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Bill No.: _____
Requested: _____
Committee: _____

Drafted by: Tracy
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Stored – 10/19/26
Proofread by _____
Checked by _____

By: **Prince George's County Delegation**

A BILL ENTITLED

AN ACT concerning

Prince George's County – Speed Monitoring Systems – Maryland Route 210 (Indian Head Highway)

PG 312–27

FOR the purpose of authorizing 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; clarifying the authorized distribution of revenue under speed monitoring systems programs for Maryland Route 210 (Indian Head Highway); and generally relating to speed monitoring systems on Maryland Route 210 (Indian Head Highway) in Prince George's County.

BY repealing and reenacting, with amendments,
Article – Courts and Judicial Proceedings
Section 4–401(13), 7–301(a) and (f)(1), 7–302(e)(1), (2), (3)(i), and (4)(i) through (iii), and 10–311(b) and (h)
Annotated Code of Maryland
(2020 Replacement Volume and 2026 Supplement)

BY repealing and reenacting, without amendments,
Article – Courts and Judicial Proceedings
Section 7–301(f)(2) and 7–302(a)

EXPLANATION: **CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.**
[Brackets**]** indicate matter deleted from existing law.

Annotated Code of Maryland
(2020 Replacement Volume and 2026 Supplement)

BY repealing and reenacting, with amendments,
Article – General Provisions
Section 4–321
Annotated Code of Maryland
(2019 Replacement Volume and 2026 Supplement)

BY repealing and reenacting, with amendments,
Article – Insurance
Section 11–215(e) and 11–318(e)
Annotated Code of Maryland
(2017 Replacement Volume and 2026 Supplement)

BY repealing and reenacting, with amendments,
Article – Transportation
Section 12–113.1(b)
Annotated Code of Maryland
(2020 Replacement Volume and 2026 Supplement)

BY repealing and reenacting, without amendments,
Article – Transportation
Section 12–113.1(c)
Annotated Code of Maryland
(2020 Replacement Volume and 2026 Supplement)

BY adding to
Article – Transportation
Section 21–809.1
Annotated Code of Maryland
(2020 Replacement Volume and 2026 Supplement)

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

Article – Courts and Judicial Proceedings

4–401.

Except as provided in § 4–402 of this subtitle, and subject to the venue provisions of Title 6 of this article, the District Court has exclusive original civil jurisdiction in:

(13) A proceeding for a civil infraction under § 21–202.1, § 21–704.1, § 21–706.1, § 21–707.1, § 21–809, **§ 21–809.1,** § 21–810, § 21–810.1, § 21–1134, § 22–612, or § 24–111.3 of the Transportation Article or § 10–112 of the Criminal Law Article;

7–301.

(a) (1) Except as provided in paragraphs (2) and (3) of this subsection, the court costs in a traffic case, including parking and impounding cases, cases under § 21–202.1, § 21–809, **§ 21–809.1,** § 21–810, § 21–810.1, § 21–1414, or § 24–111.3 of the Transportation Article in which costs are imposed, and cases under § 10–112 of the Criminal Law Article in which costs are imposed:

(i) Are $22.50; and

(ii) Shall also be applicable to those cases in which the defendant elects to waive the defendant's right to trial and pay the fine or penalty deposit established by the Chief Judge of the District Court by administrative regulation.

(2) In an uncontested case under § 21–202.1, § 21–809, **§ 21–809.1,** § 21–810, § 21–1414, or § 24–111.3 of the Transportation Article, an uncontested case under § 10–112 of the Criminal Law Article, or an uncontested parking or impounding case in which the fines are paid directly to a political subdivision or municipality, costs are $2.00, which costs shall be paid to and retained by the political subdivision or municipality.

(3) (i) In an uncontested case in which the fine is paid directly to an agency of State government authorized by law to regulate parking of motor vehicles, the court costs are $2.00.

(ii) The fine and the costs under this paragraph shall be paid to the agency, which shall receive and account for these funds as in all other cases involving sums due the State through a State agency.

(f) (1) This subsection does not apply to a traffic case under § 21–202.1, § 21–809, **§ 21–809.1,** § 21–810, § 21–810.1, or § 21–1414 of the Transportation Article or to a parking or impounding case.

(2) In a traffic case under subsection (a)(1) of this section the court shall add a $7.50 surcharge to any fine imposed by the court.

