

Department of Legislative Services  
Maryland General Assembly  
2012 Session

FISCAL AND POLICY NOTE

House Bill 857 (Delegate Conaway)  
Environmental Matters

---

Vehicle Laws - Red Light and Speed Monitoring Systems - Law Enforcement  
Vehicles

---

This bill prohibits the issuance of a citation based on recorded images of a law enforcement vehicle from a traffic control signal monitoring system, speed monitoring system, or work zone speed control system.

---

Fiscal Summary

**State Effect:** The bill is not anticipated to materially affect State operations or finances.

**Local Effect:** Local government revenues may decrease minimally from a reduction in revenues from fines issued based on recorded images of law enforcement vehicles.

**Small Business Effect:** Minimal.

---

Analysis

**Current Law:** Vehicles of a federal, State, or local law enforcement agency are included within the definition of an emergency vehicle, and as such, are entitled to certain exemptions and privileges set forth in the Maryland Vehicle Law. For example, the driver of an emergency vehicle registered in any state may exercise certain privileges while responding to an emergency call, pursuing a violator or suspected violator of the law, or responding to a fire alarm. These privileges include passing a red or stop signal after slowing down as necessary for safety, exceeding any maximum speed limit as long as the driver does not endanger life or property, and disregarding any traffic control device or regulation governing direction of movement or turning in a specified direction. A traffic control device is any sign, signal, marking, or device that is placed by authority

of an authorized public body or official to regulate, warn, or guide traffic, and is not inconsistent with the Maryland Vehicle Law.

These privileges only apply while the emergency vehicle is using audible and visual signals, except that an emergency vehicle operated as a police vehicle need not be equipped with or display the visual signals.

## **Background:**

### *Speed Monitoring Systems*

Chapter 15 of 2006 authorized the first use of speed monitoring systems in the State, but it only applied to highways in residential districts and school zones in Montgomery County. Chapter 500 of 2009 expanded statewide the authorization for the use of speed monitoring systems in school zones. In school zones, local law enforcement agencies or their contractors may issue citations or warnings to vehicle owners for speeding at least 12 miles per hour above the posted speed limit. The maximum fine for a citation is \$40.

A speed monitoring system may be placed in a school zone for operation between 6 a.m. and 8 p.m., Monday through Friday. Before a speed monitoring system may be used in a local jurisdiction, its use must be authorized by the governing body by ordinance or resolution adopted after reasonable notice and a public hearing. The ordinance or resolution must require the issuance of warnings only during the first 30 days, at a minimum, after the first speed monitoring system is placed in a local jurisdiction. Before activating an unmanned stationary speed monitoring system, a local jurisdiction must publish notice of its location on the local jurisdiction's website and in a general circulation newspaper in the jurisdiction. The local jurisdiction must also ensure that each school zone sign indicates that speed monitoring systems are used in school zones.

Chapter 474 of 2010 authorized the use of speed monitoring systems in Prince George's County on a highway located within the grounds of an institution of higher education or on a highway within a half mile of the institution's property if it is determined by generally accepted traffic and engineering practices that motor vehicle or other traffic on the highway is substantially generated or influenced by the institution. In addition, Chapter 474 authorized a municipal corporation in Prince George's County, under permission of the county, to implement a speed monitoring system on a county highway within the school zone.

As shown in **Exhibit 1**, a number of counties and municipal corporations currently implement speed monitoring systems. Legislative Services advises that, as to municipal corporations, the exhibit only reflects municipal corporations that have reported revenues

to the Comptroller in fiscal 2011, and therefore may not include all municipal corporations that *currently implement* speed monitoring systems. Further, additional jurisdictions may be *considering* the use of speed monitoring systems at this time.

---

**Exhibit 1**  
**Local Speed Monitoring System Enforcement**

<u>County</u>	<u>Municipal Corporation</u>
Baltimore	Berwyn Heights
Charles	Bowie
Howard	Brentwood
Montgomery	Cheverly
Prince George's	Chevy Chase Village
Wicomico	College Park
Baltimore City	Forest Heights
	Fruitland
	Laurel
	Mount Rainier
	Riverdale Park
	Takoma Park

Source: Comptroller's Office; Department of Legislative Services

---

*Work Zone Speed Control Systems*

Chapter 500 of 2009 also authorized State and local law enforcement agencies or their contractors to issue citations or warnings for speeding at least 12 miles per hour above the posted speed limit in highway work zones that are set up on expressways or controlled access highways where the speed limit is 45 miles per hour or greater. A conspicuous road sign warning of the use of speed monitoring systems must be placed at a reasonable distance from the work zone.

A work zone is a segment of a highway identified as a temporary traffic control zone by a traffic control device in conformance with State specifications and where highway construction, repair, maintenance, utility work, or related activities are being performed, regardless of whether workers are present. A work zone speed control system may only be used while being operated by a work zone speed control system operator.

## *Traffic Control Signal Monitoring Systems*

The State and local governments are authorized to operate traffic control signal monitoring systems on any roads or highways in the State. A “traffic control signal monitoring system” is a device with one or more motor vehicle sensors working in conjunction with a traffic control signal to produce recorded images of motor vehicles entering an intersection against a red signal indication.

**State/Local Fiscal Effect:** While a reliable estimate cannot be made at this time, any decrease in revenues generated by various automated traffic enforcement system citations issued to State or local law enforcement agencies is likely to be minimal. According to the State Highway Administration, an image of an emergency vehicle with its emergency lights activated produced by one of its speed monitoring systems is automatically rejected prior to the issuance of a citation. If the emergency lights are not activated, then a recorded image may be rejected on review by a police officer, though a minimal number of citations may be issued.

In addition, the workloads of State and local law enforcement agencies may decrease minimally as fewer images recorded by various types of automated traffic enforcement systems will need to be inspected or investigated.

---

### **Additional Information**

**Prior Introductions:** HB 1205 of 2011 was withdrawn without being heard.

**Cross File:** None.

**Information Source(s):** Montgomery and Prince George’s counties, Baltimore City, Judiciary (Administrative Office of the Courts), Department of State Police, Maryland Department of Transportation, Department of Legislative Services

**Fiscal Note History:** First Reader - March 7, 2012  
mlm/ljm

---

Analysis by: Evan M. Isaacson

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