

# HOUSE BILL 512

R1, R5

3lr1203

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By: **Delegates Rosenberg, Attar, Bridges, and Smith**

Introduced and read first time: February 1, 2023

Assigned to: Environment and Transportation

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## A BILL ENTITLED

1 AN ACT concerning

2 **Baltimore City – Speed Monitoring Systems on Interstate 83 – Use of Revenue**

3 FOR the purpose of establishing that a certain percentage of certain fine revenue collected  
4 as a result of violations enforced by speed monitoring systems on Interstate 83 in  
5 Baltimore City may be used for roadway improvements to entrance and exit ramps  
6 along Interstate 83 in Baltimore City and at the nearest intersection with a traffic  
7 signal to each ramp and to enhance pedestrian safety at these intersections; and  
8 generally relating to the use of fine revenue collected as a result of violations enforced  
9 by speed monitoring systems on Interstate 83 in Baltimore City.

10 BY repealing and reenacting, without amendments,  
11 Article – Courts and Judicial Proceedings  
12 Section 7–302(e)(4)(i)  
13 Annotated Code of Maryland  
14 (2020 Replacement Volume and 2022 Supplement)

15 BY repealing and reenacting, with amendments,  
16 Article – Courts and Judicial Proceedings  
17 Section 7–302(e)(4)(iv)  
18 Annotated Code of Maryland  
19 (2020 Replacement Volume and 2022 Supplement)

20 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,  
21 That the Laws of Maryland read as follows:

22 **Article – Courts and Judicial Proceedings**

23 7–302.

24 (e) (4) (i) Except as provided in paragraph (5) of this subsection, from the  
25 fines collected by a political subdivision as a result of violations enforced by speed

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EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



1 monitoring systems, school bus monitoring cameras, or bus lane monitoring systems, a  
2 political subdivision:

3 1. May recover the costs of implementing and administering  
4 the speed monitoring systems, school bus monitoring cameras, or bus lane monitoring  
5 systems; and

6 2. Subject to subparagraphs (ii), (iii), and (iv) of this  
7 paragraph, may spend any remaining balance solely for public safety purposes, including  
8 pedestrian safety programs.

9 (iv) 1. **FROM THE FINES COLLECTED BY BALTIMORE CITY AS**  
10 **A RESULT OF VIOLATIONS ENFORCED BY SPEED MONITORING SYSTEMS ON**  
11 **INTERSTATE 83, 10% OF ANY BALANCE REMAINING AFTER THE ALLOCATION OF**  
12 **FINES UNDER SUBPARAGRAPH (I)1 OF THIS PARAGRAPH SHALL BE REMITTED TO**  
13 **THE COMPTROLLER FOR DISTRIBUTION TO THE BALTIMORE CITY DEPARTMENT OF**  
14 **TRANSPORTATION TO BE USED SOLELY TO ASSIST IN COVERING THE COST OF**  
15 **IMPROVEMENTS TO THE ENTRANCE AND EXIT RAMPS ALONG INTERSTATE 83 IN**  
16 **BALTIMORE CITY AND TO THE NEAREST INTERSECTION WITH A TRAFFIC SIGNAL TO**  
17 **EACH RAMP, AND TO ENHANCE PEDESTRIAN SAFETY AT THESE INTERSECTIONS.**

18 2. From the fines collected by Baltimore City as a result of  
19 violations enforced by speed monitoring systems on Interstate 83, any balance remaining  
20 after the allocation of fines under subparagraph (i)1 of this paragraph **AND**  
21 **SUBSUBPARAGRAPH 1 OF THIS SUBPARAGRAPH** shall be remitted to the Comptroller  
22 for distribution to the Baltimore City Department of Transportation to be used solely to  
23 assist in covering the cost of roadway improvements on Interstate 83 in Baltimore City.

24 [2.] 3. Fines remitted to the Baltimore City Department of  
25 Transportation under [subsubparagraph 1] **SUBSUBPARAGRAPHS 1 AND 2** of this  
26 subparagraph are supplemental to and are not intended to take the place of funding that  
27 would otherwise be appropriated for uses described under [subsubparagraph 1]  
28 **SUBSUBPARAGRAPHS 1 AND 2** of this subparagraph.

29 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect  
30 October 1, 2023.