

Department of Legislative Services  
Maryland General Assembly  
2023 Session

FISCAL AND POLICY NOTE  
Third Reader - Revised

House Bill 435

(Prince George's County Delegation)

Environment and Transportation

Judicial Proceedings

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Prince George's County - Speed Monitoring Systems - Maryland Route 210  
(Indian Head Highway)  
PG 304-23

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This bill increases, from three to six, the number of speed monitoring systems (speed cameras) that Prince George's County may use on Maryland Route 210 (Indian Head Highway). Under the bill, any such devices may be either mobile or stationary. The bill also extends the authorization for the county to use speed cameras on Maryland Route 210 by five years, which otherwise terminates September 30, 2023. Finally, the bill alters a reporting requirement by requiring the State Highway Administration (SHA), in conjunction with the Prince George's County Department of Public Works and Transportation, to report annually to the Governor and the General Assembly (beginning December 31, 2023) on (1) its findings and recommendations on the most effective solutions to address motor vehicle accidents, injuries, and fatalities on the highway and (2) the amount of funds distributed to SHA pursuant to current statutory requirements and the uses (or planned uses) of those funds. **The bill takes effect June 1, 2023.**

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**Fiscal Summary**

**State Effect:** Transportation Trust Fund (TTF) revenues and expenditures increase from FY 2024 through 2029, reflecting both the extension of the current authorization to use speed cameras on Maryland Route 210 and the assumed installation of additional cameras under the bill. Similarly, general fund revenues likely increase from FY 2024 through 2029 due to additional contested cases in District Court. Although additional cameras may be installed as early as FY 2023, any effect on State revenues and expenditures that year is assumed to be minimal.

**Local Effect:** Although Prince George's County expenditures and revenues increase from FY 2024 through 2029, assuming additional cameras are installed, there is no net effect on county finances. Pursuant to current requirements, any revenues retained by the county

must be used only to cover implementation costs; any net revenues remaining after cost recovery must be distributed to SHA. To the extent additional cameras are installed once the bill takes effect, expenditures and revenues may increase as soon as FY 2023.

**Small Business Effect:** Potential minimal.

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## Analysis

**Current Law:** Chapter 806 of 2018 authorized Prince George’s County, for five years, to place one speed camera at the intersection of Old Fort Road and Maryland Route 210, subject to specified requirements. Chapter 586 of 2019 repealed the limitation on the specific location of that speed camera and increased, to three, the number of speed cameras that may be placed on Maryland Route 210 in the county until the existing authorization terminates September 30, 2023. Chapter 586 also required SHA to conduct an examination of the highway; that [report](#) was submitted in 2021.

Pursuant to Chapter 147 of 2020, fines collected by Prince George’s County as a result of violations enforced by speed cameras on Maryland Route 210 must be remitted to SHA for specified activities after cost recovery. (This requirement replaced a provision of Chapter 806 that required the fine revenues to be deposited into the Criminal Injuries Compensation Fund.)

SHA must solely use the fine revenues to assist in covering the costs of (1) examining the engineering, infrastructure, and other relevant factors that may contribute to safety issues on Maryland Route 210; (2) reporting its findings and recommendations on any solutions to these safety issues; and (3) implementing any solutions to these safety issues.

**State Revenues:** Because the current authorization to use speed cameras on Maryland Route 210 is scheduled to terminate September 30, 2023, revenues are assumed to be maintained through the new termination date in fiscal 2029. However, the bill also authorizes the placement of additional speed cameras (up to six total cameras) beginning June 1, 2023. Thus, the overall number of citations issued in Prince George’s County is expected to increase, to the extent the additional cameras are installed.

Prince George’s County advises that, in fiscal 2022, approximately 9,100 citations were issued by speed cameras on Maryland Route 210 and subsequently satisfied with the county. This figure excludes any citations issued that were contested in District Court, voided for technical reasons, or otherwise not paid.

**Exhibits 1 and 2** show speed camera citation revenue data for Prince George’s County generally and Maryland Route 210 specifically. The amount of net revenues available after

cost recovery has generally decreased each year, similar to other speed camera systems in the State.

