

Support for HB-421 Speed Camera.PDF

Uploaded by: Jennifer Huggins

Position: FAV

Dear members of the ENT,

I am writing in support of HB-421 The MD210 Speed Monitoring System. Daily, I commute on MD 210 between Fort Washington and DC. Without needing to know the stats, MD210 is one of the most dangerous roads must drive on to get to work.

I like HB-421 because it attempts to address the way some drivers only slow down at a camera then after passing the camera, driver even more reckless to make up for the time they had to slow down. It measures the *average* speed between two cameras.

Other things I like about this HB-421 is

- It's thoughtful. It requires yearly evaluation on the effectiveness of this system
- It pays for itself. The revenue for citations can pay for this system as well as other safety improvements.
- Most importantly it moves us towards a safer MD210!

Please vote for HB-421 Speed Monitoring Systems - Maryland Route 210 (PG 309-26) .

Thank you for your consideration.

Jennifer Huggins

Ft Washington MD

J-l-huggins@hotmail.com

03-10-26 hb0421 favorable request.pdf

Uploaded by: John Becker

Position: FAV



SafeRoadsMD

**PLEASE SUPPORT HB 0421
“Prince George’s County-Point-
to-Point Speed Monitoring
Systems-Maryland Route 210”**

March 10, 2026

TO: Delegate Marc Korman, Chair, Delegate Michele Guyton, Vice Chair and Committee Members
Environment and Transportation Committee
Maryland General Assembly
250 & 251 Taylor House Office Building
Annapolis, Maryland 21401

FROM: John Becker, Board Member
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.
(301) 852 9051, jb@saferoadsmd.org
SafeRoadsMD.org

Re: Request for a Favorable Review of HB 0421

Respectfully,

John Becker
Board Member
Maryland Coalition for Roadway Safety, Inc.

cc: John Seng, Chair
Maryland Coalition for Roadway Safety

03-10-26 hb0421 favorable request.pdf

Uploaded by: John Becker

Position: FAV



SafeRoadsMD

**PLEASE SUPPORT HB 0421
“Prince George’s County-Point-
to-Point Speed Monitoring
Systems-Maryland Route 210”**

March 10, 2026

TO: Delegate Marc Korman, Chair, Delegate Michele Guyton, Vice Chair and Committee Members
Environment and Transportation Committee
Maryland General Assembly
250 & 251 Taylor House Office Building
Annapolis, Maryland 21401

FROM: John Becker, Board Member
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.
(301) 852 9051, jb@saferoadsmd.org
SafeRoadsMD.org

Re: Request for a Favorable Review of HB 0421

Respectfully,

John Becker
Board Member
Maryland Coalition for Roadway Safety, Inc.

cc: John Seng, Chair
Maryland Coalition for Roadway Safety

SafeRoadsMD Supports HB 421 final.pdf

Uploaded by: John Seng

Position: FAV



SafeRoadsMD

PLEASE SUPPORT HB 421

Prince George's County – Point-to-Point Speed
Monitoring Systems – Maryland Route 210

MARYLAND COALITION FOR ROADWAY SAFETY, INC. URGES MD HOUSE ENT COMMITTEE SUPPORT FOR HB 421

March 10, 2026

TO:

Honorable Delegate Marc Korman, Chair
Honorable Delegate Michele Guyton, Vice Chair
House Environment and Transportation Committee
Maryland General Assembly
250 & 251 Taylor House Office Building
Annapolis, Maryland 21401

FROM:

John Seng, Chair
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.
(202) 468-7682, JSeng@SafeRoadsMD.org
SafeRoadsMD.org



[Click Image for Video](#)

Re: HB 421 – Prince George's County – Point-to-Point Speed
Monitoring Systems – Maryland Route 210

Dear Chair Korman, Vice Chair Boyce and Members of the Committee:

On behalf of SafeRoadsMD – the Maryland Coalition for Roadway Safety, I respectfully request a favorable report on House Bill 421, authorizing the use of point-to-point speed monitoring systems on Maryland Route 210 (Indian Head Highway) in Prince George's County.

For decades, Route 210 has been synonymous with extreme speeding, catastrophic crashes, and preventable deaths. Residents of Prince George's County know this road all too well. Families have paid the price for a culture of reckless driving that has too often turned this corridor into a high-speed gamble.

