

HB1262/223725/1

BY: Environment and Transportation Committee

AMENDMENTS TO HOUSE BILL 1262
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 6, after “requirements;” insert “requiring the fines collected by the Town of Oxford as a result of violations enforced by a speed monitoring system to be used to assist in covering the cost of roadway and pedestrian safety improvements in and around the intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue; requiring a certain real-time display of a driver’s traveling speed for a speed monitoring system operating at the intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue;”; after line 7, insert:

“BY repealing and reenacting, with amendments,

Article – Courts and Judicial Proceedings

Section 7-302(e)(4)

Annotated Code of Maryland

(2020 Replacement Volume and 2021 Supplement)”;

in line 10, strike “, (v), and (viii)” and substitute “and (v)”; and in line 15, strike “and (vii)” and substitute “through (viii)”.

AMENDMENT NO. 2

On page 1, after line 19, 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 subparagraphs (ii), (iii), and (iv) 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 speed monitoring systems on Maryland Route 210 shall be remitted to the Comptroller for distribution to the State Highway Administration to be used solely 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 in Prince George's County;

2. Reporting its findings and recommendations on any solutions to these safety issues; and

3. Implementing any solutions to these safety issues.

(iv) 1. From the fines collected by Baltimore City as a result of violations enforced by speed monitoring systems on Interstate 83, any balance remaining after the allocation of fines under subparagraph (i)1 of this paragraph shall be remitted to the Comptroller for distribution to the Baltimore City Department of Transportation to be used solely to assist in covering the cost of roadway improvements on Interstate 83 in Baltimore City.

2. Fines remitted to the Baltimore City Department of Transportation under subparagraph (iv)1 of this paragraph are supplemental to and are

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not intended to take the place of funding that would otherwise be appropriated for uses described under subparagraph (iv)1 of this paragraph.

(v) From the fines collected by Anne Arundel County as a result of violations enforced by speed monitoring systems on Maryland Route 175 (Jessup Road) between the Maryland Route 175/295 interchange and the Anne Arundel County–Howard County line, any balance remaining after the allocation of fines under subparagraph (i)1 of this paragraph shall be remitted to the Comptroller for distribution to the State Highway Administration to be used solely to assist in covering the cost of speed reduction measures and roadway and pedestrian safety improvements on Maryland Route 175 (Jessup Road) between the Maryland Route 175/295 interchange and the Anne Arundel County–Howard County line.

(VI) FROM THE FINES COLLECTED BY THE TOWN OF OXFORD AS A RESULT OF VIOLATIONS ENFORCED BY SPEED MONITORING SYSTEMS AT THE INTERSECTION OF MARYLAND ROUTE 333 (OXFORD ROAD) AND BONFIELD AVENUE IN TALBOT COUNTY, ANY BALANCE REMAINING AFTER THE ALLOCATION OF FINES UNDER SUBPARAGRAPH (I)1 OF THIS PARAGRAPH SHALL BE REMITTED TO THE COMPTROLLER FOR DISTRIBUTION TO THE STATE HIGHWAY ADMINISTRATION TO BE USED SOLELY TO ASSIST IN COVERING THE COST OF ROADWAY AND PEDESTRIAN SAFETY IMPROVEMENTS IN AND AROUND THE INTERSECTION OF MARYLAND ROUTE 333 (OXFORD ROAD) AND BONFIELD AVENUE.”.

AMENDMENT NO. 3

On page 3, in line 26, strike “or”; and in line 28, after “line,” insert “**OR AT THE INTERSECTION OF MARYLAND ROUTE 333 (OXFORD ROAD) AND BONFIELD AVENUE,”.**

On page 4, in line 3, strike “or”; in line 4, after “line,” insert “**OR AT THE INTERSECTION OF MARYLAND ROUTE 333 (OXFORD ROAD) AND BONFIELD AVENUE,”**; and in line 18, after “2022.” insert “It shall remain effective for a period of 5 years and, at the end of September 30, 2027, this Act, with no further action required by the General Assembly, shall be abrogated and of no further force and effect.”.