

Department of Legislative Services  
Maryland General Assembly  
2021 Session

FISCAL AND POLICY NOTE  
Enrolled - Revised

House Bill 967

(Delegate Bridges)(By Request - Baltimore City  
Administration)

Environment and Transportation

Judicial Proceedings

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**Baltimore City - Speed Monitoring Systems - Interstate 83**

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This bill authorizes Baltimore City to place two speed monitoring systems (speed cameras) on Interstate 83, subject to existing signage and placement requirements for speed cameras. The bill also requires a real-time display of a driver's traveling speed. From the fines collected as a result of violations enforced by speed cameras on Interstate 83, any balance remaining after cost recovery must be remitted to the Comptroller for distribution to the Baltimore City Department of Transportation to then be used solely to assist in covering the cost of roadway improvements on Interstate 83 in Baltimore City. Fines remitted pursuant to the bill's authorization are supplemental to (and not intended to take the place of) funding that would otherwise be appropriated for the same purposes. During the first 90 days of operation, the city must mail a warning notice (rather than a citation) for any recorded violations. **The bill takes effect June 1, 2021, and terminates June 30, 2026.**

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**Fiscal Summary**

**State Effect:** No effect in FY 2021. General fund revenues likely increase minimally from FY 2022 through 2026 due to additional contested cases in District Court. Expenditures are not materially affected.

**Local Effect:** Revenues and expenditures for Baltimore City increase, potentially significantly, from FY 2022 through 2026 assuming one or both cameras are installed, as discussed below. Expenditures may also be incurred as early as FY 2021, if the authorization is used immediately.

**Small Business Effect:** Potential minimal.

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## 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) as well as institutions of higher education in Prince George's County. On Maryland Route 210, each sign indicating the use of a speed camera must be near a device that displays a real-time posting of the driver's speed.

An authorizing ordinance or resolution adopted by the governing body of a local jurisdiction must establish certain procedures related to the movement or placement of speed monitoring systems. Specifically, if a jurisdiction moves (or places) a mobile (or stationary) speed monitoring system to (or at) a new location, the jurisdiction may not issue a citation for a violation recorded by that speed monitoring system (1) until signage is installed, as specified and (2) for at least the first 15 calendar days after the signage is installed.

Generally, from the fines generated by a speed monitoring system, the relevant jurisdiction may recover the costs of implementing the system and 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 City is expected to increase, beginning as soon as fiscal 2022 (and continuing through fiscal 2026). As a result, the number of individuals opting for a trial in District Court is also likely to increase. Accordingly, general fund revenues 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. Any additional revenues (and corresponding District Court workload) end beginning in fiscal 2027.

**Local Fiscal Effect:** Revenues in Baltimore City may increase significantly from fiscal 2022 through 2026 assuming at least one camera is installed pursuant to the bill's authorization for two cameras. (Although the bill takes effect in fiscal 2021, no impact on revenues is expected until fiscal 2022 due to the bill's requirement that *only* warning notices be issued for the first 90 days of operations.)

Baltimore City advises that the placement of up to two speed cameras along Interstate 83 could result in a significant increase in revenues (likely in the millions of dollars) under the following assumptions:

- daily traffic volume of about 131,800 in the vicinity of each speed camera;
- between 9,900 and 3,300 violations per day; and
- a monthly decline in violations of about 7% (due to changes in driving behavior resulting from the speed cameras).

Expenditures also increase to procure, install, and maintain the additional cameras. The initial cost for two speed cameras is expected to total about \$98,000. In addition, expenditures increase to procure and place signage displaying a driver's real-time traveling speed, to the extent any existing signage is not redeployed for this purpose. The cost of each of these signs may total several thousand dollars. If Baltimore City uses the authorization immediately, these costs are incurred beginning in fiscal 2021. However, if Baltimore City elects to relocate existing cameras, these costs could be mitigated and the resulting revenue increase would be offset by the loss of revenue from the existing placement sites. Baltimore City also notes that a large portion of the additional revenues may be offset by an increase in overtime for personnel who review each citation.

After cost recovery, any additional monies are distributed to the Baltimore City Department of Transportation to be used only for roadway improvements to Interstate 83. The bill terminates at the end of fiscal 2026; thus, any additional local revenues and expenditures are no longer realized beginning in fiscal 2027.

**Additional Comments:** According to the Comptroller's Office, Baltimore City collected approximately \$13.3 million in speed monitoring system fines in fiscal 2019. Implementation and administration costs totaled approximately \$5.2 million. Thus, the net revenues available for public safety purposes in Baltimore City totaled about \$8.1 million in fiscal 2019.

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### **Additional Information**

**Prior Introductions:** SB 855 of 2020, a similar bill, received a hearing in the Senate Judicial Proceedings Committee, but no further action was taken.

**Designated Cross File:** None.

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

**Fiscal Note History:** rh/ljm  
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