HB 421 offers a practical and overdue shift in how speed laws are enforced. Traditional speed cameras often create a "cat and mouse" dynamic—drivers slow briefly at the camera and then accelerate immediately afterward. Point-to-point enforcement eliminates that game. By measuring a vehicle's average speed over an extended roadway segment, the law becomes simple and unmistakable:

Drivers either obey the posted speed limit—or they are cited.

Importantly, the bill already provides substantial tolerance. Citations would be issued only when a driver averages 12 miles per hour or more above the posted speed limit. That is more than enough “wobble room” for reasonable driving variation. What remains are the most dangerous violators—the drivers whose behavior places everyone else at risk.

This bill asks a simple question:

Can Route 210 reverse its crash and fatality trends and become a model corridor for safety in Maryland—perhaps even along the East Coast?

We believe the answer is yes.

Point-to-point speed enforcement has demonstrated success internationally and in several U.S. pilot programs. The technology encourages consistent, lawful driving behavior over distance, not momentary compliance at a single camera location.

There is an instructive parallel in aviation. Federal aviation safety rules require all passengers and crew to be seated and secured during takeoff and landing—phases of flight that, while highly regulated, still carry inherent risk. These simple, universal rules exist because safety systems work best when expectations are clear and compliance is consistent.

By comparison, everyday travel on Route 210 is far more dangerous than commercial aviation. Yet the behavioral expectations on that roadway are often ignored. Enforcement to deter speeding via HB 421 begins to correct that imbalance by establishing clear, enforceable norms across an entire corridor.

SafeRoadsMD believes Maryland has an opportunity to transform one of its most dangerous highways into a demonstration corridor for disciplined driving behavior and modern traffic safety enforcement. If successful, Route 210 could become not just safer—but a model for other high-risk corridors across the state.

For these reasons, SafeRoadsMD respectfully urges the Committee to give HB 421 a favorable report. Thank you for your continued leadership on roadway safety and for your consideration of this important measure.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "John J. Seng". The signature is fluid and cursive, with the first name "John" being the most prominent.

John J. Seng
Chair

Maryland Coalition for Roadway Safety, Inc.
cc: SafeRoadsMD Board, Route 210 Traffic Safety Committee

HB 421_Support_Jenoptik (1).pdf

Uploaded by: Katie Nash

Position: FAV

Testimony in Support of SB 152/HB 421
Prince George's County - Point-to-Point Speed Monitoring Systems - Maryland Route 210

Environment and Transportation Committee
Presented on Behalf of Jenoptik
March 12, 2026

Thank you for the opportunity to support HB 421, Jenoptik, a global leader in traffic safety solutions, voices support for this legislation and serves as a technical resource. Point-to-point enforcement measures average speed over a distance: each vehicle is registered at entry and exit with precise timestamps, and the system calculates the average speed based on the actual route length. If the calculated speed exceeds the enforcement threshold, the vehicle has exceeded the speed.

Jenoptik is grateful for the work to strengthen Prince George's County's speed monitoring program on Maryland Route 210 by increasing civil penalties for violations. Our speed monitoring systems are a highly effective tool in improving compliance and we share in the goal to save lives.

The MD 210 Indian Head Highway Traffic Safety Committee (the Committee) requested that Jenoptik sponsor a legislative breakfast to explore point-to-point enforcement (also referred to as average speed enforcement) during the 2025 interim. We discussed the benefits of point-to-point enforcement and demonstrated how the systems work together: **by encouraging compliance over an extended stretch of roadway rather than at a single point, point-to-point enforcement reduces speeding behavior in a sustained manner.** This leads to measurable safety improvements, including lower average speeds and a reduction in the severity of collisions. The data collected also provides the County with valuable insights into traffic flow.

This legislation is designed to strengthen the deterrent effect of these enforcement tools with the hope of discouraging reckless driving. The MD 210 Indian Head Highway Traffic Safety Committee has worked to pass legislation and now sees point-to-point enforcement as a long-term solution to combat the persistent speeding problem on this critical corridor.

We testify that our advanced speed monitoring technology provides accurate, reliable, and fair enforcement, ensuring that only legitimate violations are cited. We urge the committee to give this bill a favorable report. Thank you for your time and consideration. We are happy to work with our engineers to answer any technical questions you may have regarding the technology.

Katie Nash on behalf of Jenoptik/301.524.9142 (cell)

About Point-to-Point Speed Enforcement

As a testament to our creativity and solution building, Jenoptik is a pioneering force in the development and implementation of point-to-point speed enforcement technology, also known as average speed enforcement. In fact, we piloted a demonstration pilot on Indianhead Highway (210) in Prince George's County in 2025.

