

Department of Legislative Services
Maryland General Assembly
2026 Session

FISCAL AND POLICY NOTE
First Reader

Senate Bill 45

(Senator Brooks, *et al.*)

Judicial Proceedings

Vehicle Laws - Speed Monitoring Systems - Residential Districts

This bill expands the authorization to install and utilize speed monitoring systems (*i.e.*, speed cameras) on highways in residential districts with a maximum posted speed limit of 35 miles per hour to all local jurisdictions (instead of only Anne Arundel, Montgomery, and Prince George's counties). Any expanded use of speed cameras under the bill is subject to existing requirements related to the enactment of local legislation and the administration of speed camera programs.

Fiscal Summary

State Effect: General fund revenues from contested cases in the District Court may increase minimally as early as FY 2027 to the extent that additional speed cameras are installed, as discussed below. Any additional caseload for the District Court can be handled using existing budgeted resources.

Local Effect: For local jurisdictions other than Anne Arundel, Montgomery, and Prince George's counties, expenditures and revenues increase, potentially significantly, to the extent that any speed cameras are installed pursuant to the bill's expanded authority.

Small Business Effect: Potential minimal.

Analysis

Current Law: 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.

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

State Fiscal Effect: Assuming that speed cameras are installed in additional residential districts throughout the State, pursuant to the bill's expanded authority, the total number of speed camera citations issued is expected to increase beginning as early as fiscal 2027. As a result of this expected increase in citations, the number of individuals opting for a trial in District Court is also likely to increase.

Accordingly, general fund revenues increase, likely minimally, as fine revenues paid by individuals convicted in District Court are paid into the general fund. It is anticipated that the Judiciary can handle any increased case volume using existing budgeted resources. For context, the Judiciary advises that there were 6,479 requests for trial based on citations issued from speed monitoring systems in fiscal 2025.

Local Fiscal Effect: Anne Arundel, Montgomery, and Prince George's are already authorized to install speed cameras on certain highways within residential districts under current law and, therefore, the bill has no effect on these counties.

For all other local jurisdictions, the bill authorizes the installation of speed cameras on highways in residential districts with a maximum speed limit of 35 miles per hour if the local jurisdiction authorizes the cameras by ordinance or resolution adopted by its governing body and other specified requirements are met. To the extent that any local jurisdiction chooses to implement a speed camera program pursuant to the bill's expanded authority:

- expenditures increase to install the speed cameras and required signs and for other administrative expenses that may be incurred for the operation of the speed camera program (*e.g.*, mailing or contractual costs);
- revenues increase as citations are issued and penalty revenues are paid to the local jurisdiction; and

- expenditures further increase as the penalty revenues are used for authorized purposes.

Additional Information

Recent Prior Introductions: Similar legislation has been introduced within the last three years. See SB 530 and HB 644 of 2025 and HB 1444 of 2024.

Designated Cross File: HB 55 (Delegate Guyton) - Environment and Transportation.

Information Source(s): Judiciary (Administrative Office of the Courts); Maryland Department of Transportation; Montgomery County; Maryland Association of Counties; Maryland Municipal League; Department of Legislative Services

Fiscal Note History: First Reader - January 19, 2026
gj/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
