

**Department of Legislative Services**  
Maryland General Assembly  
2025 Session

**FISCAL AND POLICY NOTE**  
**Third Reader**

House Bill 371

(Prince George's County Delegation)

Environment and Transportation

Judicial Proceedings

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**Prince George's County - Speed Monitoring Systems - Maryland Route 5**  
**PG 308-25**

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This bill permanently authorizes the placement and use of speed monitoring systems (*i.e.*, speed cameras) on Maryland Route 5 in Prince George's County. From the fines collected by Prince George's County from these systems on Maryland Route 5, the county may recover the costs of implementation and administration; the remainder must be remitted to the Comptroller for distribution to the State Highway Administration (SHA). SHA must use the revenues solely for State and local highway and pedestrian safety improvements on and in the vicinity of Maryland Route 5 in Prince George's County. The bill also makes a conforming change to ensure the continuation of relevant provisions upon the termination of Chapter 806 of 2018 (as amended by Chapter 606 of 2023), which temporarily authorizes speed cameras to be placed on Interstate 210 in Prince George's County.

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**Fiscal Summary**

**State Effect:** Since the bill is authorizing in nature, the impact on State finances generally depends on the extent to which speed cameras are placed on Maryland Route 5 in Prince George's County. To the extent speed cameras are deployed as authorized, Transportation Trust Fund (TTF) revenues and expenditures may increase as early as FY 2026, as discussed below. General fund revenues may also increase due to contested cases.

**Local Effect:** The impact on Prince George's County finances depends on the extent to which speed cameras are placed, as authorized under the bill. Expenditures and revenues may increase as soon as FY 2026. However, there is no net effect on county finances, as any revenues retained by the county must be used only for implementation costs; any revenues remaining after cost recovery must be distributed to SHA.

**Small Business Effect:** Potential minimal.

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## Analysis

**Bill Summary:** Existing penalties, limitations, and requirements for other speed cameras authorized to be placed and used on Interstate 210 in Prince George's County generally apply to the speed cameras authorized by the bill. Notably and among other things, for speed cameras placed under the bill's authority:

- the cameras must first be authorized by the governing body of the local jurisdiction by local law enacted after reasonable notice and a public hearing;
- the cameras may not be placed or moved until certain signs are installed to inform motorists about the cameras, and the signs must be proximate to a device that displays a real-time posting of the speed at which a driver is traveling; and
- the maximum civil penalty for a speed violation captured by a speed camera is \$40.

### Current Law:

#### *Speed Monitoring Systems – Generally*

State law authorizes the use of various automated monitoring systems, including traffic control system monitoring systems, speed monitoring systems, school bus monitoring systems, vehicle height monitoring systems, and work zone speed control systems.

Speed monitoring systems must be authorized in a local jurisdiction by the governing body of the jurisdiction (but only after reasonable notice and a public hearing). Before activating a speed monitoring system, a local jurisdiction must publish notice of the location of the speed monitoring system on its website and in a newspaper of general circulation in the jurisdiction. In addition, the jurisdiction must also ensure that each sign that designates a school zone is proximate to a sign that (1) indicates that speed monitoring systems are in use in the school zone and (2) conforms with specified traffic control device standards adopted by SHA. Similar requirements apply to speed cameras established on Maryland Route 210 (Indian Head Highway), grounds of institutions of higher education in Prince George's County, Interstate 83 in Baltimore City, Maryland Route 175 in Anne Arundel County (Jessup Road) between the Maryland Route 175/295 interchange and the Anne Arundel County-Howard County line, and at the intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue in Talbot County.

In Anne Arundel, Montgomery, and Prince George's counties only, speed monitoring systems may be used on a highway in a residential district with a maximum posted speed limit of 35 miles per hour. The aforementioned signage requirements do not apply to these speed cameras.

### *Speed Monitoring Systems – Citations and Fines*

Unless the driver of the motor vehicle received a citation from a police officer at the time of the violation, the owner or the driver of a motor vehicle is subject to a civil penalty if the motor vehicle is recorded by a speed monitoring system while exceeding the posted speed limit. The authorized agency (e.g., a local law enforcement agency) must mail a citation to the owner that includes specified information, including a copy of the recorded image, the location where the violation occurred, and the amount of the civil penalty imposed and the date by which the civil penalty should be paid. A person who receives a citation may:

- pay the civil penalty, in accordance with the instructions on the citation, directly to the political subdivision; or
- elect to stand trial in the District Court for the alleged violation.

The civil penalty may not exceed \$40, and the District Court must prescribe:

- a uniform citation form that includes specified information and allows the person receiving the citation to pay the citation or contest the citation by standing trial, as specified; and
- a civil penalty, which must be indicated on the citation, to be paid by persons who choose to prepay the civil penalty without appearing in District Court.

With specified exceptions, penalty revenues from automated enforcement systems, including speed monitoring systems, must be paid (1) to the relevant political subdivision, in an uncontested case and (2) directly to the District Court (and consequently the general fund) in a case that is contested in District Court.

Generally, from the fines generated by a speed monitoring system, the relevant jurisdiction may recover the costs of implementing the system and may spend any remaining balance solely for public safety purposes, including for pedestrian safety programs. However, if the balance of revenues after cost recovery for any fiscal year is greater than 10% of the jurisdiction's total revenues, the excess must be remitted to the Comptroller.

### *Speed Monitoring Systems – Prince George's County Authorization – Maryland Route 210*

Chapter 806 authorized Prince George's County, for five years, to place one speed camera at the intersection of Old Fort Road and Maryland Route 210, subject to specified requirements. Chapter 586 of 2019 repealed the limitation on the specific location of that speed camera and increased, to three, the number of speed cameras that could be placed on Maryland Route 210 in the county until the initial authorization terminated (originally

September 30, 2023). Chapter 606 again increased the number of speed cameras that may be placed on Maryland Route 210 (from three to six) and extended the termination date of the original authorization by five years (through September 30, 2028).

**State/Local Fiscal Effect:** Beginning in fiscal 2026, to the extent that any speed cameras are deployed on Maryland Route 5 in Prince George's County, the effects on State and local finances are as follows:

- Prince George's County expenditures increase to administer the speed camera program;
- penalty revenues from prepaid fines are collected by the county (a portion of which is retained by the county for cost-recovery), with the balance remitted to SHA;
- TTF revenues and expenditures increase correspondingly as the net revenues from the speed cameras are received by SHA and used in the manner required by the bill; and
- general fund revenues increase minimally as a result of any guilty dispositions resulting from citations contested in the District Court.

The magnitude of the above impacts on State and local finances depends on several factors, including how many (if any) speed cameras are placed, where the cameras are placed, and the total amount of citations ultimately issued from each camera. For context, the Comptroller's Office advises that over the last five years, Prince George's County has had between 68 and 101 cameras in operation, with each camera generating an average of \$44,255 annually. Revenues from speed cameras placed under the bill's authority may be comparable. Although under the assumptions above, there is no net fiscal impact on Prince George's County, the county may nevertheless benefit from highway and pedestrian safety improvements in the county.

The bill is not anticipated to materially affect District Court caseloads; necessary revisions to the court's uniform citation documents can be made using existing budgeted resources.

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## Additional Information

**Recent Prior Introductions:** Similar legislation has not been introduced within the last three years.

**Designated Cross File:** None.

**Information Source(s):** Comptroller's Office; Judiciary (Administrative Office of the Courts); Maryland Department of Transportation; Prince George's County; Department of Legislative Services

**Fiscal Note History:** First Reader - March 6, 2025  
km/jkb Third Reader - March 17, 2025

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