

# HOUSE BILL 421

R5

6lr1030  
CF SB 152

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

Introduced and read first time: January 22, 2026

Assigned to: Environment and Transportation

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Committee Report: Favorable with amendments

House action: Adopted

Read second time: March 9, 2026

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## CHAPTER \_\_\_\_\_

1 AN ACT concerning

2 **Prince George's County – ~~Point-to-Point~~ Speed Monitoring Systems – Maryland**  
3 **Route 210**

4 **PG 309–26**

5 FOR the purpose of authorizing the placement and use of point-to-point speed monitoring  
6 systems on Maryland Route 210 (Indian Head Highway) in Prince George's County,  
7 subject to certain requirements; clarifying the authorized distribution of revenue  
8 under speed monitoring systems programs for Maryland 210 (Indian Head  
9 Highway); and generally relating to ~~point-to-point~~ speed monitoring systems on  
10 Maryland Route 210 (Indian Head Highway) in Prince George's County.

11 BY repealing and reenacting, without amendments,  
12 Article – Courts and Judicial Proceedings  
13 Section 7–302(a)  
14 Annotated Code of Maryland  
15 (2020 Replacement Volume and 2025 Supplement)

16 BY repealing and reenacting, with amendments,  
17 Article – Courts and Judicial Proceedings  
18 Section 7–302(e)(1), (2), (3)(i), and (4)(i) through (iii)  
19 Annotated Code of Maryland  
20 (2020 Replacement Volume and 2025 Supplement)

21 BY adding to

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### 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 Article – Transportation  
2 Section 21–809.1  
3 Annotated Code of Maryland  
4 (2020 Replacement Volume and 2025 Supplement)

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

7 **Article – Courts and Judicial Proceedings**

8 7–302.

9 (a) Except as provided in subsections (b) through (g) of this section, the clerks of  
10 the District Court shall:

11 (1) Collect costs, fines, forfeitures, or penalties imposed by the court; and

12 (2) Remit them to the State under a system agreed upon by the Chief Judge  
13 of the District Court and the Comptroller.

14 (e) (1) (i) A citation issued under § 21–202.1, § 21–706.1, § 21–707.1, §  
15 21–809, **§ 21–809.1**, § 21–810, § 21–1134, § 22–612, or § 24–111.3 of the Transportation  
16 Article shall provide that the person receiving the citation may elect to stand trial by  
17 notifying the issuing agency of the person’s intention to stand trial at least 5 days before  
18 the date of payment as set forth in the citation.

19 (ii) On receipt of the notice to stand trial, the agency shall forward  
20 to the District Court having venue a copy of the citation and a copy of the notice from the  
21 person who received the citation indicating the person’s intention to stand trial.

22 (iii) On receipt thereof, the District Court shall schedule the case for  
23 trial and notify the defendant of the trial date under procedures adopted by the Chief Judge  
24 of the District Court.

25 (2) (i) A citation issued as the result of any of the following systems or  
26 cameras controlled by a political subdivision shall provide that, in an uncontested case, the  
27 penalty shall be paid directly to that political subdivision:

28 1. A vehicle height monitoring system;

29 2. A traffic control signal monitoring system;

30 3. A speed monitoring system;

31 4. **A POINT–TO–POINT SPEED MONITORING SYSTEM;**

32 5. A work zone speed control system;

- 1 [5.] 6. A stop sign monitoring system;
- 2 [6.] 7. A school bus monitoring camera;
- 3 [7.] 8. A bus lane monitoring system; or
- 4 [8.] 9. A noise abatement monitoring system.

5 (ii) A citation issued as the result of any of the following systems or  
6 cameras controlled by a political subdivision shall provide that, in a contested case, the  
7 penalty shall be paid directly to the District Court:

- 8 1. A vehicle height monitoring system;
- 9 2. A traffic control signal monitoring system;
- 10 3. A speed monitoring system;
- 11 4. **A POINT-TO-POINT SPEED MONITORING SYSTEM;**
- 12 5. A work zone speed control system;
- 13 [5.] 6. A stop sign monitoring system;
- 14 [6.] 7. A school bus monitoring camera;
- 15 [7.] 8. A bus lane monitoring system; or
- 16 [8.] 9. A noise abatement monitoring system.

