

**Department of Legislative Services**  
Maryland General Assembly  
2022 Session

**FISCAL AND POLICY NOTE**  
**Third Reader - Revised**

House Bill 1262

(Delegates Mautz and Adams)

Environment and Transportation

Judicial Proceedings

---

**Talbot County - Speed Monitoring Systems - Intersection of Maryland Route 333  
(Oxford Road) and Bonfield Avenue**

---

This bill authorizes the placement of one speed monitoring system (speed camera) at the intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue (in Talbot County), 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 the speed camera, any balance remaining after cost recovery must be remitted to the Comptroller for distribution to the State Highway Administration (SHA) to be used solely to assist in covering the cost of roadway and pedestrian safety improvements in and around the affected area. **The bill terminates September 30, 2027.**

---

**Fiscal Summary**

**State Effect:** Transportation Trust Fund (TTF) revenues increase from FY 2023 to 2028 to the extent the speed camera is placed as authorized. TTF expenditures increase correspondingly for roadway and pedestrian safety improvements in the affected area. General fund revenues may increase negligibly beginning in FY 2023 due to additional contested cases in District Court. Expenditures are not materially affected.

**Local Effect:** Local revenues increase from FY 2023 to 2028 to the extent the speed camera is placed as authorized, as discussed below. Expenditures increase only for implementation costs, with the remaining amounts remitted to the Comptroller for distribution to SHA.

**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 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 SHA. Additional restrictions apply in Prince George's County. Also, in specified locations, 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.

From the fines (up to \$40 per violation) generated by a speed monitoring system, the relevant jurisdiction may recover the costs of implementing the system and may, with limited exceptions, spend any remaining balance solely for public safety purposes, including for pedestrian safety programs. For certain speed camera authorizations, the remaining balance after cost recovery is instead distributed to SHA to assist in covering the costs related to roadway and pedestrian safety improvements in the area of the speed camera.

**State/Local Fiscal Effect:** Under the bill, the number of citations issued in Talbot 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 may increase negligibly, as fine revenues paid by individuals convicted in District Court are paid into the general fund. The increase in District Court caseloads can be handled with existing resources.

Local revenues increase from fiscal 2023 to 2028 to the extent that the speed camera is placed as authorized by the bill. This analysis assumes that the speed camera is placed by the Town of Oxford (rather than Talbot County).

Likewise, if the authorization is used, expenditures increase over the same time period to procure, install, and maintain the additional camera and the real-time speed monitoring

device. 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 must be remitted to the Comptroller for distribution to SHA, which must then make the required improvements specified by the bill.

Although the exact increase in revenues cannot be projected because the number of citations that might be issued in the area affected by the bill is unknown, *for illustrative purposes only*, revenues increase by \$71,175 in fiscal 2023 (reflecting the bill's October 1, 2022 effective date), by \$94,900 from fiscal 2024 through 2027, and by \$23,725 in fiscal 2028 (due to the bill's September 30, 2027 termination date) under the following assumptions:

- one speed camera is placed in the area authorized by the bill;
- the speed camera captures an average of 10 violations per day;
- 65% of violators prepay the fine (at \$40); and
- 35% of violators contest the citation in District Court.

Also under this scenario, a portion of the revenues would be retained for cost-recovery purposes, while any remaining balance would be remitted to the Comptroller for distribution to SHA as required by the bill.

## **Additional Information**

**Prior Introductions:** HB 1132 of 2020, a bill with a similar authorization, received a hearing in the House Environment and Transportation Committee, but no further action was taken.

**Designated Cross File:** None.

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

**Fiscal Note History:** First Reader - March 10, 2022  
km/ljm Third Reader - March 30, 2022  
Revised - Amendment(s) - March 30, 2022

Analysis by: Eric F. Pierce

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