

**Department of Legislative Services**  
Maryland General Assembly  
2021 Session

**FISCAL AND POLICY NOTE**  
**Enrolled - Revised**

Senate Bill 888

(Senator Beidle)

Judicial Proceedings

Environment and Transportation

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**Anne Arundel County - Speed Monitoring Systems - Maryland Route 175**  
**(Jessup Road)**

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This bill authorizes the placement of speed monitoring systems (speed cameras) in Anne Arundel County on Maryland Route 175 (Jessup Road) between the Maryland Route 175/295 interchange and the Anne Arundel County-Howard County line, 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 those speed cameras, 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 speed reduction measures and roadway and pedestrian safety improvements in the affected area. **The bill terminates September 30, 2026.**

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**Fiscal Summary**

**State Effect:** Transportation Trust Fund (TTF) revenues increase from FY 2022 to 2027 to the extent speed cameras are placed as authorized. TTF expenditures increase correspondingly for roadway and pedestrian safety improvements in the affected area. General fund revenues may increase negligibly from FY 2022 to 2027 due to additional contested cases in District Court.

**Local Effect:** Local revenues increase from FY 2022 to 2027 to the extent speed cameras are 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.

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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.

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/Local Fiscal Effect:** Under the bill, the number of citations issued in Anne Arundel 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 2022 to 2027 to the extent that the authorization to place speed cameras is used.

Likewise, if the authorization is used, expenditures increase over the same time period to procure, install, and maintain the additional camera(s). 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 speed reduction measures and pedestrian safety improvements.

Although the exact increase in revenues cannot be projected because the number of cameras that might be placed and 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 2022 (reflecting the bill's October 1, 2021 effective date), by

\$94,900 from fiscal 2023 to 2026, and by \$23,725 in fiscal 2027 (due to the bill's September 30, 2026 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.

Revenues increase correspondingly for additional violations captured and each additional speed camera placed.

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.

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### **Additional Information**

**Prior Introductions:** None.

**Designated Cross File:** None.

**Information Source(s):** Judiciary (Administrative Office of the Courts); Department of Legislative Services

**Fiscal Note History:** First Reader - March 3, 2021  
rh/ljm Third Reader - April 6, 2021  
Enrolled - May 10, 2021  
Revised - Amendment(s) - May 10, 2021

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