

Department of Legislative Services
 Maryland General Assembly
 2023 Session

FISCAL AND POLICY NOTE
 Third Reader - Revised

House Bill 820 (Montgomery County Delegation)
 Environment and Transportation

Judicial Proceedings

Montgomery County - Maryland Route 200 (Intercounty Connector) - Speed
 Limit Enforcement
 MC 8-23

This bill requires the Maryland Transportation Authority (MDTA) to (1) place four devices along *each* roadway on Maryland Route 200 (Intercounty Connector (ICC)) in Montgomery County that display a real-time posting of the speed at which a driver is traveling; (2) increase speed enforcement efforts on the ICC in Montgomery County; and (3) collect data on citations issued for speed violations on the ICC in Montgomery County. By December 31, 2024, MDTA must report to the Montgomery County Delegation to the General Assembly, as specified, on enforcement efforts and data collected pursuant to the bill’s requirements. **The bill terminates June 30, 2025.**

Fiscal Summary

State Effect: MDTA nonbudgeted expenditures increase by approximately \$550,000 in FY 2024 to place the required real-time speed display devices. MDTA expenditures may increase further to enhance enforcement activities, as discussed below. MDTA can collect the required data and submit the report with existing resources. General fund revenues likely increase minimally in FY 2024 and 2025 due to the issuance of additional speeding citations from enhanced enforcement.

(in dollars)	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
GF Revenue	-	-	\$0	\$0	\$0
NonBud Exp.	\$550,000	-	\$0	\$0	\$0
Net Effect	(\$550,000)	(-)	\$0	\$0	\$0

Note:() = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate increase; (-) = indeterminate decrease

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law: Since 1971, MDTA has been responsible for constructing, managing, operating, and improving the State's toll facilities (*e.g.*, the Chesapeake Bay Bridge, the Francis Scott Key Bridge, and the ICC) and for financing new revenue-producing transportation projects. MDTA is governed by nine individuals appointed by the Governor with the advice and consent of the Senate.

MDTA has the authority to set tolls on transportation facilities projects under its supervision. Tolls must provide funds that, when combined with bond proceeds and other available revenues, are sufficient to pay maintenance, repair, and operating costs for transportation facilities projects that are not otherwise paid for; pay the interest and principal of any outstanding bond issues; create reasonable reserves for these purposes; and provide funds for the cost of replacements, renewals, and improvements. Toll revenues are deposited into the Transportation Authority Fund, which is wholly separate from the Transportation Trust Fund.

State Fiscal Effect:

Maryland Transportation Authority Expenditures

MDTA advises that, under the bill, it anticipates placing eight real-time speed display devices at total cost of \$550,000 (four on each roadway, as required). The bill also requires increased speed enforcement efforts on the ICC in Montgomery County, but only through fiscal 2025. While there are potentially significant costs associated with the enhanced enforcement efforts, any such impact depends on the manner and extent to which MDTA increases enforcement, which cannot be reliably estimated without actual experience under the bill.

For example, MDTA could hire additional officers to patrol the ICC or authorize current officers to work overtime, resulting in potentially significant personnel costs. Alternatively, MDTA could install additional speed limit signage at a less significant cost.

Citation Revenues

Under the bill, the number of citations issued for speeding violations likely increases in fiscal 2024 and 2025 due to the bill's requirement that speed enforcement efforts be increased on the ICC. Accordingly, general fund revenues likely increase minimally. Any increase in District Court caseloads resulting from citations that are appealed can likely be handled with existing resources.

Additional Information

Prior Introductions: Similar legislation has not been introduced within the last three years.

Designated Cross File: None.

Information Source(s): Montgomery County; Maryland Department of Transportation; Department of Legislative Services

Fiscal Note History: First Reader - March 10, 2023
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