

Department of Legislative Services
Maryland General Assembly
2026 Session

FISCAL AND POLICY NOTE
First Reader

House Bill 441

(Prince George's County Delegation)

Environment and Transportation

**Prince George's County - Speed Monitoring Systems - Maryland Route 210 -
Penalties PG 306-26**

This bill authorizes and requires the Motor Vehicle Administration (MVA), under certain circumstances, to suspend the registration of a motor vehicle involved in a speed violation recorded by a speed monitoring system placed on Maryland Route 210 in Prince George's County; the bill establishes related processes for any such vehicle suspension. By December 1, 2026, and each December 1 thereafter, MVA must report specified information to the General Assembly on any such registration suspensions.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) revenues and expenditures increase from FY 2027 through 2029 to the extent that the bill results in fines being paid when they otherwise would not have been, as discussed below. General fund revenues increase over the same period to the extent more violations are contested under the bill. General fund expenditures are not anticipated to be materially affected, as discussed below. It is assumed that the bill does not materially impact the workload of the Office of Administrative Hearings.

Local Effect: Prince George's County fee revenues may increase minimally to the extent administrative fees are paid to the county as authorized by the bill. Otherwise, the bill does not materially affect Prince George's County finances or operations due to an existing revenue-sharing requirement related to speed camera violations on Maryland Route 210. However, Prince George's County may benefit from increased spending on safety improvements for Maryland Route 210.

Small Business Effect: Potential minimal.

Analysis

Bill Summary: The bill's requirements only apply to speed violations recorded by a speed monitoring system placed on Maryland Route 210 in Prince George's County.

If a person liable for a violation does not pay the civil penalty or contest the violation, MVA *may*, on notice from Prince George's County, suspend the registration of the motor vehicle involved in the violation. If MVA determines that a suspension should be imposed, MVA must give written notice to the owner of the motor vehicle, and the owner may request a hearing in accordance with the Administrative Procedure Act.

MVA *must*, on notice from Prince George's County, suspend the registration of a motor vehicle involved in violations for which the owner of the motor vehicle or the person liable (1) within any 90-day period, does not pay the civil penalty or contest the violation for at least three overdue citations or (2) at any time, does not pay the civil penalty or contest the violation for any number of overdue citations that total at least \$500 in civil penalties.

When MVA is required to suspend the registration of a motor vehicle, MVA must reinstate the registration on notice from Prince George's County that the owner of the motor vehicle or the person liable has paid (1) all overdue civil penalties and any related fees and court costs applicable to the motor vehicle that derived from the overdue citations and (2) a \$30 administrative fee to Prince George's County.

By December 1, 2026, and each December 1 thereafter, MVA must report to the General Assembly on vehicle suspensions that take place under the bill. The report must include:

- the number of registrations suspended under the bill, broken down by the reasons for the suspensions;
- the number of registrations reinstated after being suspended under the bill;
- a geographic breakdown of the motor vehicle registrations suspended under the bill; and
- a description of the outcomes of court proceedings involving persons subject to the bill.

Current Law:

Automated Enforcement 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. Generally, pursuant to § 21-809(d)(5) of the Transportation Article, a person who receives a citation, may:

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

If a person fails to pay a civil penalty or contest the violation, MVA is authorized to refuse to register or reregister the motor vehicle cited for the violation.

With specified exceptions, penalty revenues from automated enforcement systems, including speed monitoring systems, must be paid (1) to the administering State agency or local jurisdiction, 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.

For additional information, please the **Appendix – Speed Monitoring Systems**.

Speed Monitoring Systems on Maryland Route 210

Speed monitoring systems are authorized to be used by Prince George's County on Maryland Route 210. However, this authorization terminates September 30, 2028, pursuant to Chapter 606 of 2023. Unlike other speed monitoring systems operated by local governments, revenues derived from citations issued by these systems do not accrue to the county. Instead, the county may keep a portion of the revenues for cost recovery, but the remainder must be remitted to the State Highway Administration (SHA). SHA must solely use the fine revenues 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; (2) reporting its findings and recommendations on any solutions to these safety issues; and (3) implementing any solutions to these safety issues.

Pursuant to Chapter 596 of 2025, the same escalating penalty structure that applies for violations recorded by other speed monitoring systems in use in the State also applies for violations recorded by speed monitoring systems on Maryland Route 210.

State Revenues: As noted above, the current authorization to use speed cameras on Maryland Route 210 terminates September 30, 2028. Consequently, the bill's various impacts (discussed below) likely terminate after fiscal 2029.

District Court and the General Fund

Under the bill, MVA is authorized or required (depending on the circumstances) to suspend the registration of a vehicle involved in a speed violation recorded by a speed monitoring

system placed on Maryland Route 210 in Prince George's County. Due to the severity of this enforcement action, more individuals issued speed camera citations are expected to request a trial in District Court. If an individual is found guilty after a trial, the penalty is paid to the general fund, rather than the local government issuing the citation. However, the exact impact on general fund revenues depends on the number of guilty dispositions in court, which cannot be determined without actual experience under the bill.