17 (iii) A citation issued as the result of any of the following systems or  
18 cameras controlled by a State agency shall provide that, in an uncontested or contested  
19 case, the penalty shall be paid directly to the District Court:

- 20 1. A traffic control signal monitoring system;
- 21 2. A work zone speed control system;
- 22 3. A speed monitoring system; or
- 23 4. A bus lane monitoring system.

24 (3) (i) Except as provided in subparagraphs (ii) and (iii) of this  
25 paragraph and paragraph (6) of this subsection, civil penalties resulting from citations  
26 issued using a vehicle height monitoring system, traffic control signal monitoring system,

1 speed monitoring system, **POINT-TO-POINT SPEED MONITORING SYSTEM**, work zone  
 2 speed control system, stop sign monitoring system, school bus monitoring camera, bus lane  
 3 monitoring system, or a noise abatement monitoring system that are collected by the  
 4 District Court shall be collected in accordance with subsection (a) of this section and  
 5 distributed in accordance with § 12-118 of the Transportation Article.

6 (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, **POINT-TO-POINT SPEED MONITORING SYSTEMS**, work zone speed  
 9 control systems, stop sign monitoring systems, school bus monitoring cameras, bus lane  
 10 monitoring systems, or noise abatement monitoring systems, a political subdivision:

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

15 2. Subject to subparagraphs (ii), (iii), and (iv) of this  
 16 paragraph, may spend any remaining balance solely for public safety purposes, including  
 17 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 **OR POINT-TO-POINT SPEED MONITORING SYSTEMS**, after the costs of  
 21 implementing and administering the systems are recovered in accordance with  
 22 subparagraph (i)1 of this paragraph, is greater than 10% of the total revenues of the  
 23 political subdivision for the fiscal year, the political subdivision shall remit any funds that  
 24 exceed 10% of the total revenues to the Comptroller.

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

27 (iii) The fines collected by Prince George's County as a result of  
 28 violations enforced by speed monitoring systems **OR POINT-TO-POINT SPEED**  
 29 **MONITORING SYSTEMS** on Maryland Route 210, **AFTER THE ALLOCATION OF FINES**  
 30 **UNDER SUBPARAGRAPH (I)1 OF THIS PARAGRAPH**, shall be remitted to the Comptroller  
 31 for distribution to the State Highway Administration to be used solely to assist in covering  
 32 the costs of:

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

36 2. Reporting its findings and recommendations on any  
 37 solutions to these safety issues; and

3. Implementing any solutions to these safety issues.

**Article – Transportation**

**21-809.1.**

**(A) THIS SECTION APPLIES ONLY IN PRINCE GEORGE’S COUNTY.**

**(B) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE MEANINGS INDICATED.**

**(2) “MONITORED SEGMENT OF HIGHWAY” MEANS A SEGMENT OF HIGHWAY THAT IS MONITORED BY A POINT-TO-POINT SPEED MONITORING SYSTEM.**

**(3) “POINT-TO-POINT SPEED MONITORING SYSTEM” MEANS A DEVICE THAT USES AT LEAST TWO MOTOR VEHICLE SENSORS TO CALCULATE THE AVERAGE SPEED OF A MOTOR VEHICLE BETWEEN TWO GEOGRAPHICALLY FIXED POINTS.**

**(C) SUBJECT TO SUBSECTION (D) OF THIS SECTION, PRINCE GEORGE’S COUNTY MAY PLACE AND USE POINT-TO-POINT SPEED MONITORING SYSTEMS ON MARYLAND ROUTE 210 (INDIAN HEAD HIGHWAY) ONLY IF:**

**(1) EACH MONITORED SEGMENT OF HIGHWAY IS AT LEAST 1 MILE AND NOT MORE THAN 10 MILES IN LENGTH;**

**(2) SIGNAGE INDICATING THAT A POINT-TO-POINT SPEED MONITORING SYSTEM IS IN USE IS:**

**(I) INSTALLED BEFORE THE MONITORED SEGMENT OF HIGHWAY; AND**

**(II) 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;**

**(3) EACH MONITORED SEGMENT OF HIGHWAY INCLUDES AT LEAST ONE DEVICE THAT DISPLAYS A REAL-TIME POSTING OF THE SPEED AT WHICH A DRIVER IS TRAVELING; AND**