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, § 21–810.1, § 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

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

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

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

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

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

1. A traffic control signal monitoring system;

2. A work zone speed control system;

3. A safety corridor speed monitoring system;

4. A speed monitoring system; or

5. A bus lane monitoring system.

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

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

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

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

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

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

(iii) The fines collected by Prince George's County as a result of violations enforced by speed monitoring systems **OR POINT–TO–POINT SPEED MONITORING SYSTEMS** on Maryland Route 210**, AFTER THE ALLOCATION OF FINES UNDER SUBPARAGRAPH (I)1 OF THIS PARAGRAPH,** shall be remitted to the Comptroller for distribution to the State Highway Administration to be used solely to assist in covering the costs of:

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

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

3. Implementing any solutions to these safety issues.

10–311.

(b) A recorded image of a motor vehicle produced by a speed monitoring system **OR A POINT–TO–POINT SPEED MONITORING SYSTEM** in accordance with § 21–809, **§ 21–809.1,** § 21–810, or § 21–810.1 of the Transportation Article is admissible in a proceeding concerning a civil citation issued under that section for a violation of Title 21, Subtitle 8 of the Transportation Article without authentication.

(h) In any other judicial proceeding, a recorded image produced by a vehicle height monitoring system, traffic control signal monitoring system, speed monitoring

system, **POINT–TO–POINT SPEED MONITORING SYSTEM,** work zone speed control system, safety corridor speed monitoring system, stop sign monitoring system, school bus monitoring camera, or bus lane monitoring system or a recorded image and any relevant recorded audio produced by a noise abatement monitoring system in conjunction with a noise measuring device is admissible as otherwise provided by law.

Article – General Provisions

4–321.

(a) In this section, "recorded image" or "recorded images" has the meaning stated in § 21–202.1, § 21–706.1, § 21–809, § 21–810, § 21–810.1, § 21–1134, § 22–612, or § 24–111.3 of the Transportation Article.

(b) Except as provided in subsection (c) of this section, a custodian shall deny inspection of recorded images produced by:

(1) a traffic control signal monitoring system operated under § 21–202.1 of the Transportation Article;

(2) an automated railroad grade crossing enforcement system operated under § 21–704.1 of the Transportation Article;

(3) a school bus monitoring camera operated under § 21–706.1 of the Transportation Article;

(4) a stop sign monitoring system operated under § 21–707.1 of the Transportation Article;

(5) a speed monitoring system operated under § 21–809 of the Transportation Article;

(6) **A POINT–TO–POINT SPEED MONITORING SYSTEM OPERATED UNDER § 21–809.1 OF THE TRANSPORTATION ARTICLE;**

(7) a work zone speed control system operated under § 21–810 of the Transportation Article;

[(7)**] (8)** a safety corridor speed monitoring system operated under § 21–810.1 of the Transportation Article;

[(8)**] (9)** a bus lane monitoring system operated under § 21–1134 of the Transportation Article;

[(9)**] (10)** a noise abatement monitoring system operated under § 22–612 of the Transportation Article; or

[(10)**] (11)** a vehicle height monitoring system operated under § 24–111.3 of the Transportation Article.

(c) A custodian shall allow inspection of recorded images:

(1) as required in § 12–113.1, § 21–202.1, § 21–704.1, § 21–706.1, § 21–707.1, § 21–809, **§ 21–809.1,** § 21–810, § 21–810.1, § 21–1134, § 22–612, or § 24–111.3 of the Transportation Article;

(2) by any person issued a citation under § 21–202.1, § 21–704.1, § 21–706.1, § 21–707.1, § 21–809, **§ 21–809.1,** § 21–810, § 21–810.1, § 21–1134, § 22–612, or § 24–111.3 of the Transportation Article, or by an attorney of record for the person; or

(3) by an employee or agent of an agency in an investigation or a proceeding relating to the imposition of or indemnification from civil liability under § 21–202.1, § 21–704.1, § 21–706.1, § 21–707.1, § 21–809, **§ 21–809.1,** § 21–810, § 21–810.1, § 21–1134, § 22–612, or § 24–111.3 of the Transportation Article.

Article – Insurance

11–215.

(e) For purposes of reclassifying an insured in a classification that entails a higher premium, an insurer under an automobile insurance policy may not consider a probation before judgment disposition of a motor vehicle law offense, a civil penalty imposed pursuant to § 21–202.1, § 21–809, **§ 21–809.1,** § 21–810, § 21–810.1, or § 24–111.3 of the Transportation Article, or a first offense of driving with an alcohol concentration of 0.08 or more under § 16–205.1 of the Transportation Article on record with the Motor Vehicle Administration, as provided in § 16–117(b) of the Transportation Article.

