

# HOUSE BILL 371

R5

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By: **Prince George's County Delegation**

Introduced and read first time: January 16, 2025

Assigned to: Environment and Transportation

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## A BILL ENTITLED

1 AN ACT concerning

2 **Prince George's County – Speed Monitoring Systems – Maryland Route 5**

3 **PG 308–25**

4 FOR the purpose of authorizing the placement and use of speed monitoring systems on  
5 Maryland Route 5 in Prince George's County, subject to placement and signage  
6 requirements; requiring certain revenue collected by Prince George's County as a  
7 result of violations enforced by a speed monitoring system on Maryland Route 5 to  
8 be used for State and local highway and pedestrian safety improvements on and in  
9 the vicinity of Maryland Route 5 in Prince George's County; requiring a certain  
10 real-time display of a driver's traveling speed for a speed monitoring system  
11 operating on Maryland Route 5 in Prince George's County; and generally relating to  
12 the placement and use of speed monitoring systems on Maryland Route 5 in Prince  
13 George's County.

14 BY repealing and reenacting, with amendments,  
15 Article – Courts and Judicial Proceedings  
16 Section 7–302(e)(4)  
17 Annotated Code of Maryland  
18 (2020 Replacement Volume and 2024 Supplement)

19 BY repealing and reenacting, without amendments,  
20 Article – Transportation  
21 Section 21–809(a)(1) and (8), (b)(1)(i), (v), and (vii), and (c)  
22 Annotated Code of Maryland  
23 (2020 Replacement Volume and 2024 Supplement)

24 BY repealing and reenacting, with amendments,  
25 Article – Transportation  
26 Section 21–809(b)(1)(vi) and (viii)  
27 Annotated Code of Maryland

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EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



(2020 Replacement Volume and 2024 Supplement)

BY repealing and reenacting, with amendments,

Article – Transportation

Section 21–809(b)(1)(vii)

Annotated Code of Maryland

(2020 Replacement Volume and 2024 Supplement)

(As enacted by Chapter 806 of the Acts of the General Assembly of 2018, as amended by Chapter 606 of the Acts of the General Assembly of 2023)

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,

That the Laws of Maryland read as follows:

### Article – Courts and Judicial Proceedings

7–302.

(e) (4) (i) Except as provided in paragraph (5) of this subsection, from the fines collected by a political subdivision as a result of violations enforced by speed monitoring systems, work zone speed control systems, stop sign monitoring systems, school bus monitoring cameras, bus lane monitoring systems, or noise abatement monitoring systems, a political subdivision:

1. May recover the costs of implementing and administering the speed monitoring systems, work zone speed control systems, school bus monitoring cameras, bus lane monitoring systems, or noise abatement monitoring systems; and

2. Subject to subparagraphs [(ii), (iii), and (iv)] **(II) THROUGH (VII)** of this paragraph, may spend any remaining balance solely for public safety purposes, including pedestrian or highway 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                   1.     Examining the engineering, infrastructure, and other  
2 relevant factors that may contribute to safety issues on Maryland Route 210 in Prince  
3 George's County;

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

6                   3.     Implementing any solutions to these safety issues.

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

13                   2.     Fines remitted to the Baltimore City Department of  
14 Transportation under subparagraph 1 of this subparagraph are supplemental to and  
15 are not intended to take the place of funding that would otherwise be appropriated for uses  
16 described under subparagraph 1 of this subparagraph.

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

26                   (vi)    From the fines collected by the Town of Oxford as a result of  
27 violations enforced by speed monitoring systems at the intersection of Maryland Route 333  
28 (Oxford Road) and Bonfield Avenue in Talbot County, any balance remaining after the  
29 allocation of fines under subparagraph (i)1 of this paragraph shall be remitted to the  
30 Comptroller for distribution to the State Highway Administration to be used solely to assist  
31 in covering the cost of roadway and pedestrian safety improvements in and around the  
32 intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue.

33                   **(VII) FROM THE FINES COLLECTED BY PRINCE GEORGE'S**  
34 **COUNTY AS A RESULT OF VIOLATIONS ENFORCED BY SPEED MONITORING SYSTEMS**  
35 **ON MARYLAND ROUTE 5 IN PRINCE GEORGE'S COUNTY, ANY BALANCE REMAINING**  
36 **AFTER THE ALLOCATION OF FINES UNDER SUBPARAGRAPH (I)1 OF THIS PARAGRAPH**  
37 **SHALL BE REMITTED TO THE COMPTROLLER FOR DISTRIBUTION TO THE STATE**  
38 **HIGHWAY ADMINISTRATION TO BE USED, IN CONSULTATION WITH PRINCE**  
39 **GEORGE'S COUNTY, SOLELY FOR STATE AND LOCAL HIGHWAY AND PEDESTRIAN**

1 SAFETY IMPROVEMENTS ON AND IN THE VICINITY OF MARYLAND ROUTE 5 IN  
2 PRINCE GEORGE'S COUNTY.

3 Article – Transportation

4 21–809.

