

HOUSE BILL 371

R5

5lr1096

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

Introduced and read first time: January 16, 2025

Assigned to: Environment and Transportation

Committee Report: Favorable

House action: Adopted

Read second time: March 6, 2025

CHAPTER _____

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

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.

Underlining indicates amendments to bill.

~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from the law by amendment.



1 (2020 Replacement Volume and 2024 Supplement)

2 BY repealing and reenacting, with amendments,
 3 Article – Transportation
 4 Section 21–809(b)(1)(vi) and (viii)
 5 Annotated Code of Maryland
 6 (2020 Replacement Volume and 2024 Supplement)

7 BY repealing and reenacting, with amendments,
 8 Article – Transportation
 9 Section 21–809(b)(1)(vii)
 10 Annotated Code of Maryland
 11 (2020 Replacement Volume and 2024 Supplement)
 12 (As enacted by Chapter 806 of the Acts of the General Assembly of 2018, as amended
 13 by Chapter 606 of the Acts of the General Assembly of 2023)

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

16 **Article – Courts and Judicial Proceedings**

17 7–302.

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

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

26 2. Subject to subparagraphs [(ii), (iii), and (iv)] **(II)**
 27 **THROUGH (VII)** of this paragraph, may spend any remaining balance solely for public
 28 safety purposes, including pedestrian or highway safety programs.

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

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

1 (iii) The fines collected by Prince George's County as a result of
2 violations enforced by speed monitoring systems on Maryland Route 210 shall be remitted
3 to the Comptroller for distribution to the State Highway Administration to be used solely
4 to assist in covering the costs of:

5 1. Examining the engineering, infrastructure, and other
6 relevant factors that may contribute to safety issues on Maryland Route 210 in Prince
7 George's County;

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

10 3. Implementing any solutions to these safety issues.

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

17 2. Fines remitted to the Baltimore City Department of
18 Transportation under subparagraph 1 of this subparagraph are supplemental to and
19 are not intended to take the place of funding that would otherwise be appropriated for uses
20 described under subparagraph 1 of this subparagraph.

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

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

37 **(VII) FROM THE FINES COLLECTED BY PRINCE GEORGE'S**
38 **COUNTY AS A RESULT OF VIOLATIONS ENFORCED BY SPEED MONITORING SYSTEMS**
39 **ON MARYLAND ROUTE 5 IN PRINCE GEORGE'S COUNTY, ANY BALANCE REMAINING**

1 AFTER THE ALLOCATION OF FINES UNDER SUBPARAGRAPH (I)1 OF THIS PARAGRAPH
2 SHALL BE REMITTED TO THE COMPTROLLER FOR DISTRIBUTION TO THE STATE
3 HIGHWAY ADMINISTRATION TO BE USED, IN CONSULTATION WITH PRINCE
4 GEORGE'S COUNTY, SOLELY FOR STATE AND LOCAL HIGHWAY AND PEDESTRIAN
5 SAFETY IMPROVEMENTS ON AND IN THE VICINITY OF MARYLAND ROUTE 5 IN
6 PRINCE GEORGE'S COUNTY.

7 **Article – Transportation**

8 21–809.

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

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

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

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

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

23 2. For at least the first 15 calendar days after the signage is
24 installed.

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

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

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

34 3. In Prince George's County:

1 A. Subject to subparagraph (vii)¹ of this paragraph, on
2 Maryland Route 210 (Indian Head Highway); [or]

3 B. **ON MARYLAND ROUTE 5; OR**

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

10 4. Subject to subparagraph (vii)² of this paragraph, on
11 Interstate 83 in Baltimore City;

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

15 6. Subject to subparagraph (vii)³ of this paragraph, at the
16 intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue in Talbot County.

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

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

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

24 (viii) Before activating a speed monitoring system, the local
25 jurisdiction shall:

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

28 2. Ensure that each sign that designates a school zone is
29 proximate to a sign that:

30 A. Indicates that speed monitoring systems are in use in the
31 school zone; and

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

4 3. With regard to a speed monitoring system established on
5 Maryland Route 210 (Indian Head Highway) **OR MARYLAND ROUTE 5** in Prince George’s
6 County, based on proximity to an institution of higher education under subparagraph (vi)3
7 of this paragraph, on Interstate 83 in Baltimore City, in Anne Arundel County on Maryland
8 Route 175 (Jessup Road) between the Maryland Route 175/295 interchange and the Anne
9 Arundel County–Howard County line, or at the intersection of Maryland Route 333 (Oxford
10 Road) and Bonfield Avenue in Talbot County, ensure that all speed limit signs approaching
11 and within the segment of highway on which the speed monitoring system is located include
12 signs that:

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

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

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

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

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

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

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

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

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

1 **Article – Transportation**

2 21–809.

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

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

7 2. Ensure that each sign that designates a school zone is
8 proximate to a sign that:

9 A. Indicates that speed monitoring systems are in use in the
10 school zone; and

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

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

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

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

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

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

1 SECTION 4. AND BE IT FURTHER ENACTED, That, except as provided in Section
2 3 of this Act, this Act shall take effect October 1, 2025.

Approved:

Governor.

Speaker of the House of Delegates.

President of the Senate.