



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of Audits and Investigations


September 27, 2021

FISCAL AND POLICY NOTE

TO: Robert J. Williams, Jr.
Council Administrator

William M. Hunt
Deputy Council Administrator

THRU: Josh Hamlin 
Senior Legislative Budget and Policy Analyst

FROM: Lavinia A. Baxter 
Senior Legislative Budget and Policy Analyst

RE: Policy Analysis and Fiscal Impact Statement
CB-073-2021, Residential District Speed Monitoring Systems

CB-073-2021 (*Proposed and presented by:* Council Members Davis and Dernoga)

Assigned to the Committee of the Whole

AN ACT CONCERNING RESIDENTIAL DISTRICT SPEED MONITORING SYSTEMS
for the purpose of authorizing the County to utilize certain residential district speed monitoring systems pursuant to the Transportation Article of the Annotated Code of Maryland; and generally relating to residential district speed monitoring systems.

Fiscal Summary

Direct Impact:

Expenditures: None likely.

Revenues: Increased revenues, possibly significant.

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Indirect Impact:

Potentially positive.

Legislative Summary:

CB-073-2021, presented and sponsored by Council Members Davis and Dernoga, was presented on September 14, 2021 and referred to the Committee of the Whole. The Bill would implement authority granted to Prince George’s County by the Maryland General Assembly in its 2021 Session to place speed monitoring systems (speed cameras) on roads in residential districts with a maximum posted speed limit of 35 miles per hour.¹

Current Law/Background:

Section 26-114.02 of the County Code provides the authority to install and utilize speed monitoring systems. Section 21-809 of the Transportation Article of the Annotated Code of Maryland authorizes Prince George’s County to use Speed Monitoring system to regulate traffic. Since 2011, Prince George’s County Police Department has placed automated speed enforcement cameras within school zones around the County with the purpose of increasing safety in school zones.

Currently the Prince George’s County Police Department enforces speed on Maryland Route 210/Indianhead Highway (3 cameras) and within half mile radius of K-12 school zones. Conduent Inc, serves as the current vendor for the program. They took over the program in 2019 from the previous vendor, OptoTraffic.

Impact on traffic safety

The Police Department and current program vendor Conduent Inc., tracks issuance of tickets as an indicator in behavior change as well as accidents before/after the cameras are deployed. Since speed enforcement is a heavily regulated within a half mile radius and proximate to a school zone, there is a very narrowly defined area in which to gather data. Montgomery County is the only County within the State with a residential program.

Generally, there has been a decline in speeding, but the belief is that motorists are aware of the camera and they speed up after they have passed the enforcement zone. If the goal is to impact driver behavior, one can argue whether the status quo is really working. Overall, the program has generated a positive impact on driver and pedestrian safety.

The current cameras are mobile units which operate in school zones and are enforced between the hours of 6 a.m. to 8 p.m. Monday to Friday. The zones are within a half-mile radius of any school established by Prince George’s County and the State Highway Administration, pursuant to the

<https://legiscan.com/MD/bill/HB619/2021>

Maryland Transportation Code 21-803. Enforcement locations are published on the Police Department's website and in a newspaper. All locations much conform to according to the annotated code.

Discussion/Policy Analysis:

In May of 2021, Maryland Governor Larry Hogan signed House Bill 619 into law. This law amends Section 21-809 of the State Transportation Article to provide that speed monitoring systems may be used in Prince George's County: (1) on a highway in a residential district with a maximum of 35 miles per hour; (2) in a school zone with a posted speed limit of at least 20 miles per hour; or (3) within one-half mile of the grounds of a building or property use by the institution of higher education. Essentially, HB 619 expands the authority of the County to use speed monitoring systems to include certain roads in residential districts. The way the Automated Speed program was implemented will remain the same under the Residential District program.

With this expanded authority, it is possible that municipalities will be interested in operating their own program as some have done within school zones; thus, it is very important that implementation guidelines be clear. As with the current school zone-base program, according to State law (Section 21-809 (b)(1)(i)), municipalities will have the first right of refusal for State highways located within their jurisdiction. Further, the State law's procedure for municipal corporations to use speed monitoring systems on County roads within their municipal boundaries remains the same as under the current law pertaining to their use in school zones.

Fiscal Impact:

Direct Impact

Enactment of CB 073-2021 will likely have a positive fiscal impact on the County in the form of increased revenues from fines. To date, under the current program, there has be no additional cost to the County, as the contractor managing the program is paid from revenue from the fines. Under State law, net revenues may be solely used by the jurisdiction for the purpose of public safety and pedestrian safety. If the balance of revenues after cost recovery for any fiscal year is greater than 10% of the jurisdictions' total revenues, the excess must be remitted to the Comptroller.

According to data from the Fiscal and Policy Note for HB 619 and data from the Comptroller's Office, revenues generated from speed camera fines in Prince George's County has decreased as compliance has increased. In fiscal year 2019, (the most recent year for which data was available), the county generated \$6.1 million in total fine revenues, compared to \$13.1 million in fiscal 2013. (These amounts are exclusive of local municipalities within Prince George's County that operate their own speed monitoring systems.)

Exhibit 1
Revenues from Speed Monitoring Systems in Prince George’s County
Fiscal Year 2013-2019

| | Fine Revenues | Implementation Costs | Net Revenues |
|-------------|----------------------|-----------------------------|---------------------|
| Fiscal 2013 | \$13,112,169 | \$5,348,612 | \$7,763,557 |
| Fiscal 2014 | 10,254,966 | 4,681,911 | 5,573,055 |
| Fiscal 2015 | 8,515,818 | 3,915,888 | 4,599,930 |
| Fiscal 2016 | 8,759,276 | 4,274,963 | 4,484,313 |
| Fiscal 2017 | 7,173,439 | 4,054,274 | 3,119,165 |
| Fiscal 2018 | 6,894,036 | 4,132,890 | 2,761,147 |
| Fiscal 2019 | 6,050,877 | 4,108,480 | 1,942,398 |

Source: Comptroller’s Office; Department of Legislative Services

Indirect Impact

Enactment of CB-073-2021 may have a positive indirect fiscal impact in the form of reduced public safety expenditures related to increased compliance with posted speed limits, and subsequently enhance pedestrian and vehicle safety.

Program Implementation

Guiding policy for implementation of the residential program will be provided by the Department of Public Works and Transportation in partnership with the Prince George’s County Police Department.

Resource Personnel

Nell Johnson, Chief of Staff/Legislative Aide, District 6
Kate Mazzara, Associate Director, Department of Public Department and Transportation

Effective Date of Proposed Legislation

Forty-five (45) calendar days after it becomes law.