11–318.

(e) For purposes of reclassifying an insured in a classification that entails a higher premium, an insurer under an automobile insurance policy may not consider a probation before judgment disposition of a motor vehicle law offense, a civil penalty imposed pursuant to § 21–202.1, § 21–809, **§ 21–809.1,** § 21–810, § 21–810.1, or § 24–111.3 of the Transportation Article, or a first offense of driving with an alcohol concentration of 0.08 or more under § 16–205.1 of the Transportation Article on record with the Motor Vehicle Administration, as provided in § 16–117(b) of the Transportation Article.

Article – Transportation

12–113.1.

(b) This section applies to:

(1) Traffic control signal monitoring systems under § 21–202.1 of this article;

(2) Automated railroad grade crossing enforcement systems under § 21–704.1 of this article;

(3) School bus monitoring cameras under § 21–706.1 of this article;

(4) Stop sign monitoring systems under § 21–707.1 of this article;

(5) Speed monitoring systems under § 21–809 of this article;

(6) **POINT–TO–POINT SPEED MONITORING SYSTEMS UNDER § 21–809.1 OF THIS ARTICLE;**

(7) Work zone speed control systems under § 21–810 of this article;

[(7)**] (8)** Safety corridor speed monitoring systems under § 21–810.1 of this article;

[(8)**] (9)** Bus lane monitoring systems under § 21–1134 of this article;

[(9)**] (10)** Noise abatement monitoring systems under § 22–612 of this article;

[(10)**] (11)** Vehicle height monitoring systems under § 24–111.3 of this article; and

[(11)**] (12)** Any other automated traffic enforcement system authorized under State law.

(c) (1) Except as provided in paragraphs (2) and (3) of this subsection, an agency may not access or use a recorded image or associated data without a warrant, subpoena, or court order unless the access or use is for an appropriate traffic enforcement purpose.

(2) (i) Subject to subparagraph (ii) of this paragraph, a law enforcement agency may access and use a recorded image or associated data already retained by the law enforcement agency if:

1. The law enforcement agency documents a request to access and use the recorded image or associated data that articulates a specific legitimate law enforcement purpose for accessing and using the recorded image or associated data; and

2. The custodian of the recorded image or associated data maintains a written record of the request and whether or not the request was granted.

(ii) A law enforcement agency that accesses a recorded image or associated data under this paragraph may use the recorded image or associated data only for the legitimate law enforcement purpose described in the request required by subparagraph (i)1 of this paragraph.

(3) An employee or a contractor of an agency may access and use a recorded image and associated data:

(i) To administer and process citations or to audit or evaluate the accuracy of the automated enforcement system; and

(ii) In a manner consistent with subsection (d) of this section.

(4) An agency that knowingly violates this subsection is subject to a fine not exceeding $1,000 for each violation.

21–809.1.

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

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

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

(B) THIS SECTION APPLIES ONLY IN PRINCE GEORGE'S COUNTY.

(C) SUBJECT TO SUBSECTION (D) OF THIS SECTION, THE COUNTY, IN CONSULTATION WITH THE STATE HIGHWAY ADMINISTRATION, MAY PLACE AND USE NOT MORE THAN THREE POINT–TO–POINT SPEED MONITORING SYSTEMS ON MARYLAND ROUTE 210 (INDIAN HEAD HIGHWAY) ONLY IF:

(1) SIGNAGE INDICATING THAT A POINT–TO–POINT SPEED MONITORING SYSTEM IS IN USE IS INSTALLED:

(I) BEFORE THE MONITORED SEGMENT OF HIGHWAY; AND

(II) 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;

(2) EACH MONITORED SEGMENT OF HIGHWAY INCLUDES AT LEAST ONE DEVICE THAT DISPLAYS A REAL–TIME POSTING OF THE SPEED AT WHICH A DRIVER IS TRAVELING; AND

(3) THE COUNTY PUBLISHES NOTICE OF THE LOCATION OF THE POINT–TO–POINT SPEED MONITORING SYSTEM AND THE MONITORED SEGMENT OF HIGHWAY ON ITS WEBSITE AT LEAST 30 DAYS BEFORE ACTIVATING THE POINT–TO–POINT SPEED MONITORING SYSTEM.