Transportation Trust Fund

As noted above, Prince George's County is required to transfer net fine revenues (*i.e.*, revenues remaining after cost recovery) from speed camera violations on Maryland Route 210 to the Comptroller for distribution to SHA. Thus, under the bill, to the extent that bill results in additional fines being paid when they otherwise would not have been, TTF revenues increase commensurately.

For informational purposes only, Prince George's County has previously advised that, for fiscal 2023, approximately 13,743 citations were issued by speed cameras on Maryland Route 210 and subsequently satisfied with the county. After cost recovery, \$334,456 was remitted to the Comptroller for distribution to SHA. This figure excludes any citations issued that were contested in District Court, voided for technical reasons, or otherwise not paid.

TTF revenues may also increase, likely minimally, to the extent that administrative flag fees are paid for vehicles that have their registrations suspended. Specifically, MVA charges a \$30 administrative fee in order for an owner to reregister the vehicle after a registration is suspended.

State Expenditures:

District Court

It is anticipated that any additional workload resulting from the bill's requirements does not materially affect general fund expenditures for the District Court.

The Judiciary advises that the significant expansion of automated enforcement systems in the State in recent years necessitates an upgrade to its case management system to improve citation intake and payment processing. For locally operated automated enforcement systems, the District Court administers citations and the payment of fines from contested citations only. For automated enforcement systems operated by a State agency, the District Court administers citations and the payment of fines for both contested and uncontested citations. The court currently processes these citations through a manual workflow that has struggled to keep pace with the expansion of automated enforcement systems. The Judiciary estimates the cost of an IT upgrade to automate the process at approximately \$1.4 million; additional staffing costs may also be incurred.

However, because the Judiciary's need is not exclusively attributable to the bill, but rather due to the general expansion of automated enforcement systems, these costs are not reflected in this analysis.

State Highway Administration

To the extent SHA receives more revenues than it currently does under the existing revenue-sharing requirement noted above, TTF expenditures increase commensurately for the required activities (e.g., implementing solutions to safety issues on Maryland Route 210). As noted above, in fiscal 2023, \$334,456 was remitted to the Comptroller for distribution to SHA. Similar to the effect discussed above for TTF revenues, any such impact likely terminates in fiscal 2029, when the authorization for speed cameras on Maryland Route 210 terminates.

Additional Information

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

Designated Cross File: SB 206 (Senator Muse) - Judicial Proceedings.

Information Source(s): Judiciary (Administrative Office of the Courts); Department of Legislative Services

Fiscal Note History: First Reader - January 26, 2026

sj/jkb

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Appendix – Speed Monitoring Systems

Speed Monitoring Systems – Authorization and Administrative Requirements

Speed monitoring systems are authorized to be used by the State Highway Administration (SHA), the Maryland Transportation Authority (MDTA), and local jurisdictions in specified locations as prescribed by State law. Most commonly, the systems are authorized for use in school zones; however, the systems may also be used on other specified highways and roadways, including Maryland Route 210 in Prince George’s County, Interstate 83 in Baltimore City and Baltimore County, and Maryland Route 200 in Montgomery County.

A speed monitoring system may not be used by a local jurisdiction unless its use is authorized by the governing body of the jurisdiction after reasonable notice and a public hearing. Before activating a speed monitoring system, SHA, MDTA, or a local jurisdiction, as applicable, must publish notice of the location of the system on its website and in a newspaper of general circulation in the jurisdiction. Statute prescribes additional requirements applicable to monitoring systems in certain locations. For example, speed monitoring systems in school zones may only operate Monday through Friday from 6:00 a.m. through 8:00 p.m.

In addition, statute includes numerous specifications that, subject to limited exception, broadly apply to the use of speed cameras in the State, including those related to:

- the placement of new speed monitoring systems (and movement of existing systems), including the timeframe during which such systems may only be used to issue warnings instead of citations;
- the placement and location of speed limit signs approaching and within an area covered by a speed monitoring system;
- the designation of an official or employee to investigate and respond to questions or concerns about the speed camera program;
- required training for speed monitoring system operators;
- required annual calibration checks for each speed monitoring system;
- guidelines for if an agency or local jurisdiction hires a contractor to operate a speed camera program;
- procedures for the use of recordings captured by a speed monitoring system as evidence; and
- data collection and reporting.

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 with 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 (*e.g.*, directly to the political subdivision for most locally administered programs); or
- elect to stand trial in the District Court for the alleged violation.

Chapter 505 of 2025 established an escalating penalty structure that generally applies for alleged violations recorded by speed monitoring systems in the State, as shown below in **Exhibit 1**.

Exhibit 1
Penalty Structure for Violations Recorded by Speed Monitoring Systems
Effective October 1, 2025

<u>Exceeding the Speed Limit by:</u>	<u>Maximum Penalty</u>
12 - 15 MPH, inclusive	\$40
16 - 19 MPH, inclusive	70
20 - 29 MPH, inclusive	120
30 - 39 MPH, inclusive	230
40 or more MPH	425

MPH: miles per hour

Source: Department of Legislative Services