Jenoptik's point-to-point enforcement solutions have undergone rigorous testing and have proven effective in reducing speeding violations and fatal crashes in various international jurisdictions, including the United Kingdom, Italy, the Netherlands, Austria, Switzerland, and Australia. Independent evaluations have documented reductions in speeding violations of up to 70 percent and declines in fatal crashes approaching 50 percent within enforced corridors. These results unequivocally demonstrate that sustained speed reduction saves lives, and Jenoptik is committed to bringing this life-saving technology to the United States.

As a new enforcement methodology in Maryland, our team respectfully submits additional information regarding the “how” this program could work.

1. The system determines vehicle speeds using a combination of automated license plate recognition, artificial intelligence, and precise time synchronization. As a vehicle passes the entry camera, its license plate is read and context images are captured, with encrypted metadata and timestamps sent to the Back Office Facility (BOF).
2. When the same vehicle passes the exit camera, the process is repeated. The BOF then calculates the average speed by comparing the travel time against the known distance between the two points.
3. If a violation is detected, the BOF requests evidential images and data, which are compiled into an encrypted file for processing. This ensures that every violation is supported by verifiable, tamper-proof evidence.

The company's system architecture prioritizes privacy and data security, with all captured images and timestamp data encrypted at rest and managed under strict retention policies that comply with international privacy standards. Jenoptik has adapted its field-tested point-to-point systems to U.S. regulatory environments and roadway geometries.

HB 421_MTBMA_FAV_MS.pdf

Uploaded by: Michael Sakata

Position: FAV



Delegate Marc Korman, Chair
House Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

March 12, 2026

RE: HB 421 – Prince George's County – Point-to-Point Speed Monitoring Systems – Maryland Route 210

Dear Chair Korman and Members of the Committee:

The Maryland Transportation Builders and Materials Association (MTBMA) has served as the voice of Maryland's transportation construction industry since 1932. Our association represents contractors, engineers, and suppliers who build and maintain the transportation network across the State. MTBMA works with public officials and agencies to support policies that strengthen Maryland's transportation system and protect the safety of the traveling public and the workers who build our roads and bridges.

HB 421 authorizes Prince George's County to deploy point-to-point speed monitoring systems on Maryland Route 210. These systems measure a vehicle's average speed over a defined roadway segment rather than at a single location, promoting consistent speed compliance along the entire corridor.

MTBMA supports HB 421 because excessive speed remains a leading factor in serious crashes on high-volume roadways. Consistent speed enforcement across a defined roadway segment helps slow drivers and reduces the likelihood and severity of crashes.

Roadway construction workers are among the most vulnerable people on Maryland's highways. Measures that reduce speeding directly improve safety for the men and women building and maintaining the transportation system, while also protecting drivers and the communities that rely on these roadways every day.

Beginning in 2028, the bill also requires reporting to the General Assembly on citation activity, revenue, and changes in roadway safety conditions. This reporting requirement provides transparency and allows policymakers to evaluate the effectiveness of the program over time.

For these reasons, the Maryland Transportation Builders and Materials Association respectfully urges the Committee to issue a favorable report on HB 421.

Thank you,

A handwritten signature in black ink, appearing to read "Michael Sakata", is written over a thin, light-colored line.

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

P HB421 P2P systems PG County.pdf

Uploaded by: Mindy Badin

Position: FAV

Please Support House Bill 421
Prince George's County – Point-to-Point Speed Monitoring Systems
– Maryland Route 210
PG 309–26

March 12, 2026

To:

Honorable Delegate Marc Korman, Chair
Honorable Delegate Michele Guyton, Vice Chair
Environment and Transportation Committee
Taylor House Office Building, Room 250
Annapolis, MD 21401

From:

Mindy Badin
4212 Charley Forest Street
Olney, MD 20832
minbadoo1@yahoo.com

Dear Chair Korman, Vice Chair Guyton, and Members of the Committee:

I am writing to express my support for House Bill 421, which would authorize the use of point-to-point speed monitoring systems along Maryland Route 210. This legislation is desperately needed to address the deadly speeding problem on one of the most dangerous roads in our state.

Maryland Route 210 is known as “The Highway of Death” for a reason. There have been nearly 100 fatalities on this roadway since 2007. These deaths are not just statistics—they represent our neighbors, our family members, our friends.

