

Department of Legislative Services
Maryland General Assembly
2024 Session

FISCAL AND POLICY NOTE
Third Reader - Revised

House Bill 665

(Montgomery County Delegation)

Environment and Transportation

Judicial Proceedings

Montgomery County - Speed Monitoring Systems - High-Risk Highways
MC 15-24

This bill authorizes the placement and use of speed monitoring systems (speed cameras) on highways in Montgomery County that are at high risk for motor vehicle crashes that result in serious bodily injury or death. Any such highways must be identified in the municipality's, county's, or State's most recent Strategic Highway Safety Plan or Vision Zero Plan. However, the bill prohibits Montgomery County and municipal governments in the county from using speed cameras to enforce speed limits on a controlled access highway, an expressway, or an interstate highway in the county. After cost recovery, any balance remaining must be used to fund the study, design, and construction of safety-related projects on roadways or intersections identified as high risk in the relevant plans. By October 1, 2029, and each year thereafter, for a five-year period, Montgomery County or a municipality in the county must evaluate each speed monitoring system used in accordance with the bill's authorization for its effectiveness in reducing the motor vehicle speed at or below which 85% of the drivers travel at that location.

Fiscal Summary

State Effect: General fund revenues increase, likely minimally, beginning in FY 2025 due to additional contested cases in District Court. Expenditures are not materially affected.

Local Effect: Local revenues increase, potentially significantly, beginning in FY 2025 to the extent that additional speed cameras are placed as authorized. Expenditures increase for installation and maintenance, with the remaining amounts reserved for specified safety-related projects. The required evaluations can likely be handled with existing resources.

Small Business Effect: None.

Analysis

Current Law: Speed monitoring systems must be authorized in a local jurisdiction by the governing body of the jurisdiction (but only after reasonable notice and a public hearing). Before activating a speed monitoring system, a local jurisdiction must publish notice of the location of the speed monitoring system on its website and in a newspaper of general circulation in the jurisdiction. In addition, the jurisdiction must also ensure that each sign that designates a school zone is proximate to a sign that (1) indicates that speed monitoring systems are in use in the school zone and (2) conforms with specified traffic control device standards adopted by the State Highway Administration. Similar requirements apply to speed cameras established on Maryland Route 210 (Indian Head Highway), grounds of institutions of higher education in Prince George's County, Interstate 83 in Baltimore City, Maryland Route 175 in Anne Arundel County (Jessup Road) between the Maryland Route 175/295 interchange and the Anne Arundel County-Howard County line, and at the intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue in Talbot County.

From the fines generated by a speed monitoring system, the relevant jurisdiction may recover the costs of implementing the system and generally may spend any remaining balance solely for public safety purposes, including for pedestrian safety programs. However, if the balance of revenues after cost recovery for any fiscal year is greater than 10% of the jurisdiction's total revenues, the excess must be remitted to the Comptroller.

State Fiscal Effect: Under the bill, the number of citations issued in Montgomery County (and in municipalities within the county) is expected to increase. As a result, the number of individuals opting for a trial in District Court is also likely to increase. Accordingly, general fund revenues likely increase minimally, as fine revenues paid by individuals convicted in District Court are paid into the general fund. The increase in District Court caseloads can likely be handled with existing resources.

Local Fiscal Effect: Local revenues increase, potentially significantly, beginning in fiscal 2025 to the extent that Montgomery County (and municipalities within the county) authorize and place additional speed cameras as a result of the bill. Expenditures also increase for those jurisdictions beginning in fiscal 2025 to procure, install, and maintain additional speed cameras. Based on historical data and the use of speed camera systems in the State to date, the increase in revenues is likely to exceed the increase in expenditures. After cost recovery, the remaining revenues may only be expended for specified safety improvements; thus, expenditures also increase for those purposes.

The precise impact of the bill depends on several factors (*e.g.*, the number of additional cameras placed pursuant to the bill's authorization, the volume of traffic in the areas where cameras are placed, the deterrent effect additional cameras may have on the roadways over time, etc.). As a result, the exact impact on local revenues and expenditures can only be

determined with experience under the bill. **Exhibit 1** shows historical speed monitoring systems data over the past five years for Montgomery County and municipalities operating speed cameras within the county.

Exhibit 1
Speed Monitoring Systems in Montgomery County
Gross Revenues
Fiscal 2019-2023

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Montgomery County	\$15,975,215	\$14,069,006	\$13,016,387	\$11,319,587	\$10,615,283
Gaithersburg	2,174,823	1,995,256	1,948,260	1,938,036	1,607,471
Rockville	1,808,045	1,333,829	1,185,204	1,230,123	1,260,113
Takoma Park	1,227,061	991,915	886,614	817,201	996,767
Chevy Chase Village	957,565	760,304	731,189	636,471	688,128
Total in the County	\$22,142,709	\$19,150,310	\$17,767,654	\$15,941,418	\$15,167,762

Source: Comptroller’s Office; Department of Legislative Services

Additional Comments: Montgomery County’s Vision Zero Plan is available on the county’s [website](#). The Maryland Strategic Highway Safety Plan is also available [online](#).

Additional Information

Recent Prior Introductions: Similar legislation has not been introduced within the last three years.

Designated Cross File: None.

Information Source(s): Montgomery County; Comptroller’s Office; Maryland Department of Transportation; Department of Legislative Services

Fiscal Note History: First Reader - February 29, 2024
rh/ljm Third Reader - March 27, 2024
Revised - Amendment(s) - March 27, 2024

Analysis by: Eric F. Pierce

Direct Inquiries to:
(410) 946-5510
(301) 970-5510