



Committee: TE
Committee Review: At a future date
Staff: Ludeen McCartney-Green, Legislative Attorney
Purpose: To introduce agenda item – no vote expected
Keywords: #speedmonitoringsystems

AGENDA ITEM #5C
March 17, 2026
Introduction

SUBJECT

Bill 17-26, Motor Vehicles and Traffic – Speed Monitoring Systems Authorized – Amendments

Lead Sponsor: Council President at the Request of the County Executive

EXPECTED ATTENDEES

None

COUNCIL DECISION POINTS & COMMITTEE RECOMMENDATION

- N/A; Introduction

DESCRIPTION/ISSUE

Bill 17-26 would:

- (1) authorize the use of speed monitoring systems within certain school zones;
- (2) authorize the use of speed monitoring systems on certain highways in the County; and
- (3) generally amend the law regarding motor vehicles and traffic control.

SUMMARY OF KEY DISCUSSION POINTS

- N/A

This report contains:

Staff Report	Pages 1-2
Bill 17-26	©1
County Executive’s Memorandum (with enclosures)	© 4
Fiscal Impact Statement	© 10

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MEMORANDUM

March 12, 2026

TO: County Council

FROM: Ludeen McCartney-Green, Legislative Attorney

SUBJECT: Bill 17-26, Motor Vehicles and Traffic – Speed Monitoring Systems Authorized – Amendments

PURPOSE: Introduction – no Council votes required

Bill 17-26, Motor Vehicles and Traffic – Speed Monitoring Systems Authorized – Amendments, is sponsored by the Council President at the request of the County Executive and is scheduled to be introduced on March 17, 2026. A public hearing and Transportation and Environment Committee will be scheduled at a later date.

Bill 17-26 would:

- (1) authorize the use of speed monitoring systems within certain school zones;
- (2) authorize the use of speed monitoring systems on certain highways in the County; and
- (3) generally amend the law regarding motor vehicles and traffic control.

BACKGROUND

The County Executive has provided the following background information regarding Bill 17-26:

“During the 2025 Maryland General Assembly, House Bill 1173 was passed by the Assembly and signed by the Governor to allow municipalities and the County Government in Montgomery County to use the high crash risk corridors in their highway safety plans, to study and place automated speed monitoring systems. This bill authorizes the County Government to use the authority granted under House Bill 1173.”¹ See Legislative Request Report at © 12.

¹ Chapter 590, 2025 Laws of Maryland.

BILL SPECIFICS

Bill 17-26 seeks to amend Chapter 31A-9 of the County Code, as authorized by state law, to require the placement and use of speed monitoring systems:

- in a school zone with a posted speed limit of at least 20 miles per hour; and
- on a highway identified as high risk for motor vehicle crashes in a State or County's strategic highway safety plan or vision zero plans. However, this does not extend the County's authority to place a speed-monitoring system on a controlled-access highway, an expressway, or an interstate highway in the County.²

Additionally, the Bill authorizes the County Executive, by executive order, to implement future speed-monitoring measures without Council action, if future laws are adopted by the Maryland General Assembly under Section 21-809 of the Maryland Transportation Article. Lastly, the Bill makes a few technical changes.

This packet contains:

	<u>Circle #</u>
Bill 17-26	1
County Executive's Memorandum (with enclosures)	4
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² Controlled access highway, expressway, and interstate highway are all defined under Section 20-101 of the Transportation Article of the Maryland Code

Bill No. 17-26
Concerning: Motor Vehicles and Traffic-
Speed Monitoring Systems
Authorized – Amendments
Revised: 3/10/2026 Draft No. 2
Introduced: March 17, 2026
Expires: December 7, 2026
Enacted: _____
Executive: _____
Effective: _____
Sunset Date: None
Ch. _____, Laws of Mont. Co. _____

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

Lead Sponsors: Council President at the Request of the County Executive

AN ACT to:

- (1) authorize the use of speed monitoring systems within certain school zones;
- (2) authorize the use of speed monitoring systems on certain highways in the County; and
- (3) generally amend the law regarding motor vehicles and traffic control.