**(4) THE COUNTY AND THE STATE HIGHWAY ADMINISTRATION PUBLISH NOTICE OF THE LOCATION OF THE POINT-TO-POINT SPEED MONITORING SYSTEM AND THE MONITORED SEGMENT OF HIGHWAY ON THEIR WEBSITES AT LEAST 30 DAYS BEFORE ACTIVATING THE POINT-TO-POINT SPEED MONITORING SYSTEM.**

1 (D) A POINT-TO-POINT SPEED MONITORING SYSTEM MAY BE PLACED AND  
2 USED ONLY AT A LOCATION THAT IS IDENTIFIED BY SAFETY STUDIES AS HIGH RISK  
3 FOR MOTOR VEHICLE CRASHES OR AS HAVING A HIGH PREVALENCE FOR SPEEDING.

4 (E) THE PROVISIONS OF § 21-809(B)(1)(I)1, (II), (X), AND (XI), (2) THROUGH  
5 (6), AND (C) THROUGH (J) OF THIS SUBTITLE THAT APPLY TO SPEED MONITORING  
6 SYSTEMS SHALL APPLY TO POINT-TO-POINT SPEED MONITORING SYSTEMS UNDER  
7 THIS SECTION.

8 (F) (1) A POINT-TO-POINT SPEED MONITORING SYSTEM MAY BE USED  
9 ONLY TO:

10 (I) IDENTIFY SPEED VIOLATIONS BY MOTOR VEHICLES  
11 TRAVELING AT AN AVERAGE SPEED OF AT LEAST 12 MILES PER HOUR ABOVE THE  
12 POSTED SPEED LIMIT IN A MONITORED SEGMENT OF HIGHWAY;

13 (II) GENERATE CITATIONS; AND

14 (III) RESPOND TO APPEALS.

15 (2) A POINT-TO-POINT SPEED MONITORING SYSTEM MAY NOT BE  
16 USED FOR:

17 (I) GENERAL SURVEILLANCE;

18 (II) IMMIGRATION ENFORCEMENT; OR

19 (III) CRIMINAL INVESTIGATIONS OR LAW ENFORCEMENT  
20 PURPOSES UNRELATED TO SPEEDING VIOLATIONS.

21 (G) ON OR BEFORE JANUARY 31, 2028, AND EACH JANUARY 31  
22 THEREAFTER, PRINCE GEORGE'S COUNTY SHALL, IN ACCORDANCE WITH § 2-1257  
23 OF THE STATE GOVERNMENT ARTICLE, REPORT TO THE GENERAL ASSEMBLY ON  
24 THE POINT-TO-POINT SPEED MONITORING SYSTEMS OPERATED UNDER THIS  
25 SECTION, INCLUDING:

26 (1) THE TOTAL NUMBER OF CITATIONS ISSUED FOR EACH  
27 MONITORED SEGMENT OF HIGHWAY;

28 (2) THE GROSS REVENUE GENERATED;

29 (3) THE EXPENDITURES INCURRED;

1           **(4) THE NET REVENUE GENERATED;**

2           **(5) THE TOTAL AMOUNT OF ANY PAYMENTS MADE TO A CONTRACTOR**  
3 **UNDER THE PROGRAM;**

4           **(6) A DESCRIPTION OF HOW THE NET REVENUE GENERATED FROM**  
5 **THE POINT-TO-POINT SPEED MONITORING SYSTEMS WAS USED, INCLUDING WHAT**  
6 **PERCENTAGE OF NET REVENUE WAS DEDICATED TO ROADWAY SAFETY**  
7 **IMPROVEMENTS ON OR NEAR MARYLAND ROUTE 210 (INDIAN HEAD HIGHWAY);**

8           **(7) CHANGES TO THE AVERAGE SPEED ON EACH MONITORED**  
9 **SEGMENT OF HIGHWAY; AND**

10           **(8) FOR EACH MONITORED SEGMENT OF HIGHWAY, CHANGES IN THE**  
11 **NUMBER OF MOTOR VEHICLE CRASHES AND MOTOR VEHICLE CRASHES THAT**  
12 **RESULT IN SERIOUS BODILY INJURY OR DEATH.**

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

Approved:

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Governor.

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Speaker of the House of Delegates.

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President of the Senate.