameras) ☐ Don't Know ☐

7. **Ownership of system (camera & equipment):**
   - **Speed Camera: Jurisdiction-owned ☐ Contracted/leased ☐**
   - **Red Light Camera: Jurisdiction-owned ☐ Contracted/leased ☐**

### Transparency

1. **Are placement locations of automated enforcement publicly available?**
   - **Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐**

2. **Is information regarding automated enforcement revenue publicly available?**
   - **Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐**

3. **Is information regarding the disbursement of this revenue publicly available?**
   - **Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐**

4. **Is the number of automated enforcement citations issued publicly available?**
   - **Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐**

5. **Upon deployment at a specific location, is there a warning period before citations are issued?**
   - **Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐ in Wash. D.C.**

### Accountability

1. **Are citations reviewed and signed by a sworn law enforcement officer?**
   - **Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐**

2. **Is there a process in place for dispute resolution?**
   - **Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐**

3. **Is the automated enforcement program audited?**
   - **Speed Camera: Yes ☐ No ☐ If yes, how often? not sure**
   - **Red Light Camera: Yes ☐ No ☐ If yes, how often? not sure**

### Safety Attributes

1. **Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?**
   - **Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐**

2. **Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?**
   - **Speed Camera: Yes ☐ No ☐ Red Light Camera: Yes ☐ No ☐**

---

**Data recorded by:**

**Solane Gotnet**

**Date:** 1/19/2017
### General
1. Name of Jurisdiction/Political Subdivision: **Riverdale Park**
2. Type of Government Entity (city, state, etc.): **Town**
3. Population: **7,000**
4. Type of automated enforcement system used:
   - Red light camera □
   - Speed Enforcement Camera □
   - Both □
5. Did the jurisdiction/political subdivision refer to and follow federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Speed Cameras) □
   - Don't Know □
6. Did the jurisdiction/political subdivision refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing its automated enforcement system?
   - Yes □
   - No □
   - Not Applicable (No Automated Red Light Cameras) □
   - Don't Know □
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned □
   - Contracted/leased □
   - Red Light Camera: Jurisdiction-owned □
   - Contracted/leased □

### Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □

### Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
3. Is the automated enforcement program audited?
   - Speed Camera: Yes □
   - No □
   - If yes, how often? **every year**
   - Red Light Camera: Yes □
   - No □
   - If yes, how often? **n/a**

### Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes □
   - No □
   - Red Light Camera: Yes □
   - No □

Data recorded by: **Jean-Philippe le GuIl**  
*Name*

**01/17/18**  
*Date*
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
US CODE Title 23; Public Law 114-94, Title IV – Highway Safety
§ 4002 – Special Funding Conditions for Section 402 Grants
Biennial Survey of State Automated Traffic Enforcement Systems

General
1. Name of Jurisdiction/Political Subdivision: Rockville
2. Type of Government Entity (city, state, etc.): city
4. Type of automated enforcement system used:
   - Red light camera
   - Speed Enforcement Camera
   - Both
5. Did the jurisdiction/political subdivision refer to and follow federal DOT “Speed Enforcement Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes
   - No
   - Not Applicable (No Automated Speed Cameras)
   - Don’t Know
6. Did the jurisdiction/political subdivision refer to and follow FHWA “Red Light Camera Systems Operational Guidelines” when implementing its automated enforcement system?
   - Yes
   - No
   - Not Applicable (No Automated Red Light Cameras)
   - Don’t Know
7. Ownership of system (camera & equipment):
   - Speed Camera: Jurisdiction-owned
   - Contracted/leased
   - Red Light Camera: Jurisdiction-owned
   - Contracted/leased

Transparency
1. Are placement locations of automated enforcement publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Is information regarding automated enforcement revenue publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
3. Is information regarding the disbursement of this revenue publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
4. Is the number of automated enforcement citations issued publicly available?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
5. Upon deployment at a specific location, is there a warning period before citations are issued?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No

Accountability
1. Are citations reviewed and signed by a sworn law enforcement officer?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Is there a process in place for dispute resolution?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
3. Is the automated enforcement program audited?
   - Speed Camera: Yes
   - No
   - If yes, how often? Yearly
   - Red Light Camera: Yes
   - No
   - If yes, how often?

Safety Attributes
1. Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No
2. Does the jurisdiction/political subdivision analyze traffic data to determine its automated enforcement’s impact on safety elements (i.e. crashes, speed, etc.)?
   - Speed Camera: Yes
   - No
   - Red Light Camera: Yes
   - No

Data recorded by: Jean-Philippe Le Gué Date: 1/19/18