



## OHIO TOWNSHIP ASSOCIATION

6500 Taylor Road, Ste. A

Blacklick, OH 43004

Phone: (614) 863-0045 Fax: (614) 863-9751

www.OhioTownships.org

---

### Senate Bill 340, Traffic Camera Program Senate Local Government Committee March 10, 2026

Chairwoman O'Brien, Vice Chair Gavarone, Ranking Member Smith, and members of the Senate Local Government committee, my name is Kyle Brooks, and I am the Director of Governmental Affairs for the Ohio Township Association. On behalf of Ohio's 1,308 townships, thank you for the opportunity to provide interested party testimony on SB 340, Traffic Camera Programs.

As you may know, in HB 23, the transportation budget of the 135<sup>th</sup> General Assembly, the OTA agreed to a compromise that allowed townships to continue to use traffic cameras under conditions. A township could continue to operate traffic cameras as long as the device was a handheld camera operated by a law enforcement officer physically present. However, in HB 54 this GA's transportation budget enacted in June 2025, included a provision prohibiting counties and townships from utilizing traffic law photo-monitoring devices to detect and enforce traffic violations under Ohio Revised Code §4511.093(A).

Following the passage of HB 54, the OTA communicated our concerns to Governor DeWine and requested a veto of the provision prohibiting townships from using traffic camera devices. While the Governor did not issue a veto, the concerns raised by townships for public safety, and local control remain.

Prior to this change, several townships across Ohio used traffic cameras as a tool to help improve road safety. These devices assisted local law enforcement to deter speeding and other dangerous behaviors, particularly in areas with consistent safety concerns.

For example, Liberty Township in Trumbull County is located near three major highways and just north of the city of Youngstown. Liberty Township's policy was only to activate the camera when a car was driving over 11 mph over the posted speed limit. The township also conducted a public education campaign to make the public aware of the program. This effort included mailings, social media campaigns, local news stories, and signage placed in designated enforcement areas to alert drivers that cameras were in use.

In addition to the public safety benefits, traffic camera revenue previously provided townships with a modest but meaningful funding source to support safety services and reduce reliance on property tax levies. For townships, property tax levies remain the primary revenue source used to fund essential services such as police protection, fire protection, and emergency medical services.

For these reasons, **the OTA respectfully requests that SB 340 be amended to provide townships with the same opportunity afforded to municipalities in this legislation.** Specifically, townships should be permitted to place the question of traffic law photo-monitoring devices on the ballot, allowing residents to decide whether their community wishes to utilize this tool. Providing voters with that choice respects the principle of local control and allows each community to determine the policies that best fit its needs.

The OTA is willing to support restoring provisions from previous law where jurisdictions using

traffic cameras receive a reduction in Local Government Fund distributions, and the traffic camera must be a handheld device. This compromise addresses previous legislative concerns.

In conclusion, this issue is about safety and fairness. Townships ask that they not be treated differently than municipalities when it comes to providing safety services for residents. Providing parity would ensure local governments have access to the same options when addressing traffic safety.

Madam Chair, I appreciate the opportunity to testify before you and the Senate Local Government Committee and I would be happy to answer any questions you or the committee members may have.