

Department of Legislative Services
Maryland General Assembly
2022 Session

FISCAL AND POLICY NOTE
First Reader

House Bill 1071 (Delegate Wivell, *et al.*)
Environment and Transportation

Speed Monitoring Systems - Real-Time Posting of Vehicle Speed

This bill requires a device displaying a driver's speed to be located before a segment of highway on which a speed monitoring system (speed camera) is being used, if the speed camera is placed on or after the bill's October 1, 2022 effective date.

Fiscal Summary

State Effect: General fund revenues decrease minimally beginning in FY 2023 due to fewer contested cases in District Court. Expenditures are likely not materially affected.

Local Effect: Local revenues decrease beginning in FY 2023 due to the issuance of fewer citations under the bill. Local revenues may decrease more significantly in subsequent years. Expenditures also increase beginning in FY 2023 for jurisdictions that do not already have the required equipment for displaying real-time vehicle speeds, as discussed below. **This bill may impose a mandate on a unit of local government.**

Small Business Effect: Potential minimal.

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 in other specified locations throughout the State (such as Maryland Route 175 in Anne Arundel County). Similarly, certain speed camera locations require that 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.

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 local jurisdictions is expected to decrease minimally beginning in fiscal 2023. This impact may increase in subsequent fiscal years as the number of speed monitoring system devices in compliance with the bill's requirement increases. As a result, the number of individuals opting for a trial in District Court is likely to decline over the implementation period. Although the potential decrease in cases cannot be reliably estimated, general fund revenues may decrease minimally beginning in fiscal 2023, as fine revenues paid by individuals convicted in District Court are paid into the general fund.

Although District Court caseloads are also likely to decrease over time, expenditures are not anticipated to be materially affected. Any decrease in caseloads may have a positive impact on District Court operations, however.

Local Fiscal Effect: Local revenues decrease under the bill to the extent that drivers reduce their speed (and receive fewer citations) once additional real-time speed display devices are activated. Beginning in fiscal 2023, local revenues decrease, likely minimally, to the extent that jurisdictions activate a new speed monitoring system. However, as additional real-time speed display devices are activated in order to comply with the bill, local revenues likely decrease more significantly.

The effect on local expenditures to comply with the bill is less clear, as any impact depends on factors that are unique to each jurisdiction (*e.g.*, the number of new speed cameras that are placed on or after the bill's October 1, 2022 effective date in a particular jurisdiction, the location of the cameras and prevalence of speeding in the area, *etc.*). However, *for illustrative purposes only*, the City of Laurel advises that the cost to place a real-time speed display device totals about \$2,800 per device.

Additional Information

Prior Introductions: None.

Designated Cross File: None.

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

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Analysis by: Eric F. Pierce

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