

HB0175/530610/1

BY: Environment and Transportation Committee

AMENDMENTS TO HOUSE BILL 175

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 2, after “Systems –” insert “Intersection of Old Fort Road and”; in line 5, after “use” insert “one”; in the same line, strike “systems on” and substitute “system at the intersection of Old Fort Road and”; in line 7, after “certain” insert “placement and”; in the same line, after “requirements;” insert “making a stylistic change;”; after line 8, insert:

“BY repealing and reenacting, with amendments,

Article - Courts and Judicial Proceedings

Section 7-302(e)(4)

Annotated Code of Maryland

(2013 Replacement Volume and 2017 Supplement)

BY repealing and reenacting, without amendments,

Article - Criminal Procedure

Section 11-819(a)(1)

Annotated Code of Maryland

(2008 Replacement Volume and 2017 Supplement)

BY repealing and reenacting, with amendments,

Article - Criminal Procedure

Section 11-819(a)(2)

Annotated Code of Maryland

(2008 Replacement Volume and 2017 Supplement)”;

and after line 18, insert:

(Over)

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“Preamble

WHEREAS, Maryland Route 210 (Indian Head Highway), an approximately 21–mile–long highway in Prince George’s and Charles counties, is an old road with outdated safety design features; and

WHEREAS, Regional population growth surrounding the Maryland Route 210 corridor combined with a constant influx of visitors to the recently opened National Harbor have contributed to a significant increase in vehicular traffic on the highway; and

WHEREAS, As a result of these and other factors, Maryland Route 210 has become one of the deadliest highways in Maryland; and

WHEREAS, From 2007 through 2017, 46 fatal crashes resulting in 58 fatalities occurred on Maryland Route 210; now, therefore.”.

AMENDMENT NO. 2

On page 1, after line 20, insert:

“Article – Courts and Judicial Proceedings

7–302.

(e) (4) (i) From the fines collected by a political subdivision as a result of violations enforced by speed monitoring systems or school bus monitoring cameras, a political subdivision:

1. May recover the costs of implementing and administering the speed monitoring systems or school bus monitoring cameras; and

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2. Subject to [subparagraph] SUBPARAGRAPHS (ii) AND (iii) of this paragraph, may spend any remaining balance solely for public safety purposes, including pedestrian safety programs.

(ii) 1. For any fiscal year, if the balance remaining from the fines collected by a political subdivision as a result of violations enforced by speed monitoring systems, after the costs of implementing and administering the systems are recovered in accordance with subparagraph (i)1 of this paragraph, is greater than 10% of the total revenues of the political subdivision for the fiscal year, the political subdivision shall remit any funds that exceed 10% of the total revenues to the Comptroller.

2. The Comptroller shall deposit any money remitted under this subparagraph to the General Fund of the State.

(iii) THE FINES COLLECTED BY PRINCE GEORGE'S COUNTY AS A RESULT OF VIOLATIONS ENFORCED BY A SPEED MONITORING SYSTEM AT THE INTERSECTION OF OLD FORT ROAD AND MARYLAND ROUTE 210 SHALL BE REMITTED TO THE COMPTROLLER FOR DEPOSIT INTO THE CRIMINAL INJURIES COMPENSATION FUND UNDER § 11-819 OF THE CRIMINAL PROCEDURE ARTICLE.

Article – Criminal Procedure

11-819.

(a) (1) There is a Criminal Injuries Compensation Fund.

(2) The Fund consists of:

(Over)

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(i) [moneys] MONEY distributed to the Fund from the additional court costs collected from defendants under § 7–409 of the Courts Article;

(ii) MONEY DISTRIBUTED TO THE FUND UNDER § 7–302(E)(4)(III) OF THE COURTS ARTICLE FROM FINES COLLECTED FOR VIOLATIONS ENFORCED BY A SPEED MONITORING SYSTEM AT THE INTERSECTION OF OLD FORT ROAD AND MARYLAND ROUTE 210;

(iii) any investment earnings or federal matching funds received by the State for criminal injuries compensation; and

~~(iii)~~ (iv) funds made available to the Fund from any other source.”.

AMENDMENT NO. 3

On page 4, in line 8, strike “, on”; in line 9, after “A.” insert “SUBJECT TO SUBPARAGRAPH (VII) OF THIS PARAGRAPH, AT THE INTERSECTION OF OLD FORT ROAD AND”; in line 11, strike “THAT” and substitute “ON THAT”; in line 17, after “(vii)” insert:

“1. NOT MORE THAN ONE SPEED MONITORING SYSTEM MAY BE PLACED AT THE INTERSECTION OF OLD FORT ROAD AND MARYLAND ROUTE 210 (INDIAN HEAD HIGHWAY).

2. A SPEED MONITORING SYSTEM PLACED IN ACCORDANCE WITH THIS SUBPARAGRAPH MAY RECORD ONLY VEHICLES TRAVELING IN THE SOUTHBOUND LANE OF THE ROADWAY.

(viii)”;

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and in line 28, strike “ON” and substitute “AT THE INTERSECTION OF OLD FORT ROAD AND”.

AMENDMENT NO. 4

On page 5, in line 13, after “That” insert “on or before January 1, 2023, Prince George’s County shall report to the Governor and, in accordance with § 2–1246 of the State Government Article, the General Assembly on:

(1) the number of speed monitoring citations issued under this Act by month;

(2) the number of fatal motor vehicle crashes and fatalities by month on Maryland Route 210 during any period during which speed monitoring systems are active; and

(3) any measurable decreases in the speed of vehicles traveling on Maryland Route 210.

SECTION 3. AND BE IT FURTHER ENACTED, That”;

and in line 14, after “2018.” insert “It shall remain effective for a period of 5 years and, at the end of September 30, 2023, this Act, with no further action required by the General Assembly, shall be abrogated and of no further force and effect.”.