It is discouraging that despite enforcement efforts, speeding continues to be a major factor in crashes along this corridor. Just very recently, these crashes were in the news: (1) On Sunday, March 8, 2026, a serious multi-vehicle crash involving a teenager occurred on northbound Maryland Route 210 at Audrey Lane in Prince George's County. (2) On Monday, March 9, 2026, a serious crash occurred on Maryland Route 210 in Waldorf, resulting in a child and two adults being transported to trauma centers.

We cannot normalize and become numb to this situation. How many more severe crashes need to happen before something critical is done?

We have technology to address this challenge: Point-to-point speed monitoring systems. Unlike traditional speed cameras, point-to-point systems measure a driver's average speed between two locations. This encourages drivers to maintain safe speeds throughout an entire stretch of roadway rather than slowing briefly for a single camera. These point-to-point systems can significantly reduce the risk of severe collisions and save lives.

House Bill 421, if passed into law, will address an ongoing safety crisis. The continued loss of life on Route 210 demands action. Implementing point-to-point speed monitoring will help change driver behavior, protect residents and commuters, and ensure everyone arrives at their destinations safely.

We have a chance to eliminate the Route 210 nickname "Highway of Death". I respectfully urge a favorable report on House Bill 421.

Thank you for your consideration, and for your commitment to roadway safety.

Sincerely,
Mindy Badin

Point-to-Point HB-421.pdf

Uploaded by: Rev. Dr. Robert Screen

Position: FAV

Prince George's County Point-To-Point Speed Monitoring System

Maryland 210

Environment and Transportation Committee

Hearing: March 12, 2026

HB-421 Position: Favorable

Dear Committee Members,

My name is Rev. Dr. Robert L. Screen Sr., Founder/ Facilitator of the MD 210 Traffic Safety Committee and Board Member of Safe Roads MD. I submit this document as my official support for Legislative Bill HB-421 for favorable passage.

HB-421 represents the state-of-the-art technology in speed camera advancement, that better functions as an operational tool motivating safe driving behavior.

Point-To-Point Speed Camera enhancements negates the gaming practices of nefarious unsafe speed infraction drivers, that slow down at the sighted placements of speed cameras and then speed up after vacating the speed camera range.

This past summer a speed camera was moved from a fixed location where it was placed for over a year's time span, to a new location, 200 yards north of its original location on the same span of roadway.

This speed camera, which averaged about 1,400 citations a month, jumped to 5,431 citations the very next month, revealing that drivers were slowing down at the familiar location: speeding up after.

Point-To-Point computes the average speed over a span of roadway, not just covering a **spot location of enforcement**.

The bottom-line objective of speed camera enforcement is to motivate law abidance to speed laws over the entirety of the road span, not just in spots where cameras are located.

I seek your support for Point-To-Point Speed Camera coverage for Indian Head Highway under Legislation HB-421. I Believe this innovative enhancement will be the answer for speed cameras for our today and future usage to come.

Rev. Dr. Robert L. Screen Sr.

