

Department of Legislative Services  
Maryland General Assembly  
2026 Session

FISCAL AND POLICY NOTE  
First Reader

House Bill 763 (Delegate Conaway)  
Environment and Transportation

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Speed Monitoring Systems - Citations - Failure to Pay

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This bill repeals the requirement that the citation issued by an agency to a person recorded by a speed monitoring system in the commission of a speed violation include information advising the person alleged to be liable that failure to pay the civil penalty or contest liability in a timely manner is an admission of liability.

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Fiscal Summary

**State Effect:** Transportation Trust Fund (TTF) revenues and nonbudgeted revenues for the Maryland Transportation Authority (MDTA) *may* decrease minimally, as discussed below. Expenditures are not anticipated to be materially affected.

**Local Effect:** Local government revenues from speed monitoring systems *may* decrease minimally, as discussed below. Expenditures are not anticipated to be materially affected.

**Small Business Effect:** None.

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Analysis

**Current Law:**

*Automated Enforcement Systems*

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.

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.

#### *Citations – Speed Monitoring Systems*

Unless the driver of a 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 committing a speed violation. An agency must mail to an owner a citation that includes specified information about the vehicle, the vehicle owner, and the alleged violation.

Additionally, the citation must include information advising the person alleged to be liable that failure to pay the civil penalty or to contest liability in a timely manner:

- is an admission of liability;
- may result in the refusal by the Motor Vehicle Administration (MVA) to register the motor vehicle; and
- may result in the suspension of the motor vehicle registration.

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

**State/Local Revenues:** The bill *may* result in fewer individuals that receive a citation based on a recording from a speed monitoring system choosing to pay or contest the citation. As speed monitoring systems are used by the State Highway Administration, MDTA, and local governments, TTF, nonbudgeted, and local government revenues *may* decrease accordingly.

However, any such impact, *if* realized, is anticipated to be minimal since citations will still include a statement of additional consequences (*i.e.*, that failure to pay or contest the citation may result in the refusal of MVA to register the motor vehicle and may result in the suspension of the motor vehicle registration).

## **Additional Information**

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

**Designated Cross File:** None.

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

**Fiscal Note History:** First Reader - February 17, 2026  
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## Appendix – Speed Monitoring Systems

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### *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**.

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**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

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