

HOUSE BILL 401

R5

6lr1087

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

Introduced and read first time: January 22, 2026

Assigned to: Environment and Transportation

A BILL ENTITLED

1 AN ACT concerning

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

3 **PG 315–26**

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 2025 Supplement)

19 BY repealing and reenacting, without amendments,
20 Article – Transportation
21 Section 21–809(a)(1) and (9), (b)(1)(i), (v), and (vii), and (c)
22 Annotated Code of Maryland
23 (2020 Replacement Volume and 2025 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

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



(2020 Replacement Volume and 2025 Supplement)

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 paragraphs (5) and (6) 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, stop sign monitoring 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 (VIII)** 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. 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 1 of this subparagraph are supplemental to and are not intended to take the place of funding that would otherwise be appropriated for uses described under subparagraph 1 of this subparagraph.

(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.

(vii) 1. From the fines collected by Montgomery County as a result of violations enforced by speed monitoring systems placed in accordance with § 21–809(b)(1)(vi)7 of the Transportation Article, any balance remaining after the allocation of fines under subparagraph (i)1 of this paragraph shall be used to fund the study, design, and construction of safety–related projects on roadways or intersections in Montgomery County that have been identified in the county’s or State’s most recent Strategic Highway Safety Plan or Vision Zero Plan as roadways or intersections that are at high risk for motor vehicle crashes that result in serious bodily injury or death.

2. From the fines collected by a municipal government in Montgomery County as a result of violations enforced by speed monitoring systems placed in accordance with § 21–809(b)(1)(vi)7 of the Transportation Article, any balance remaining after the allocation of fines under subparagraph (i)1 of this paragraph shall be used to fund the study, design, and construction of safety–related projects on roadways or intersections in the municipality that have been identified in the municipality’s, county’s, or State’s most recent Strategic Highway Safety Plan, Vision Zero Plan, or similar road safety plan as

roadways or intersections that are at high risk for motor vehicle crashes that result in serious bodily injury or death.

(VIII) FROM THE FINES COLLECTED BY PRINCE GEORGE'S COUNTY AS A RESULT OF VIOLATIONS ENFORCED BY SPEED MONITORING SYSTEMS ON MARYLAND ROUTE 5 IN PRINCE GEORGE'S 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, IN CONSULTATION WITH PRINCE GEORGE'S COUNTY, SOLELY FOR STATE AND LOCAL HIGHWAY AND PEDESTRIAN SAFETY IMPROVEMENTS ON AND IN THE VICINITY OF MARYLAND ROUTE 5 IN PRINCE GEORGE'S COUNTY.

Article – Transportation

21–809.

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

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

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

2. The State Highway Administration may use speed monitoring systems on Interstate 83 in Baltimore County and Interstate 695 in Baltimore County in accordance with this section.

3. The Maryland Transportation Authority may use speed monitoring systems on Maryland Route 200 (Intercounty Connector) in accordance with this section.

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

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

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

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

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

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

3. In Prince George's County:

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

B. ON MARYLAND ROUTE 5; OR

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

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

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

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

7. Subject to subparagraph (vii)⁴ of this paragraph, by the State Highway Administration on Interstate 83 in Baltimore County or on Interstate 695 in Baltimore County;

8. By the Maryland Transportation Authority on Maryland Route 200 (Intercounty Connector) in Montgomery County; or

9. Subject to subparagraph (xii) of this paragraph, in Montgomery County on a highway identified in the municipality's, county's, or State's most

recent Strategic Highway Safety Plan or Vision Zero Plan as a highway that is at high risk for motor vehicle crashes that result in serious bodily injury or death.

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

2. A. Subject to subsubsubparagraph B of this subsubparagraph, not more than four speed monitoring systems may be placed on Interstate 83 in Baltimore City.

B. Not more than one speed monitoring system in each direction may be in operation at the same time on Interstate 83 in Baltimore City.

