

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.



1 (2020 Replacement Volume and 2025 Supplement)

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

3 That the Laws of Maryland read as follows:

4 **Article – Courts and Judicial Proceedings**

5 7-302.

6 (e) (4) (i) Except as provided in paragraphs (5) and (6) of this subsection,
7 from the fines collected by a political subdivision as a result of violations enforced by speed
8 monitoring systems, work zone speed control systems, stop sign monitoring systems, school
9 bus monitoring cameras, bus lane monitoring systems, or noise abatement monitoring
10 systems, a political subdivision:

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

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

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

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

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

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

33 2. Reporting its findings and recommendations on any
34 solutions to these safety issues; and

35 3. Implementing any solutions to these safety issues.

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

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

27 (vii) 1. From the fines collected by Montgomery County as a result
28 of violations enforced by speed monitoring systems placed in accordance with §
29 21-809(b)(1)(vi)7 of the Transportation Article, any balance remaining after the allocation
30 of fines under subparagraph (i)1 of this paragraph shall be used to fund the study, design,
31 and construction of safety-related projects on roadways or intersections in Montgomery
32 County that have been identified in the county's or State's most recent Strategic Highway
33 Safety Plan or Vision Zero Plan as roadways or intersections that are at high risk for motor
34 vehicle crashes that result in serious bodily injury or death.

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

3 **(VIII) FROM THE FINES COLLECTED BY PRINCE GEORGE'S
4 COUNTY AS A RESULT OF VIOLATIONS ENFORCED BY SPEED MONITORING SYSTEMS
5 ON MARYLAND ROUTE 5 IN PRINCE GEORGE'S COUNTY, ANY BALANCE REMAINING
6 AFTER THE ALLOCATION OF FINES UNDER SUBPARAGRAPH (I)1 OF THIS PARAGRAPH
7 SHALL BE REMITTED TO THE COMPTROLLER FOR DISTRIBUTION TO THE STATE
8 HIGHWAY ADMINISTRATION TO BE USED, IN CONSULTATION WITH PRINCE
9 GEORGE'S COUNTY, SOLELY FOR STATE AND LOCAL HIGHWAY AND PEDESTRIAN
10 SAFETY IMPROVEMENTS ON AND IN THE VICINITY OF MARYLAND ROUTE 5 IN
11 PRINCE GEORGE'S COUNTY.**

12 **Article – Transportation**

13 21–809.

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

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

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

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

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

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

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

34 2. For at least the first 15 calendar days after the signage is
35 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:

3. In Prince George's County:

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

B. ON MARYLAND ROUTE 5; OR

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

4. Subject to subparagraph (vii)2 of this paragraph, one City;

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

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

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

8. By the Maryland Transportation Authority on Maryland connector) in Montgomery County; or

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

HOUSE BILL 401

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

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

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

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

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

13 4. The State Highway Administration:

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

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

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

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

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

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

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

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

3. With regard to a speed monitoring system established on
ian Head Highway) OR **MARYLAND ROUTE 5** in Prince George's
ity to an institution of higher education under subparagraph (vi)3
rstate 83 in Baltimore City, in Anne Arundel County on Maryland
between the Maryland Route 175/295 interchange and the Anne
County line, at the intersection of Maryland Route 333 (Oxford
ue in Talbot County, on Interstate 83 in Baltimore County or
ore County, or on Maryland Route 200 (Intercounty Connector) in
sure that all speed limit signs approaching and within the segment
speed monitoring system is located include signs that:

A. Are in accordance with the manual and specifications for traffic control devices adopted by the State Highway Administration; and

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

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

s the driver of the motor vehicle received a citation from a police violation, the owner or, in accordance with subsection (f)(4) of this motor vehicle is subject to a civil penalty if the motor vehicle is storing system while being operated in violation of this subtitle.

Except as provided in subparagraphs (ii) and (iii) of this subsection, the amount of any tax under this subsection may not exceed:

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

2. If the citation alleges that the driver of the motor vehicle
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;

5 5. If the citation alleges that the driver of the motor vehicle
6 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.

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

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

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

27 (i) A uniform citation form consistent with subsection (d)(1) of this
28 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.

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