

**HB1630/893723/1**

BY: Environment and Transportation Committee

AMENDMENTS TO HOUSE BILL 1630  
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 3, strike “placement” and substitute “State Highway Administration to place”; in the same line, strike the second “of”; after line 5, insert:

“BY repealing and reenacting, with amendments,

Article - Courts and Judicial Proceedings

Section 7-302(e)(3)(ii)

Annotated Code of Maryland

(2020 Replacement Volume and 2025 Supplement)”;

in line 8, strike the second “and” and substitute a comma; in the same line, after “(b)(1)(i)1.” insert “, and (k)(2)(xi) and (xii) and (3)”; and in line 13, strike “21-809(b)(1)(vi)8. and 9.” and substitute “21-809(a)(2), (b)(1)(i)2., (vi)8. and 9., and (viii), (d)(2), and (k)(2)(x)”.

AMENDMENT NO. 2

On page 1, after line 22, insert:

**“Article – Courts and Judicial Proceedings**

7-302.

(e) (3) (ii) 1. The fines collected by the District Court as a result of violations enforced by speed monitoring systems on Interstate 695 in Baltimore County [and], ON Interstate 83 in Baltimore County, AND ON U.S. ROUTE 301 APPROACHING THE INTERSECTIONS OF OR BETWEEN MARYLAND ROUTE 405

**HB1630/893723/01 Environment and Transportation Committee**  
**Amendments to HB 1630**  
**Page 2 of 6**

AND MARYLAND ROUTE 19 IN QUEEN ANNE’S COUNTY shall be remitted to the Comptroller for distribution to the State Highway Administration to be used solely to:

A. Recover the cost of implementing and administering the speed monitoring systems on Interstate 695 in Baltimore County [and], ON Interstate 83 in Baltimore County, AND ON U.S. ROUTE 301 APPROACHING THE INTERSECTIONS OF OR BETWEEN MARYLAND ROUTE 405 AND MARYLAND ROUTE 19 IN QUEEN ANNE’S COUNTY; and

B. Assist in covering the cost of roadway and safety improvements on Interstate 695 in Baltimore County [and], ON Interstate 83 in Baltimore County, AND ON U.S. ROUTE 301 IN QUEEN ANNE’S COUNTY.

2. Fines distributed to the State Highway Administration under subparagraph 1 of this subparagraph are supplemental to and are not intended to take the place of funding that would otherwise be appropriated for uses described under subparagraph 1 of this subparagraph.”.

On page 2, after line 1, insert:

“(2) “Agency” means:

(i) A law enforcement agency of a local political subdivision that is authorized to issue a citation for a violation of the Maryland Vehicle Law or of local traffic laws or regulations;

(ii) For a municipal corporation that does not maintain a police force, an agency established or designated by the municipal corporation to implement this subtitle using speed monitoring systems in accordance with this section;

**HB1630/893723/01 Environment and Transportation Committee**  
**Amendments to HB 1630**  
**Page 3 of 6**

(iii) For speed monitoring systems placed and used on Interstate 83 in Baltimore County [or], Interstate 695 in Baltimore County, OR ON U.S. ROUTE 301 APPROACHING THE INTERSECTIONS OF OR BETWEEN MARYLAND ROUTE 405 AND MARYLAND ROUTE 19 IN QUEEN ANNE’S COUNTY, the State Highway Administration; or

(iv) For speed monitoring systems placed and used on Maryland Route 200 (Intercounty Connector), the Maryland Transportation Authority.”;

after line 7, insert:

“2. The State Highway Administration may use speed monitoring systems on Interstate 83 in Baltimore County [and], ON U.S. ROUTE 301 APPROACHING THE INTERSECTIONS OF OR BETWEEN MARYLAND ROUTE 405 AND MARYLAND ROUTE 19 IN QUEEN ANNE’S COUNTY, AND Interstate 695 in Baltimore County in accordance with this section.”;

in line 17, strike “**IN QUEEN ANNE’S COUNTY,**” and substitute “**BY THE STATE HIGHWAY ADMINISTRATION**”; in the same line, strike “**AT**” and substitute “**APPROACHING**”; in line 19, after “**19**” insert “**IN QUEEN ANNE’S COUNTY**”; after line 19, insert:

“(viii) Before activating a speed monitoring system, the local jurisdiction, the State Highway Administration, or the Maryland Transportation Authority, as appropriate, shall:

1. Publish notice of the location of the speed monitoring system on its website and in a newspaper of general circulation in the jurisdiction;

