

**Department of Legislative Services**  
Maryland General Assembly  
2026 Session

**FISCAL AND POLICY NOTE**  
**Third Reader - Revised**

Senate Bill 10

(Senator A. Washington)

Judicial Proceedings

Environment and Transportation

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**State Highway Administration - Speed Monitoring Systems - Application  
Approval**

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This bill establishes a 120-day timeframe for the State Highway Administration (SHA) to approve or deny an application submitted by a program administrator or the program administrator's contractor (or return an application as incomplete) when a county applies to obtain SHA's approval to use a speed monitoring system on a State highway at a location within a municipal corporation. If SHA does not approve, deny, or return an application during that 120-day timeframe, the application is deemed approved. The bill also specifies that (1) a speed monitoring system contractor that submits an application must consult with the program administrator before and after the submission of an application and (2) a program administrator or contractor may not submit more than 10 applications during any 30-day period.

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**Fiscal Summary**

**State Effect:** The bill's requirements can be handled using existing budgeted resources; SHA's internal processes already conform to the timeframe established by the bill. Revenues are not affected.

**Local Effect:** The bill is not anticipated to materially affect local government operations or finances.

**Small Business Effect:** None.

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## Analysis

### Current Law:

#### *Automated Enforcement System – Generally*

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.

“Program administrator” means an employee or representative of the local jurisdiction, SHA, or Maryland Transportation Authority designated to oversee a contract with a speed monitoring system contractor.

#### *Speed Monitoring Systems on State Highways*

Under certain circumstances, counties are authorized to install and administer speed monitoring systems on State highways. However, before a county may use a system on a State highway at a location within a municipal corporation, the county must (1) obtain the approval of SHA; (2) notify the municipal corporation of SHA’s approval; and (3) grant the municipal corporation 60 days from the date of the county’s notice to enact an ordinance authorizing the municipal corporation instead of the county to use a speed monitoring system at that location.

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

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### Additional Information

**Recent Prior Introductions:** Similar legislation has not been introduced within the last three years.

**Designated Cross File:** None.

**Information Source(s):** Department of Transportation; Municipal League; Maryland Department of Legislative Services

**Fiscal Note History:** First Reader - January 21, 2026  
caw/jkb Third Reader - March 26, 2026  
Revised - Amendment(s) - March 26, 2026

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## 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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