By amending

Montgomery County Code
Chapter 31, Motor Vehicles and Traffic
Section 31-9A

Boldface	<i>Heading or defined term.</i>
<u>Underlining</u>	<i>Added to existing law by original bill.</i>
[Single boldface brackets]	<i>Deleted from existing law by original bill.</i>
<u>Double underlining</u>	<i>Added by amendment.</i>
[[Double boldface brackets]]	<i>Deleted from existing law or the bill by amendment.</i>
* * *	<i>Existing law unaffected by bill.</i>

The County Council for Montgomery County, Maryland approves the following Act:

1 **Sec. 1. Section 31-9A is amended, as follows:**

2 **31-9A. Speed [Monitoring Systems Authorized] monitoring systems authorized;**
 3 **safe routes to school infrastructure review.**

4 (a) *Definitions.* In this Section, the following words have the meanings
 5 indicated:

6 *School zone* means an area within a half-mile radius of any school
 7 established by the State Highway Administration or the County pursuant
 8 to the Maryland Transportation Code § 21-803.1.

9 *Speed monitoring system* means a device with one or more motor vehicle
 10 sensors producing recorded images of motor vehicles traveling at speeds
 11 at least 12 miles per hour above the posted speed limit.

12 *Walkshed* means a boundary area designated for walking and biking to
 13 and from school, as specified by the Montgomery County Board of
 14 Education Student Transportation policy. A walkshed distance is
 15 dependent on the grade level of a student.

16 (b) The County Executive may authorize, by Executive Order, the use of a
 17 speed monitoring system in the County:

18 (1) on a highway in a residential district with a maximum posted speed
 19 limit of 35 miles per hour[, and] ;

20 (2) on a highway in a school zone with a posted speed limit of at least
 21 20 miles per hour.];

22 (3) on a highway identified in a municipality, county, or state's most
 23 recent strategic highway safety plan or vision zero plan as a
 24 highway that is at high risk for motor vehicle crashes that result in
 25 serious bodily injury or death, except on a controlled access
 26 highway, an expressway, or an interstate highway in the county, as

27 such terms are used and defined under Section 21-101 of the
28 Transportation Article of the Annotated Code of Maryland; and
29 (4) as authorized under Section 21-809 of the Transportation Article
30 of the Annotated Code of Maryland, as amended.

31 (c) An unmanned stationary speed monitoring system must not be activated
32 for the first time after October 1, 2009, until the Executive publishes
33 notice of the location of the speed monitoring system on the County’s
34 website and in a newspaper of general circulation in the County.

35 * * *

36 (g) The Department of Transportation must:
37 (1) complete the safe routes to school infrastructure review within [6]
38 six months after notification by law enforcement or Montgomery
39 County Public Schools when an injury or fatality has occurred on a
40 County maintained roadway; and
41 (2) post the contents of the review on the County’s website.



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

MEMORANDUM

February 13, 2026

TO: Natali Fani-González, President
Montgomery County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Bill XX-26 – 31-9 (A) Motor Vehicles and Traffic – Speed Monitoring Systems
Authorized: Safe Routes to School Infrastructure Review - Revised

I am recommending the enclosed legislation authorizing the County Government to use speed monitoring systems now allowed for use on high crash risk roadways under Maryland Transportation Article Section 21-809(b)(1)(vi), which took effect October 1, 2025.

If you have any questions, please reach out to Wade Holland, Vision Zero Coordinator, at wade.holland@montgomerycountymd.gov or 240-777-2623.

Enclosures: Proposed Bill XX-26
Fiscal Impact Statement – Bill XX-26
Legislative Request Report – Bill XX-26

cc: Richard S. Madaleno, Chief Administrative Officer
Earl Stoddard, Assistant Chief Administrative Officer
Marc Yamada, Chief, Montgomery County Police Department
Christopher Tippery, Director of Operations, Automated Traffic Enforcement Division,
Montgomery County Police Department
Wade Holland, Vision Zero Coordinator
Jennifer Bryant, Director, Office of Management and Budget

Bill No. XX-26
Concerning: Motor Vehicles and Traffic –
Speed Monitoring Systems
Authorized; Safe Routes to School
Infrastructure Review - Revised
Revised: [date] Draft No. 1
Introduced: [date]
Expires: [18 mos. after intro]
Enacted: [date]
Executive: [date signed]
Effective: [date takes effect]
Sunset Date: [date expires]
Ch. [#], Laws of Mont. Co. [year]

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

AN ACT to:

- (1) allow Automated Enforcement (AE) on the High Injury Network (HIN), and
- (2) define High Injury Network (HIN).

