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HB 0182

February 21, 2025

TO: Members of the Environment and Transportation Committee
FROM: Nina Themelis, Director of Mayor's Office of Government Relations
RE: House Bill HB 0182 - Motor Vehicles - Speed Monitoring Systems - Penalties

POSITION: FAVORABLE

Chair Korman, Vice Chair Boyce, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** House Bill (HB) 182.

HB 182 would increase the penalty amounts for moving violations recorded by speed monitoring systems, based on the miles per hour (MPH) above the posted speed limit at the time of the violation. Currently, the penalty for a moving violation captured by a speed monitoring system is \$40 if the driver exceeds the speed limit by 12 MPH or more. The proposed penalty structure introduces tiered fines, with fine amounts increasing based on speed thresholds.

Posted speed at time of violation was obtained for nearly 691,000 tickets within school zones between July 2023 and December 2024. The data indicates that 77.1% of all violations occurred at speeds between 12 and 15 MPH above the posted limit. More than 158,000 tickets would incur higher penalties under the proposed changes. Similarly, posted speed at time of violation was obtained for nearly 275,000 tickets issued on the I-83 corridor between July 2023 and December 2024. The data indicates that 70.3% of all violations occurred at speed between 12 and 15 MPH above the limit, with more than 81,000 violations occurring at speeds above this level. Overall, only 1,048 citations would fall into the \$350 tier.

Based on the current collection rate of 73%, it is estimated that the proposed legislation will increase City revenues from school zone cameras by \$1.9 million in Fiscal 2026, and by \$7.0 million over the period Fiscal 2026 and Fiscal 2030. In terms of I-83 cameras, it is estimated that revenue would increase by \$1.1 million in Fiscal 2026 and \$4.1 million over the period from Fiscal 2026 to Fiscal 2030. All revenue generated from I-83 speed cameras is reinvested back in the costs of operating the program and capital projects within the I-83 corridor.

For the above stated reasons, the BCA respectfully request a **favorable** report on HB 182.