

HOUSE BILL 1311

R5, L2

5lr0939

By: **Howard County Delegation**

Introduced and read first time: February 7, 2025

Assigned to: Environment and Transportation

A BILL ENTITLED

1 AN ACT concerning

2 **Howard County – Speed Monitoring Systems – Authorization**

3 **Ho. Co. 9–25**

4 FOR the purpose of expanding the authorization to place and use speed monitoring systems
5 on highways in Howard County; requiring the fines collected by Howard County as
6 a result of violations enforced by certain speed monitoring systems to be used for
7 public safety purposes, including pedestrian or highway safety programs, or to fund
8 deferred maintenance work at Howard County public schools; and generally relating
9 to the placement and use of a speed monitoring system in Howard County.

10 BY repealing and reenacting, with amendments,
11 Article – Courts and Judicial Proceedings
12 Section 7–302(e)(4)(i)
13 Annotated Code of Maryland
14 (2020 Replacement Volume and 2024 Supplement)

15 BY repealing and reenacting, without amendments,
16 Article – Courts and Judicial Proceedings
17 Section 7–302(e)(4)(ii)
18 Annotated Code of Maryland
19 (2020 Replacement Volume and 2024 Supplement)

20 BY adding to
21 Article – Courts and Judicial Proceedings
22 Section 7–302(e)(4)(vii)
23 Annotated Code of Maryland
24 (2020 Replacement Volume and 2024 Supplement)

25 BY repealing and reenacting, without amendments,
26 Article – Transportation

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



Section 21–809(a)(1) and (8) and (b)(1)(i)
Annotated Code of Maryland
(2020 Replacement Volume and 2024 Supplement)

BY repealing and reenacting, with amendments,
Article – Transportation
Section 21–809(b)(1)(vi)
Annotated Code of Maryland
(2020 Replacement Volume and 2024 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

7–302.

(e) (4) (i) Except as provided in paragraph (5) of this subsection, from the fines collected by a political subdivision as a result of violations enforced by 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, work zone speed control systems, school bus monitoring cameras, bus lane monitoring systems, or noise abatement monitoring systems; and

2. Subject to subparagraphs (ii), (iii), [and] (iv), AND (VII) 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, 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.

(VII) 1. FROM THE FINES COLLECTED BY HOWARD COUNTY AS A RESULT OF VIOLATIONS ENFORCED BY SPEED MONITORING SYSTEMS PLACED IN ACCORDANCE WITH § 21–809(B)(1)(VI)1, 2, AND 7 OF THE TRANSPORTATION ARTICLE, ANY BALANCE REMAINING AFTER THE ALLOCATION OF FINES UNDER SUBPARAGRAPH (I)1 OF THIS PARAGRAPH SHALL BE USED FOR PUBLIC SAFETY

PURPOSES, INCLUDING PEDESTRIAN OR HIGHWAY SAFETY PROGRAMS, OR TO FUND DEFERRED MAINTENANCE WORK AT HOWARD COUNTY PUBLIC SCHOOLS.

2. ANY MONEY USED TO FUND DEFERRED MAINTENANCE WORK UNDER SUBSUBPARAGRAPH 1 OF THIS SUBPARAGRAPH SHALL BE USED TO SUPPLEMENT AND NOT SUPPLANT ANY FUNDS ALLOCATED IN THE CAPITAL BUDGET OF HOWARD COUNTY PUBLIC SCHOOLS.

Article – Transportation

21–809.

(a) (1) In this section the following words have the meanings indicated.

(8) “Speed monitoring system” means a device with one or more motor vehicle sensors producing recorded images of motor vehicles traveling at speeds at least 12 miles per hour above the posted speed limit.

(b) (1) (i) A speed monitoring system may not be used in a local jurisdiction under this section unless its use is authorized by the governing body of the local jurisdiction by local law enacted after reasonable notice and a public hearing.

(vi) This section applies to a violation of this subtitle recorded by a speed monitoring system that meets the requirements of this subsection and has been placed:

1. In Anne Arundel County, **HOWARD COUNTY**, Montgomery County, or Prince George’s County, on a highway in a residential district, as defined in § 21–101 of this title, with a maximum posted speed limit of 35 miles per hour, which speed limit was established using generally accepted traffic engineering practices;

2. In a school zone with a posted speed limit of at least 20 miles per hour;

3. In Prince George’s County:

A. Subject to subparagraph (vii)1 of this paragraph, on Maryland Route 210 (Indian Head Highway); or

B. On that part of a highway located within the grounds of an institution of higher education as defined in § 10–101(h) of the Education Article, or within one-half mile of the grounds of a building or property used by the institution of higher education where generally accepted traffic and engineering practices indicate that motor vehicle, pedestrian, or bicycle traffic is substantially generated or influenced by the institution of higher education;

1 4. Subject to subparagraph (vii)2 of this paragraph, on
2 Interstate 83 in Baltimore City;

3 5. In Anne Arundel County, on Maryland Route 175 (Jessup
4 Road) between the Maryland Route 175/295 interchange and the Anne Arundel
5 County–Howard County line; [or]

6 6. Subject to subparagraph (vii)3 of this paragraph, at the
7 intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue in Talbot County;
8 **OR**

9 **7. IN HOWARD COUNTY:**

10 **A. ON A HIGHWAY IDENTIFIED IN THE COUNTY’S OR**
11 **STATE’S MOST RECENT STRATEGIC HIGHWAY SAFETY PLAN OR VISION ZERO PLAN**
12 **AS A HIGHWAY THAT IS AT HIGH RISK FOR MOTOR VEHICLE CRASHES, INCLUDING**
13 **THOSE INVOLVING PEDESTRIANS OR NONMOTORIZED VEHICLES, THAT RESULT IN**
14 **SERIOUS BODILY INJURY OR DEATH; OR**

15 **B. ON U.S. ROUTE 1 (WASHINGTON BOULEVARD).**

16 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect
17 October 1, 2025.