By amending

Montgomery County Code
Chapter 31, Motor Vehicles and Traffic
Section 31-9A

Boldface	<i>Heading or defined term.</i>
<u>Underlining</u>	<i>Added to existing law by original bill.</i>
[Single boldface brackets]	<i>Deleted from existing law by original bill.</i>
<u>Double underlining</u>	<i>Added by amendment.</i>
[[Double boldface brackets]]	<i>Deleted from existing law or the bill by amendment.</i>
* * *	<i>Existing law unaffected by bill.</i>

The County Council for Montgomery County, Maryland approves the following Act:

1 **Sec. 1. Section 31-9A is amended, as follows:**

2 **Article I. Definitions.**

3 * * *

4 **Article II. Motor Vehicles, Traffic Control and Highways-Generally.**

5 * * *

6 **31-9A. Speed Monitoring Systems Authorized; safe routes to school**
7 **infrastructure review.**

8 (a) *Definitions.* In this Section, the following words have the meanings
9 indicated:

10 *School zone* means an area within a half-mile radius of any school
11 established by the State Highway Administration or the County pursuant
12 to the Maryland Transportation Code § 21-803.1.

13 *Speed monitoring system* means a device with one or more motor vehicle
14 sensors producing recorded images of motor vehicles traveling at speeds
15 at least 12 miles per hour above the posted speed limit.

16 *Walkshed* means a boundary area designated for walking and biking to
17 and from school as specified by the Montgomery County Board of
18 Education Student Transportation policy. A walkshed distance is
19 dependent on the grade level of a student.

20 (b) The County Executive may authorize, by Executive Order, the use of a
21 speed monitoring system in the County:

22 (1) on a highway in a residential district with a maximum posted speed
23 limit of 35 miles per hour, [and]

24 (2) on a highway in a school zone with a posted speed limit of at least
25 20 miles per hour [.]₂

26 (3) on a highway identified in the municipality’s, county’s, or state’s
27 most recent strategic highway safety plan or vision zero plan as a

28 highway that is at high risk for motor vehicle crashes that result in
 29 serious bodily injury or death except on a controlled access
 30 highway, an expressway, or an interstate highway in the county as
 31 such terms are used and defined in Section 21-809 of the
 32 Transportation Article of the Annotated Code of Maryland, and

33 (4) pursuant to Section 21-809 of the Transportation Article of the
 34 Annotated Code of Maryland, as may be amended from time to
 35 time.

36 (c) An unmanned stationary speed monitoring system must not be activated
 37 for the first time after October 1, 2009, until the Executive publishes
 38 notice of the location of the speed monitoring system on the County's
 39 website and in a newspaper of general circulation in the County.

40 (d) If a speed monitoring system is placed on a highway in a school zone,
 41 each sign that designates the school zone must indicate that a speed
 42 monitoring system is in use.

43 (e) *Safe routes to school infrastructure review – required.* Upon notification
 44 by law enforcement of a traffic collision involving a pedestrian walking,
 45 biking, or using other non-motorized conveyances to or from school, the
 46 Department of Transportation must perform a safe route to school
 47 infrastructure review of each collision that:

48 (1) occurs on a County road;

49 (A) within a school zone; or

50 (B) within a walkshed, if the collision occurred between 7 a.m.
 51 and 9 p.m. on a school instructional day; or

52 (2) occurs at a school bus stop, upon notification by Montgomery
 53 County Public Schools.

54 (f) *Contents of the safe routes to school infrastructure review.* The review
55 under subsection (e):

56 (1) must identify:

57 (A) any deficiencies in engineering, traffic control, and traffic
58 operations;

59 (B) appropriate corrective actions and crash reduction
60 countermeasures, including a redesign of the road network
61 consistent with the United States Department of
62 Transportation’s best practices and the County’s Vision
63 Zero program; and

64 (C) prior collisions in the vicinity; and

65 (2) may identify changes to safety-related outreach and education
66 programs by the Department, if warranted.

67 (g) The Department of Transportation must:

68 (1) complete the safe routes to school infrastructure review within [6]
69 six months after notification by law enforcement or Montgomery
70 County Public Schools when an injury or fatality has occurred on
71 a County maintained roadway; and

72 (2) post the contents of the review on the County’s website.