2. Ensure that each sign that designates a school zone is proximate to a sign that:

(Over)

**HB1630/893723/01 Environment and Transportation Committee**  
**Amendments to HB 1630**  
**Page 4 of 6**

A. Indicates that speed monitoring systems are in use in the school zone; and

B. Is in accordance with the manual for and the specifications for a uniform system of traffic control devices adopted by the State Highway Administration under § 25–104 of this article;

3. With regard to a speed monitoring system established on Maryland Route 210 (Indian Head Highway) in Prince George’s County, based on proximity to an institution of higher education under subparagraph (vi)3 of this paragraph, on Interstate 83 in Baltimore City, in Anne Arundel County on Maryland Route 175 (Jessup Road) between the Maryland Route 175/295 interchange and the Anne Arundel County–Howard County line, at the intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue in Talbot County, on Interstate 83 in Baltimore County or Interstate 695 in Baltimore County, [or] on Maryland Route 200 (Intercounty Connector) in Montgomery County, **OR ON U.S. ROUTE 301 APPROACHING THE INTERSECTIONS OF OR BETWEEN MARYLAND ROUTE 405 AND MARYLAND ROUTE 19 IN QUEEN ANNE’S COUNTY,** ensure that all speed limit signs approaching and within the segment of highway on which the speed monitoring system is located include signs that:

A. Are 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; and

B. Indicate that a speed monitoring system is in use; and

4. With regard to a speed monitoring system placed on Maryland Route 210 (Indian Head Highway) in Prince George’s County, Interstate 83 in Baltimore City, in Anne Arundel County on Maryland Route 175 (Jessup Road) between the Maryland Route 175/295 interchange and the Anne Arundel County–

**HB1630/893723/01 Environment and Transportation Committee**  
**Amendments to HB 1630**  
**Page 5 of 6**

Howard County line, at the intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue in Talbot County, on Interstate 83 in Baltimore County or Interstate 695 in Baltimore County, [or] on Maryland Route 200 (Intercounty Connector) in Montgomery County, **OR ON U.S. ROUTE 301 APPROACHING THE INTERSECTIONS OF OR BETWEEN MARYLAND ROUTE 405 AND MARYLAND ROUTE 19 IN QUEEN ANNE'S COUNTY,** ensure that each sign that indicates that a speed monitoring system is in use is proximate to a device that displays a real-time posting of the speed at which a driver is traveling.

(d) (2) (i) Except as provided in subparagraphs (ii) and (iii) of this paragraph, an agency may mail a warning notice instead of a citation to the owner liable under subsection (c) of this section.

(ii) With regard to a speed monitoring system established on Interstate 83 in Baltimore City, an agency shall mail a warning notice instead of a citation for a violation recorded by the speed monitoring system during the first 90 days that the speed monitoring system is in operation.

(iii) With regard to a speed monitoring system established on Interstate 83 in Baltimore County [or], Interstate 695 in Baltimore County, **OR ON U.S. ROUTE 301 APPROACHING THE INTERSECTIONS OF OR BETWEEN MARYLAND ROUTE 405 AND MARYLAND ROUTE 19 IN QUEEN ANNE'S COUNTY,** the State Highway Administration shall mail a warning notice instead of a citation for a violation recorded by the speed monitoring system during the first 30 days that the speed monitoring system is in operation.

(k) (2) The report shall include:

(x) The locations at which each speed monitoring system was used in the local jurisdiction, on Interstate 83 in Baltimore County or Interstate 695 in Baltimore County, [or] on Maryland Route 200 (Intercounty Connector), **OR ON U.S.**

(Over)

**ROUTE 301 APPROACHING THE INTERSECTIONS OF OR BETWEEN MARYLAND  
ROUTE 405 AND MARYLAND ROUTE 19 IN QUEEN ANNE’S COUNTY;**

(xi) The activation start and stop dates of each speed monitoring system for each location at which it was used; and

(xii) The number of citations issued by each speed monitoring system at each location.

(3) Each local jurisdiction with a speed monitoring system program, the State Highway Administration, or the Maryland Transportation Authority shall submit the information required under paragraph (2) of this subsection to the Commission by October 31 of each year and assist the Commission in the preparation of the annual report.”;

and in line 21, after “2026.” insert “It shall remain effective for a period of 6 years and 9 months and, at the end of June 30, 2033, this Act, with no further action required by the General Assembly, shall be abrogated and of no further force and effect.”.