5 (a) (1) In this section the following words have the meanings indicated.

6 (8) “Speed monitoring system” means a device with one or more motor  
7 vehicle sensors producing recorded images of motor vehicles traveling at speeds at least 12  
8 miles per hour above the posted speed limit.

9 (b) (1) (i) A speed monitoring system may not be used in a local jurisdiction  
10 under this section unless its use is authorized by the governing body of the local jurisdiction  
11 by local law enacted after reasonable notice and a public hearing.

12 (v) An ordinance or resolution adopted by the governing body of a  
13 local jurisdiction under this paragraph shall provide that, if the local jurisdiction moves or  
14 places a mobile or stationary speed monitoring system to or at a location where a speed  
15 monitoring system had not previously been moved or placed, the local jurisdiction may not  
16 issue a citation for a violation recorded by that speed monitoring system:

17 1. Until signage is installed in accordance with  
18 subparagraph (viii) of this paragraph; and

19 2. For at least the first 15 calendar days after the signage is  
20 installed.

21 (vi) This section applies to a violation of this subtitle recorded by a  
22 speed monitoring system that meets the requirements of this subsection and has been  
23 placed:

24 1. In Anne Arundel County, Montgomery County, or Prince  
25 George's County, on a highway in a residential district, as defined in § 21–101 of this title,  
26 with a maximum posted speed limit of 35 miles per hour, which speed limit was established  
27 using generally accepted traffic engineering practices;

28 2. In a school zone with a posted speed limit of at least 20  
29 miles per hour;

30 3. In Prince George's County:

31 A. Subject to subparagraph (vii)<sup>1</sup> of this paragraph, on  
32 Maryland Route 210 (Indian Head Highway); [or]

33 B. ON MARYLAND ROUTE 5; OR

1 C. On that part of a highway located within the grounds of  
2 an institution of higher education as defined in § 10–101(h) of the Education Article, or  
3 within one-half mile of the grounds of a building or property used by the institution of  
4 higher education where generally accepted traffic and engineering practices indicate that  
5 motor vehicle, pedestrian, or bicycle traffic is substantially generated or influenced by the  
6 institution of higher education;

7 4. Subject to subparagraph (vii)<sup>2</sup> of this paragraph, on  
8 Interstate 83 in Baltimore City;

9 5. In Anne Arundel County, on Maryland Route 175 (Jessup  
10 Road) between the Maryland Route 175/295 interchange and the Anne Arundel  
11 County–Howard County line; or

12 6. Subject to subparagraph (vii)<sup>3</sup> of this paragraph, at the  
13 intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue in Talbot County.

14 (vii) 1. Not more than six mobile or stationary speed monitoring  
15 systems may be placed on Maryland Route 210 (Indian Head Highway).

16 2. Not more than two speed monitoring systems may be  
17 placed on Interstate 83 in Baltimore City.

18 3. Not more than one speed monitoring system may be placed  
19 at the intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue in Talbot  
20 County.

21 (viii) Before activating a speed monitoring system, the local  
22 jurisdiction shall:

23 1. Publish notice of the location of the speed monitoring  
24 system on its website and in a newspaper of general circulation in the jurisdiction;

25 2. Ensure that each sign that designates a school zone is  
26 proximate to a sign that:

27 A. Indicates that speed monitoring systems are in use in the  
28 school zone; and

29 B. Is in accordance with the manual for and the specifications  
30 for a uniform system of traffic control devices adopted by the State Highway Administration  
31 under § 25–104 of this article;

32 3. With regard to a speed monitoring system established on  
33 Maryland Route 210 (Indian Head Highway) **OR MARYLAND ROUTE 5** in Prince George’s  
34 County, based on proximity to an institution of higher education under subparagraph (vi)<sup>3</sup>

1 of this paragraph, on Interstate 83 in Baltimore City, in Anne Arundel County on Maryland  
 2 Route 175 (Jessup Road) between the Maryland Route 175/295 interchange and the Anne  
 3 Arundel County–Howard County line, or at the intersection of Maryland Route 333 (Oxford  
 4 Road) and Bonfield Avenue in Talbot County, ensure that all speed limit signs approaching  
 5 and within the segment of highway on which the speed monitoring system is located include  
 6 signs that:

