

Department of Legislative Services  
Maryland General Assembly  
2026 Session

FISCAL AND POLICY NOTE  
First Reader

House Bill 1630 (Delegate Arentz)  
Environment and Transportation

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

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This bill authorizes the placement and use of speed monitoring systems (*i.e.*, speed cameras) on U.S. Route 301 at 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 generally apply to the speed monitoring systems authorized by the bill.

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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. General fund expenditures increase by \$16,300 in FY 2027 only for one-time programming costs for the Judiciary. The bill is not anticipated to materially affect District Court caseloads.

**Local Effect:** Revenues and expenditures for Queen Anne’s County increase to the extent that any speed cameras are installed pursuant to the bill’s authority, as discussed below.

**Small Business Effect:** Potential minimal.

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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 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.

In general, citation revenues from speed monitoring systems used by a local jurisdiction (subject to limited exception) may be used to recover the costs of implementing and administering the program and any remaining balance may be used solely for public safety purposes, including pedestrian or highway safety programs. However, for any fiscal year in which the balance remaining after the costs of implementing and administering the systems is greater than 10% of the total revenues of the county for the fiscal year, the county must remit any funds that exceed 10% of the total revenues to the Comptroller.

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

**State Fiscal Effect:** Assuming that speed cameras are installed by Queen Anne’s County pursuant to the bill’s authority, the total number of speed camera citations issued may increase beginning as early as fiscal 2027. As a result of this potential increase in citations, the number of individuals opting for a trial in District Court may increase.

Accordingly, general fund revenues may increase minimally as fine revenues paid by individuals convicted in District Court are paid into the general fund. For context, the Judiciary advises that there were 6,479 requests for trial based on citations issued from speed monitoring systems in fiscal 2025.

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.

**Local Fiscal Effect:** To the extent that Queen Anne’s County chooses to implement a speed camera program pursuant to the authority granted by the bill:

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

## **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  
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Analysis by: Richard L. Duncan

Direct Inquiries to:  
(410) 946-5510  
(301) 970-5510

## 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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