Founder/ Facilitator MD 210 Traffic Safety Committee

HB 421, Favorable, Weiss (Revised).pdf

Uploaded by: Ron Weiss

Position: FAV

HB 421

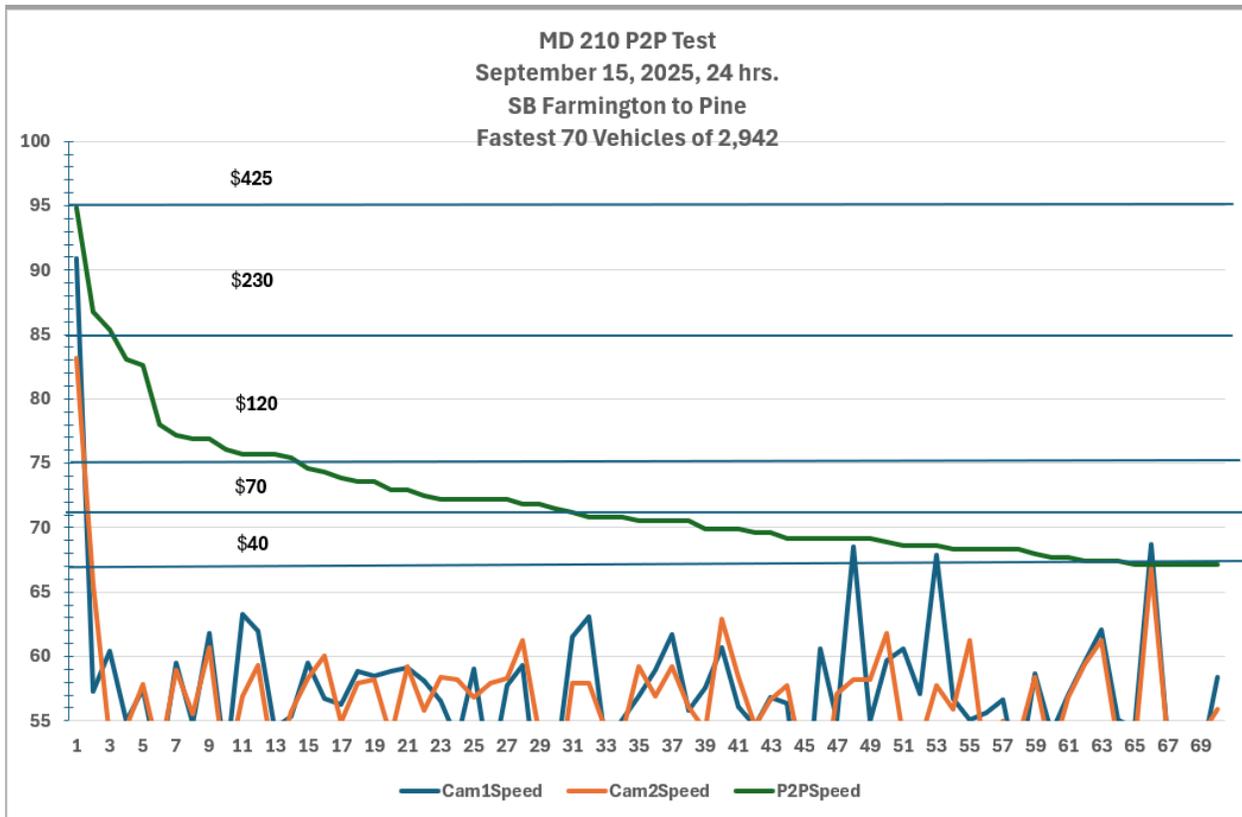
Prince George's County - Point-to-Point Speed Monitoring Systems - Maryland Route 210
PG 309-26

Dear Chair Korman, Vice Chair Guyton and Members of the Committee,

I'm Ron Weiss, a Fort Washington resident and member of the MD 210 Traffic Safety Committee.

A recent test of Point-to-Point (P2P) speed camera technology on MD 210 shows that it is highly effective at identifying the dangerous practice of slowing at one camera and accelerating afterward, sometimes called "gaming." Unlike single-point cameras, P2P measures a vehicle's average speed over a corridor segment, so drivers cannot avoid accountability by braking only where they know a camera is located.

This bill targets the small percentage of drivers who deliberately game the current camera system by slowing at known camera locations and then speeding hard between them. In doing so, they treat other road users as disposable obstacles in a dangerous game, shifting the risk of injury or death onto innocent people who are simply trying to get home safely.



Key findings from the MD 210 test

- The test used the **existing six MD 210 cameras**, operating simultaneously in both **single-point mode and P2P mode**.
- The segment between **Farmington Road and Pine Lane** spans **4.27 miles** and includes **two signalized intersections** that would normally tend to reduce average speeds.
- Even with those intersections, **70 vehicles** would have met the citation threshold under P2P enforcement, compared with only **4 vehicles** cited at **67 MPH and above** using the existing single-point cameras.

These results show that **single-point cameras can be circumvented**, while P2P captures **true corridor speed behavior**. By discouraging sudden braking and rapid acceleration, P2P can reduce aggressive driving, smooth traffic flow, improve predictability for all drivers, and lower crash risk along the corridor.

Just as important, the purpose of the MD 210 speed camera program is to **save lives**, not to raise general revenue. Under current Maryland law, after cost recovery, revenues from MD 210 speed cameras are remitted to SHA and must be used solely for work related to safety issues on MD 210. Through **October 2025**, approximately **\$1.4 million** has been sent to SHA and is being used for design of the **MD 210 Pedestrian and Bicycle Connectivity Project**. That project is intended to separate vulnerable users from vehicle traffic, which is exactly the kind of life-saving safety improvement this program is supposed to fund.

Colorado's latest experience confirms that P2P is now being implemented in U.S. work zones

Colorado is already operating a statewide speed enforcement program that uses point-to-point cameras in work zones. During the warning period, Colorado reported that the number of speeders fell by more than 80% and average speeds dropped by 8 MPH.

