

**Department of Legislative Services**  
Maryland General Assembly  
2024 Session

**FISCAL AND POLICY NOTE**  
**First Reader**

House Bill 58 (Delegate Guyton)  
Environment and Transportation

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**Baltimore County - Speed Monitoring Systems - Residential Districts**

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This bill authorizes the placement of speed monitoring systems (speed cameras) in Baltimore County on highways in residential districts with a maximum posted speed limit of 35 miles per hour, subject to specified existing signage and placement requirements. A speed monitoring system may not be placed (or used) under the bill's authorization in Baltimore County unless (1) the Baltimore County Police Department determines that the speed monitoring system is necessary based on a traffic safety analysis for the proposed location conducted in conjunction with the Baltimore County Department of Public Works and (2) the placement and use of the speed monitoring system is approved by the Baltimore County Council after notice and an opportunity for public input are provided.

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**Fiscal Summary**

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

**Local Effect:** Local revenues increase, potentially significantly, as early as FY 2025 to the extent that additional speed cameras are placed as authorized. Expenditures increase for traffic safety analyses and installation and maintenance, with the remaining amounts reserved for public safety purposes. **Baltimore County did not respond to repeated requests for information regarding implementation plans and the fiscal effect of this bill.**

**Small Business Effect:** Minimal.

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## Analysis

**Current Law:** In Anne Arundel, Montgomery, and Prince George's counties only, speed monitoring systems may be used on a highway in a residential district with a maximum posted speed limit of 35 miles per hour.

However, other authorizations exist for speed monitoring systems in specified locations as well as for school zones throughout the State.

In all cases, 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 Baltimore 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 as early as fiscal 2025 to the extent that Baltimore County (and municipalities within the county) authorize additional speed cameras as a result of the bill after the required safety analyses and local approval. Expenditures also increase for those jurisdictions beginning in fiscal 2025 to complete the required safety analyses and 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 public safety purposes. Thus, expenditures also increase for public safety purposes.

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### **Additional Information**

**Recent Prior Introductions:** Similar legislation has been introduced within the last three years. See HB 1171 of 2023.

**Designated Cross File:** SB 450 (Senator Brooks, *et al.*) - Judicial Proceedings.

**Information Source(s):** Comptroller's Office; Judiciary (Administrative Office of the Courts); Maryland Department of Transportation; Department of Legislative Services

**Fiscal Note History:** First Reader - February 15, 2024  
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