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**Exhibit 1**  
**Revenues Collected by Prince George’s County from Speed Monitoring Systems**  
**Fiscal 2018-2022**

| <u>Fiscal Year</u> | <u>Operational Systems</u> | <u>Gross Revenues</u> | <u>Net Revenues*</u> | <u>Net per System</u> |
|--------------------|----------------------------|-----------------------|----------------------|-----------------------|
| 2018               | 72                         | \$6,894,036           | \$2,817,536          | \$39,132              |
| 2019               | 87                         | 6,050,877             | 1,942,398            | 22,326                |
| 2020               | 87                         | 4,455,368             | 728,446              | 8,373                 |
| 2021               | 74                         | 4,300,086             | 661,921              | 8,945                 |
| 2022               | 87                         | 3,599,308             | 301,910              | 3,470                 |

\*Net revenues reflect amounts remaining after implementation costs.

Source: Comptroller’s Office

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**Exhibit 2**  
**Revenues Collected by Prince George’s County from Speed Monitoring Systems on**  
**Maryland Route 210**  
**Fiscal 2020-2022**

| <u>Fiscal Year</u> | <u>Gross Revenues</u> | <u>Net Revenues*</u> |
|--------------------|-----------------------|----------------------|
| 2020               | \$398,360             | \$260,090            |
| 2021               | 539,000               | 311,970              |
| 2022               | 385,597               | 140,200              |

\*Net revenues reflect amounts remaining after implementation costs.

Source: Prince George’s County; Department of Legislative Services

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*District Court and General Fund*

Because additional cameras are likely to be installed under the bill, this analysis assumes that many more individuals will be issued speed camera citations on Maryland Route 210.

As a result, the number of individuals contesting citations in District Court also likely increases. If an individual is found guilty after a trial, the penalty is paid to the general fund, rather than the local government issuing the citation. However, the exact impact on general fund revenues depends on the number of guilty dispositions in court, which cannot be reliably determined at this time, and can only be determined with actual experience under the bill.

Additional factors may also affect overall citation volume, such as changes in driving behavior as drivers become aware of new cameras established under the bill. Despite these factors, general fund revenues are still expected to increase – even assuming a relatively low conviction rate.

#### *Transportation Trust Fund*

As noted above, Prince George’s County is required to transfer net fine revenues (*i.e.*, revenues remaining after cost recovery) from speed camera violations on Maryland Route 210 to SHA. Thus, under the bill, TTF revenues increase commensurately. Prince George’s County advises that approximately \$140,200 was transferred to SHA as a result of paid citations in fiscal 2022.

#### **State Expenditures:**

##### *District Court*

The Judiciary advises that, despite an increase in the number of traffic court trials under the bill, the District Court can generally handle the increase with existing budgeted resources; nevertheless, the bill may have a more significant operational impact on the Prince George’s County District Court, depending on the portion of individuals cited who choose to request a trial.

##### *State Highway Administration*

To the extent SHA receives more revenues than under the existing revenue sharing requirement noted above, TTF expenditures increase for the required activities (*e.g.*, implementing solutions to safety issues on Maryland Route 210). While the amount of available funds is assumed to increase under the bill, the exact increase cannot be determined at this time. However, the Department of Legislative Services notes that, based on the revenues received for the three existing speed cameras on Maryland Route 210 (shown above in Exhibit 2), maintaining the authorization into fiscal 2029 and expanding it to allow up to six mobile or stationary cameras likely results in SHA receiving several hundred thousand dollars over the period covered by this fiscal and policy note. Accordingly, expenditures related to safety improvements are maintained and likely

increase as the additional cameras are activated for five more years. SHA advises it can handle the ongoing reporting requirement with existing resources.

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### **Additional Information**

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

**Designated Cross File:** None.

**Information Source(s):** Prince George's County; Comptroller's Office; Judiciary (Administrative Office of the Courts); Department of State Police; Maryland Department of Transportation; Department of Legislative Services

**Fiscal Note History:** First Reader - February 23, 2023  
km/ljm Revised - Clarification - February 23, 2023  
Third Reader - March 29, 2023  
Revised - Amendment(s) - March 29, 2023

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