For MD 210, the policy case is clear-cut: there are already six cameras on this corridor, and the Maryland test showed that P2P identifies many more dangerous trips than single-point enforcement. HB 421 would allow Maryland to use a tool that is better aligned with actual driver behavior on a long, high-speed corridor where drivers currently slow only at known camera locations and then accelerate again.

HB 421 is a practical, targeted response to a real safety problem on one of Maryland's deadliest roads. It focuses on the drivers whose conduct creates the greatest danger, and it strengthens a program whose revenues are already dedicated to saving lives on MD 210.

For these reasons, I respectfully urge a favorable report on HB 421.

Respectfully,

Ron Weiss

Founding Member, MD 210 Traffic Safety Committee

HB 421_MAA_FAV.pdf

Uploaded by: Tim Smith

Position: FAV



Delegate Marc Korman, Chair
House Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

March 12, 2026

RE: HB 421 – Prince George's County – Point-to-Point Speed Monitoring Systems – Maryland Route 210

Dear Chair Korman and Members of the Committee:

The Maryland Asphalt Association (MAA) represents approximately 110+ members, including 20 material producers, contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland's multimodal transportation system.

HB 421 would allow Prince George's County to install and operate point-to-point speed monitoring systems on Maryland Route 210. These systems differ from traditional speed cameras as they calculate a driver's average speed between two fixed points over a stretch of road. The bill also requires typical traffic procedures like signage, citations, and fines. Beginning on January 31, 2028, Prince George's County is to report to the General Assembly on various changes in roadway safety as the bill gets implemented.

MTBMA supports HB 421 and all legislation aimed at promoting safer roadways for all Marylanders, particularly our road workers. Roadway construction workers are one of the most vulnerable groups relating to vehicle injuries. Stricter speed enforcement ensures safer working conditions for our workers as well as safer driving conditions for our community. A reduction in crashes will potentially reduce the amount of work required on our roadways as guardrails, surface damage, and infrastructure repair won't be necessary as often. We ask for you to consider the constituents in the region and the overall safety of their roadways.

For these reasons, the Maryland Transportation Builders and Materials Association supports HB 421 and urges the Committee to issue a favorable report.

Sincerely,

Tim E. Smith, P.E.
President
Maryland Asphalt Association

HB 421 Testimony T. Holmes .pdf

Uploaded by: Tolores Holmes

Position: FAV

This is my written testimony in support of HB-421 Speed Monitoring Systems - Maryland Route 210 (PG 309-26) also known as "P2P." This bill authorizes the implementation of a program that uses at least two motor vehicle sensors to calculate the average speed of a motor vehicle between two geographically fixed points. Unlike single-point cameras, P2P uses state-of-the art speed camera technology to measure a vehicle's average speed between two fixed camera locations, so drivers cannot avoid accountability by braking only where they know a camera is located.

While some safety measures have been in place, the December 2025, MD Route 210 Report by the Maryland Department of Transportation, State Highway Administration found that from January 1, 2015, to December 31, 2024, there were 42 fatal crashes on MD 210 between the Charles County and Washington, D.C. lines. Eighteen of the 42 fatal crashes involved pedestrians. In February 2026 another life was lost on Maryland 210 due to excessive speed. Thus, more must be done to motivate drivers to slow down on the entirety of MD 210. I believe P2P can help us move closer to that goal. I urge you to vote in favor of HB-421.

Tolores Holmes

Requested Amendments.pdf

Uploaded by: Honorable John O'Connor

Position: FWA

A BILL ENTITLED

1 AN ACT concerning

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

4 FOR the purpose of authorizing the placement and use of point-to-point speed monitoring
5 systems on Maryland Route 210 (Indian Head Highway) in Prince George's County,
6 subject to certain requirements; and generally relating to point-to-point speed
7 monitoring systems on Maryland Route 210 (Indian Head Highway) in Prince
8 George's County.

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

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

19 BY adding to
20 Article - Transportation
21 Section 21-809.1
22 Annotated Code of Maryland
23 (2020 Replacement Volume and 2025 Supplement)

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

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



Article – Courts and Judicial Proceedings

7-302.

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

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

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

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

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

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

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

1. A vehicle height monitoring system;
2. A traffic control signal monitoring system;
3. A speed monitoring system;
4. **A POINT-TO-POINT SPEED MONITORING SYSTEM;**
5. A work zone speed control system;
- [5.] 6. A stop sign monitoring system;
- [6.] 7. A school bus monitoring camera;
- [7.] 8. A bus lane monitoring system; or

1 [8.] 9. A noise abatement monitoring system.