(D) A POINT–TO–POINT SPEED MONITORING SYSTEM MAY BE PLACED AND USED ONLY AT A LOCATION THAT IS IDENTIFIED BY THE STATE HIGHWAY ADMINISTRATION IN SAFETY STUDIES AS HIGH–RISK FOR MOTOR VEHICLE CRASHES OR AS HAVING A HIGH PREVALENCE OF SPEEDING.

(E) (1) THE PROVISIONS OF § 21–809(B)(1)(I)1, (II), (X), AND (XI) AND (2) THROUGH (6), AND (C) THROUGH (J) OF THIS SUBTITLE THAT APPLY TO SPEED MONITORING SYSTEMS ON MARYLAND ROUTE 210 (INDIAN HEAD HIGHWAY) SHALL APPLY TO POINT–TO–POINT SPEED MONITORING SYSTEMS UNDER THIS SECTION.

(2) THE COUNTY SHALL MAIL A WARNING NOTICE INSTEAD OF A CITATION FOR A VIOLATION RECORDED BY A POINT–TO–POINT SPEED MONITORING SYSTEM DURING THE FIRST 30 DAYS THAT POINT–TO–POINT SPEED MONITORING SYSTEMS ARE IN OPERATION UNDER THIS SECTION.

(3) NOT MORE THAN ONE CITATION MAY BE ISSUED FOR THE SAME REGISTRATION PLATE FOR ALLEGED VIOLATIONS THAT OCCUR ON A MONITORED SEGMENT OF HIGHWAY OR OVERLAPPING MONITORED SEGMENTS OF HIGHWAY ARISING FROM THE SAME CONTINUOUS TRIP THROUGH THE MONITORED SEGMENT OR SEGMENTS OF HIGHWAY.

(F) (1) A POINT–TO–POINT SPEED MONITORING SYSTEM MAY BE USED ONLY TO:

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

(II) GENERATE CITATIONS; AND

(III) RESPOND TO APPEALS.

(2) A POINT–TO–POINT SPEED MONITORING SYSTEM MAY NOT BE USED FOR:

(I) GENERAL SURVEILLANCE;

(II) IMMIGRATION ENFORCEMENT; OR

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

(G) THE COUNTY SHALL:

(1) ESTABLISH BASELINE AND SUBSEQUENT MONITORING OF ANY REASONABLE ALTERNATE ROUTES TO MARYLAND ROUTE 210 (INDIAN HEAD HIGHWAY) TO DETERMINE WHETHER THE OPERATION OF A POINT–TO–POINT SPEED MONITORING SYSTEM RESULTS IN THE UNSAFE DIVERSION OF VEHICLE TRAFFIC; AND

(2) ADJUST OR SUSPEND THE OPERATION OF THE POINT–TO–POINT SPEED MONITORING SYSTEM IF THE OPERATION OF THE SYSTEM RESULTS IN THE UNSAFE DIVERSION OF VEHICLE TRAFFIC ONTO ALTERNATE ROUTES.

(H) ON OR BEFORE JANUARY 31, 2029, AND EACH JANUARY 31 THEREAFTER, THE COUNTY SHALL, IN ACCORDANCE WITH § 2–1257 OF THE STATE GOVERNMENT ARTICLE, REPORT TO THE GENERAL ASSEMBLY ON THE POINT–TO–POINT SPEED MONITORING SYSTEMS OPERATED UNDER THIS SECTION, INCLUDING:

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

(2) THE GROSS REVENUE GENERATED;

(3) THE EXPENDITURES INCURRED;

(4) THE NET REVENUE GENERATED;

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

(6) IN COORDINATION WITH THE STATE HIGHWAY ADMINISTRATION, A DESCRIPTION OF HOW THE NET REVENUE GENERATED FROM THE POINT–TO–POINT SPEED MONITORING SYSTEMS WAS USED OR IS PLANNED TO BE USED, INCLUDING WHAT PERCENTAGE OF NET REVENUE WAS DEDICATED TO ROADWAY SAFETY IMPROVEMENTS ON OR NEAR MARYLAND ROUTE 210 (INDIAN HEAD HIGHWAY);

(7) CHANGES TO THE AVERAGE SPEED ON EACH MONITORED SEGMENT OF HIGHWAY;

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

(9) CHANGES IN THE NUMBER OF REPEAT OFFENSES BY REGISTRATION PLATE.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect October 1, 2027.