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

4. The State Highway Administration:

A. May place and use a speed monitoring system on Interstate 83 in Baltimore County or Interstate 695 in Baltimore County under this section only at a location it identifies as being at high risk for motor vehicle crashes that result in death or serious bodily injury;

B. I. May not place or use more than three speed monitoring systems in each direction on Interstate 83 in Baltimore County; and

II. May not place or use more than four speed monitoring systems in each direction on Interstate 695 in Baltimore County; and

C. May not place or use a speed monitoring system authorized under this section within 5 miles of another speed monitoring system authorized under this section operating in the same direction.

(viii) Before activating a speed monitoring system, the local jurisdiction, the State Highway Administration, or the Maryland Transportation Authority, as appropriate, shall:

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

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

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

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

3. With regard to a speed monitoring system established on Maryland Route 210 (Indian Head Highway) **OR MARYLAND ROUTE 5** in Prince George's County, based on proximity to an institution of higher education under subparagraph (vi)3 of this paragraph, on Interstate 83 in Baltimore City, in Anne Arundel County on Maryland Route 175 (Jessup Road) between the Maryland Route 175/295 interchange and the Anne Arundel County–Howard County line, at the intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue in Talbot County, on Interstate 83 in Baltimore County or Interstate 695 in Baltimore County, or on Maryland Route 200 (Intercounty Connector) in Montgomery County, ensure that all speed limit signs approaching and within the segment of highway on which the speed monitoring system is located include signs that:

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

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

4. With regard to a speed monitoring system placed on Maryland Route 210 (Indian Head Highway) **OR MARYLAND ROUTE 5** in Prince George's County, Interstate 83 in Baltimore City, in Anne Arundel County on Maryland Route 175 (Jessup Road) between the Maryland Route 175/295 interchange and the Anne Arundel County–Howard County line, at the intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue in Talbot County, on Interstate 83 in Baltimore County or Interstate 695 in Baltimore County, or on Maryland Route 200 (Intercounty Connector) in Montgomery County, ensure that each sign that indicates that a speed monitoring system is in use is proximate to a device that displays a real-time posting of the speed at which a driver is traveling.

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

(2) (i) Except as provided in subparagraphs (ii) and (iii) of this paragraph, a civil penalty under this subsection may not exceed:

1. If the citation alleges that the driver of the motor vehicle exceeded the speed limit by between 12 and 15, inclusive, miles per hour, \$40;

2. If the citation alleges that the driver of the motor vehicle exceeded the speed limit by between 16 and 19, inclusive, miles per hour, \$70;

3. If the citation alleges that the driver of the motor vehicle exceeded the speed limit by between 20 and 29, inclusive, miles per hour, \$120;

4. If the citation alleges that the driver of the motor vehicle exceeded the speed limit by between 30 and 39, inclusive, miles per hour, \$230; and

5. If the citation alleges that the driver of the motor vehicle exceeded the speed limit by 40 miles per hour or more, \$425.

(ii) A civil penalty under this paragraph for a violation recorded on Interstate 83 in Baltimore County or Interstate 695 in Baltimore County may not exceed \$40.

(iii) 1. This paragraph applies to a civil penalty assessed to the owner or driver of a motor vehicle that is recorded by a speed monitoring system while being operated on Maryland Route 210 (Piscataway Highway) in Prince George's County in violation of this subtitle.

2. The maximum civil penalty under this subparagraph is as follows:

A. For exceeding the maximum posted speed limit by between 12 and 15, inclusive, miles per hour, \$40;

B. For exceeding the maximum posted speed limit by between 16 and 19, inclusive, miles per hour, \$70;

C. For exceeding the maximum posted speed limit by between 20 and 29, inclusive, miles per hour, \$120;

D. For exceeding the maximum posted speed limit by between 30 and 39, inclusive, miles per hour, \$230; or

E. For exceeding the maximum posted speed limit by 40 miles per hour or more, \$425.

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

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

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

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect October 1, 2026.