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

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

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

- 17 1. A traffic control signal monitoring system;
- 18 2. A work zone speed control system;
- 19 3. A speed monitoring system; or
- 20 4. A bus lane monitoring system.

21 (3) (i) Except as provided in subparagraphs (ii) and (iii) of this
22 paragraph and paragraph (6) of this subsection, civil penalties resulting from citations
23 issued using a vehicle height monitoring system, traffic control signal monitoring system,
24 speed monitoring system, **POINT-TO-POINT SPEED MONITORING SYSTEM**, work zone
25 speed control system, stop sign monitoring system, school bus monitoring camera, bus lane
26 monitoring system, or a noise abatement monitoring system that are collected by the
27 District Court shall be collected in accordance with subsection (a) of this section and
28 distributed in accordance with § 12-118 of the Transportation Article.

1 (4) (i) Except as provided in paragraphs (5) and (6) of this subsection,
2 from the fines collected by a political subdivision as a result of violations enforced by speed
3 monitoring systems, **POINT-TO-POINT SPEED MONITORING SYSTEMS**, work zone speed
4 control systems, stop sign monitoring systems, school bus monitoring cameras, bus lane
5 monitoring systems, or noise abatement monitoring systems, a political subdivision:

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

10 2. Subject to subparagraphs (ii), (iii), and (iv) of this
11 paragraph, may spend any remaining balance solely for public safety purposes, including
12 pedestrian or highway safety programs.

13 (ii) 1. For any fiscal year, if the balance remaining from the fines
14 collected by a political subdivision as a result of violations enforced by speed monitoring
15 systems **OR POINT-TO-POINT SPEED MONITORING SYSTEMS**, after the costs of
16 implementing and administering the systems are recovered in accordance with
17 subparagraph (i)1 of this paragraph, is greater than 10% of the total revenues of the
18 political subdivision for the fiscal year, the political subdivision shall remit any funds that
19 exceed 10% of the total revenues to the Comptroller.

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

OR A MUNICIPALITY

22 (iii) The fines collected by Prince George's County ~~was~~ as a result of
23 violations enforced by speed monitoring systems **OR POINT-TO-POINT SPEED**
24 **MONITORING SYSTEMS** on Maryland Route 210 shall be remitted to the Comptroller for
25 distribution to the State Highway Administration to be used solely to assist in covering the
26 costs of: ~~AFTER THE RECOVERY OF THE COSTS OF IMPLEMENTING AND ADMINISTERING~~
~~THE SYSTEMS IN ACCORDANCE WITH SUBPARAGRAPH (I)1 OF THIS PARAGRAPH,~~

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

30 2. Reporting its findings and recommendations on any
31 solutions to these safety issues; and

32 3. Implementing any solutions to these safety issues.

Article - Transportation

21-809.1.

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

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

3 (2) "MONITORED SEGMENT OF HIGHWAY" MEANS A SEGMENT OF
4 HIGHWAY THAT IS MONITORED BY A POINT-TO-POINT SPEED MONITORING SYSTEM.

5 (3) "POINT-TO-POINT SPEED MONITORING SYSTEM" MEANS A
6 DEVICE THAT USES AT LEAST TWO MOTOR VEHICLE SENSORS TO CALCULATE THE
7 AVERAGE SPEED OF A MOTOR VEHICLE BETWEEN TWO GEOGRAPHICALLY FIXED
8 POINTS.

9 (C) SUBJECT TO SUBSECTION (D) OF THIS SECTION, PRINCE GEORGE'S
10 COUNTY, [OR A MUNICIPALITY LOCATED WITHIN PRINCE GEORGE'S COUNTY], MAY PLACE AND USE
POINT-TO-POINT SPEED MONITORING SYSTEMS ON
11 MARYLAND ROUTE 210 (INDIAN HEAD HIGHWAY) ONLY IF:

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

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

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

18 (II) IN ACCORDANCE WITH THE MANUAL AND SPECIFICATIONS
19 FOR A UNIFORM SYSTEM OF TRAFFIC CONTROL DEVICES ADOPTED BY THE STATE
20 HIGHWAY ADMINISTRATION UNDER § 25-104 OF THIS ARTICLE;

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

24 (4) THE COUNTY, [MUNICIPALITY,]
25 AND THE STATE HIGHWAY ADMINISTRATION
26 PUBLISH NOTICE OF THE LOCATION OF THE POINT-TO-POINT SPEED MONITORING
27 SYSTEM AND THE MONITORED SEGMENT OF HIGHWAY ON THEIR WEBSITES AT LEAST
30 DAYS BEFORE ACTIVATING THE POINT-TO-POINT SPEED MONITORING SYSTEM.

