

Department of Legislative Services
Maryland General Assembly
2026 Session

FISCAL AND POLICY NOTE
Third Reader - Revised

House Bill 1630

(Delegate Arentz)

Environment and Transportation

Judicial Proceedings

Queen Anne's County - Speed Monitoring System - U.S. Route 301

This bill authorizes the placement and use of speed monitoring systems (*i.e.*, speed cameras) by the State Highway Administration (SHA) on U.S. Route 301 approaching the intersections of (or between) Maryland Route 405 and Maryland Route 19 in Queen Anne’s County. Existing requirements and specifications that apply to other speed monitoring systems operated by State agencies generally apply to the speed monitoring systems authorized by the bill. **The bill terminates June 30, 2033.**

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures and revenues increase beginning as early as FY 2027 to the extent that additional speed cameras are installed under the authority granted by the bill, as discussed below. General fund expenditures increase by \$16,300 in FY 2027 only for one-time programming costs for the Judiciary.

Local Effect: The bill does not directly affect Queen Anne’s County operations or finances.

Small Business Effect: Potential minimal.

Analysis

Bill Summary: Fines collected by the District Court as a result of violations enforced by speed cameras authorized under the bill must be remitted to the Comptroller for distribution to SHA to (1) recover the cost of implementing and administering its speed camera programs and (2) assist in covering the cost of roadway and safety improvements on, in

addition the highways specified under current law, U.S. Route 301 in Queen Anne's County.

Current Law: State law authorizes the use of various automated monitoring systems, including traffic control signal monitoring systems, speed monitoring systems, school bus monitoring systems, vehicle height monitoring systems, and work zone speed 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 example, for fines collected by the District Court as a result of violations enforced by speed monitoring systems on Interstate 695 in Baltimore County and Interstate 83 in Baltimore County, the revenues must be remitted to the Comptroller for distribution to SHA. SHA must use the revenue solely to (1) recover the cost of implementing and administering the speed monitoring systems on Interstate 695 in Baltimore County and Interstate 83 in Baltimore County and (2) assist in covering the cost of roadway and safety improvements on those same highways.

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

State Fiscal Effect:

State Highway Administration

TTF expenditures and revenues for SHA increase correspondingly beginning as early as fiscal 2027 to the extent that SHA chooses to implement a speed monitoring system program pursuant to the bill's authority in the following manner:

- expenditures increase to install the speed cameras and required signs and for other administrative expenses incurred for the operation of the speed camera program (*i.e.*, mailing or contractual costs);
- revenues increase as citations are issued and penalty revenues are paid to SHA; and
- expenditures further increase as the penalty revenues are used for authorized purposes.

District Court

General fund expenditures for the Judiciary increase by approximately \$16,333 in fiscal 2027 for one-time programming costs. The bill is not anticipated to materially affect District Court caseloads.

As noted above, the bill requires revenues collected by the District Court from speed cameras under the bill to, ultimately, be distributed to SHA; therefore, the bill does not affect general fund revenues.

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); Maryland Department of Transportation; Department of Legislative Services

Fiscal Note History: First Reader - March 19, 2026
me/jkb Third Reader - March 30, 2026
Revised - Amendment(s) - March 30, 2026

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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