7                   A.     Are in accordance with the manual and specifications for  
 8 a uniform system of traffic control devices adopted by the State Highway Administration  
 9 under § 25–104 of this article; and

10                   B.     Indicate that a speed monitoring system is in use; and

11                   4.     With regard to a speed monitoring system placed on  
 12 Maryland Route 210 (Indian Head Highway) **OR MARYLAND ROUTE 5** in Prince George’s  
 13 County, Interstate 83 in Baltimore City, in Anne Arundel County on Maryland Route 175  
 14 (Jessup Road) between the Maryland Route 175/295 interchange and the Anne Arundel  
 15 County–Howard County line, or at the intersection of Maryland Route 333 (Oxford Road)  
 16 and Bonfield Avenue in Talbot County, ensure that each sign that indicates that a speed  
 17 monitoring system is in use is proximate to a device that displays a real–time posting of  
 18 the speed at which a driver is traveling.

19                   (c)    (1)    Unless the driver of the motor vehicle received a citation from a police  
 20 officer at the time of the violation, the owner or, in accordance with subsection (f)(4) of this  
 21 section, the driver of a motor vehicle is subject to a civil penalty if the motor vehicle is  
 22 recorded by a speed monitoring system while being operated in violation of this subtitle.

23                           (2)    A civil penalty under this subsection may not exceed \$40.

24                           (3)    For purposes of this section, the District Court shall prescribe:

25                                   (i)    A uniform citation form consistent with subsection (d)(1) of this  
 26 section and § 7–302 of the Courts Article; and

27                                   (ii)   A civil penalty, which shall be indicated on the citation, to be paid  
 28 by persons who choose to prepay the civil penalty without appearing in District Court.

29                   SECTION 2. AND BE IT FURTHER ENACTED, That the Laws of Maryland read  
 30 as follows:

31   **Article – Transportation**

32                   21–809.

33                           (b)    (1)    (vii) Before activating a speed monitoring system, the local  
 34 jurisdiction shall:

1                   1.     Publish notice of the location of the speed monitoring  
2 system on its website and in a newspaper of general circulation in the jurisdiction;

3                   2.     Ensure that each sign that designates a school zone is  
4 proximate to a sign that:

5                   A.     Indicates that speed monitoring systems are in use in the  
6 school zone; and

7                   B.     Is in accordance with the manual for and the specifications  
8 for a uniform system of traffic control devices adopted by the State Highway Administration  
9 under § 25–104 of this article; [and]

10                  3.     With regard to a speed monitoring system established ON  
11 **MARYLAND ROUTE 5 IN PRINCE GEORGE’S COUNTY OR** based on proximity to an  
12 institution of higher education under subparagraph (vi)<sup>3</sup> of this paragraph, ensure that all  
13 speed limit signs approaching and within the segment of highway on which the speed  
14 monitoring system is located include signs that:

15                  A.     Are in accordance with the manual and specifications for  
16 a uniform system of traffic control devices adopted by the State Highway Administration  
17 under § 25–104 of this article; and

18                  B.     Indicate that a speed monitoring system is in use; **AND**

19                  4.     **WITH REGARD TO A SPEED MONITORING SYSTEM**  
20 **PLACED ON MARYLAND ROUTE 5 IN PRINCE GEORGE’S COUNTY, ENSURE THAT**  
21 **EACH SIGN THAT INDICATES THAT A SPEED MONITORING SYSTEM IS IN USE IS**  
22 **PROXIMATE TO A DEVICE THAT DISPLAYS A REAL–TIME POSTING OF THE SPEED AT**  
23 **WHICH A DRIVER IS TRAVELING.**

24                  SECTION 3. AND BE IT FURTHER ENACTED, That Section 2 of this Act shall take  
25 effect October 1, 2028, the termination date of Chapter 806 of the Acts of the General  
26 Assembly of 2018, as amended by Chapter 606 of the Acts of the General Assembly of 2023.  
27 If the termination date of Chapter 806 is amended, Section 2 of this Act shall take effect on  
28 the termination of Chapter 806. This Act may not be interpreted to have any effect on that  
29 termination provision.

30                  SECTION 4. AND BE IT FURTHER ENACTED, That, except as provided in Section  
31 3 of this Act, this Act shall take effect October 1, 2025.