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

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

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

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

10 (II) GENERATE CITATIONS; AND

11 (III) RESPOND TO APPEALS.

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

14 (I) GENERAL SURVEILLANCE;

15 (II) IMMIGRATION ENFORCEMENT; OR

16 (III) CRIMINAL INVESTIGATIONS OR LAW ENFORCEMENT
17 PURPOSES UNRELATED TO SPEEDING VIOLATIONS.

18 [AND ANY MUNICIPALITY THAT OPERATES POINT-TO-POINT SPEED MONITORING SYSTEMS]
19 ~~(G) ON OR BEFORE JANUARY 31, 2028,~~ AND EACH JANUARY 31
20 THEREAFTER, PRINCE GEORGE'S COUNTY, SHALL, IN ACCORDANCE WITH § 2-1257
21 OF THE STATE GOVERNMENT ARTICLE, REPORT TO THE GENERAL ASSEMBLY ON
22 THE POINT-TO-POINT SPEED MONITORING SYSTEMS OPERATED UNDER THIS
SECTION, INCLUDING:

*Insert
Before
shall*

23 (1) THE TOTAL NUMBER OF CITATIONS ISSUED FOR EACH
24 MONITORED SEGMENT OF HIGHWAY;

25 (2) THE GROSS REVENUE GENERATED;

26 (3) THE EXPENDITURES INCURRED;

27 (4) THE NET REVENUE GENERATED;

28 (5) THE TOTAL AMOUNT OF ANY PAYMENTS MADE TO A CONTRACTOR
29 UNDER THE PROGRAM;

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

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

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

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

HB0421 - SHA - LOI - Prince George's County Point-

Uploaded by: Patricia Westervelt

Position: INFO

March 12, 2026

The Honorable Marc Korman
Chair, Environment and Transportation Committee
250 Lowe House Office Building
Annapolis, MD 21401

RE: Letter of Information – House Bill 421 – Prince George’s County Point-to-Point Speed Monitoring Systems – Maryland Route 210

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 421 and offers the following letter of information for the Committee’s consideration.

HB 421 authorizes the placement and use of point-to-point speed monitoring systems on Maryland Route 210 (Indian Head Highway) in Prince George’s County, subject to certain requirements.

Point-to-point (P2P) speed monitoring systems, also known as average speed cameras, use multiple cameras over a roadway segment to calculate a vehicle's average speed, rather than its speed at one location. P2P cameras record license plates and timestamps at entry and exit points so citations can be issued to motorists for sustained speeding. This improves safety by encouraging drivers to maintain a consistent speed throughout an entire road segment, instead of just at one point.

The SHA continues to work with state and local elected officials, local law enforcement agencies, community leaders, and Prince George’s County to address safety concerns and reduce crashes on MD 210, which has a history of high travel speeds and significant crashes resulting in serious injuries or fatalities. There are now six state-of-the-art speed cameras operating along MD 210. Fines for violations are now graduated based on speed, penalizing the worst offenders with higher fines due to the passage of legislation in the 2025 legislative session.

The Federal Highway Administration (FHWA) considers speed cameras, including point-to-point cameras, a proven safety measure. FHWA reports that fixed unit speed safety cameras can reduce crashes on urban principal arterials by up to 54 percent. Further, research has shown that the estimated economic benefits of reduced crashes substantially exceed the total fines paid by violators. The use of speed monitoring systems on Maryland roadways complements local law enforcement as an additional resource to reduce speeds, correct driver behavior, and create safer roadways for all.

The Honorable Marc Korman
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The SHA is working with the bill sponsor on amendment language to address how P2P automated speed enforcement will interact with existing ASE in the corridor. The Administration wants to ensure new cameras do not inadvertently place restraints on SHA's current automated enforcement programs or cause conformity issues with relevant statutes.

The Maryland Department of Transportation respectfully requests the Committee consider this information during their deliberations of House Bill 421.

Respectfully submitted,

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Director
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Maryland Department of Transportation
410-865-1090