73 *Approved:*

74

75

Natali Fani-González, President, County Council

Date

76 *Approved:*

77

Marc Elrich, County Executive

Date

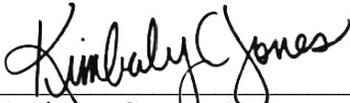
78 *This is a correct copy of Council action.*

79

Sara Tenenbaum, Clerk of the Council

Date

APPROVED AS TO FORM AND LEGALITY
OFFICE OF THE COUNTY ATTORNEY



Assistant County Attorney

12/10/2025

Date

Fiscal Impact Statement

Office of Management and Budget

Bill XX-26 **Motor Vehicles and Traffic - Speed Monitoring Systems Authorized; Safe Routes to School Infrastructure Review - Revised**

Bill Summary

Bill XX-26 amends the County law pertaining to speed monitoring systems. Currently, the County Executive may authorize a speed monitoring system on roads in residential districts with a maximum speed limit of 35 miles per-hour (MPH) or in school zones. Bill XX-26 amends County law to align with Chapter 590 of the 2025 Maryland legislative session, which allows speed monitoring systems on roads identified as high risk for serious injury or death according to municipal, County, or State highway safety strategic plans (excluding controlled access highways, expressways, or interstate highways).

Fiscal Impact Summary

Bill XX-26 is enabling legislation to give new authority to the County Executive and does not have a fiscal impact, though both fines collected and related expenditures will increase if the County Executive exercises the new authority to increase the number of speed monitoring systems throughout Montgomery County.

Fiscal Impact Analysis

The impact of the County Executive exercising the authority granted under Bill XX-26 is difficult to calculate and depends on how many new speed monitoring systems are established and where they are located.

For illustrative purposes, between FY15 and FY24, fines from speed cameras averaged \$177,513 per-camera per-year, while expenses averaged \$95,344 per-camera per-year, for a net average of \$82,169 per-camera per year. Fines from red light cameras averaged \$64,984 per-camera per-year over that same time frame, and \$28,295 in expenses per-camera per-year, for a net average of \$36,689 per-camera per year.

To the extent new speed monitoring systems are established with the new authority granted under Bill XX-26, net revenue from fines will likely increase, though how much depends on where the cameras are located and driver behavior in those areas.

In addition, the amount of fines attributed to a camera (as well as the related expenses) are the highest in the camera's first few years of operation. Thereafter, drivers adapt their behavior to the road's speed limit and revenue slowly declines.

Staff Impact

The bill is not expected to impact staff time or duties.

Actuarial Analysis

The bill is not expected to impact retiree pension or group insurance costs.

Information Technology Impact

The IT systems of the County Police Department and the Department of Finance support the existing speed monitoring system and are not expected to need any changes or upgrades to manage an expanded system if Bill XX-26 were adopted.

Other Information



Later actions that may impact revenue or expenditures if future spending is projected

The bill does not authorize future spending.

Ranges of revenue or expenditures that are uncertain or difficult to project

The amount of fines and expenditures resulting from exercising the new authority granted under Bill XX-26 will depend on the number of new speed monitoring systems established throughout the County and the locations where they are deployed.

In addition, the State implemented a new fine structure in October 2025, shifting from \$40 per-citation (regardless of speed) to a sliding scale up to \$425 per-citation for driving 40 MPH or more above the speed limit. Higher fine rates may increase total fines collected, but more drivers may challenge citations in court. When that happens, the fine is paid to the court system rather than the County and the General Fund.

Contributors

Earl P. Stoddard, Office of the County Executive
Wade Holland, Office of the County Executive
Christopher Tippery, Montgomery County Police Department
Dale Phillips, Montgomery County Police Department
Richard H. Harris, Office of Management and Budget



LEGISLATIVE REQUEST REPORT

Bill #-26

Motor Vehicles and Traffic – Speed Monitoring Systems Authorized: Safe Routes to School
Infrastructure Review - Revised

- DESCRIPTION:** This Bill amends the County Code Chapter 31, Motor Vehicles and Traffic, Section 31-9A to allow Automated Enforcement (AE) on the High Injury Network (HIN) and defines High Injury Network (HIN).
- PROBLEM:** The County’s Vision Zero Action Plan and the State’s Strategic Highway Safety Plan identify roadway corridors with a known high risk of serious and fatal crashes or crashes involving non-motorists, respectively. Of the 100 miles identified in the County’s plan, 60 miles were prohibited from using a proven safety tool, automated speed enforcement, under State law.
- During the 2025 Maryland General Assembly, House Bill 1173 was passed by the Assembly and signed by the Governor to allow municipalities and the County Government in Montgomery County to use the high crash risk corridors in their highway safety plans, to study and place automated speed monitoring systems. This bill authorizes the County Government to use the authority granted under House Bill 1173.
- GOALS AND OBJECTIVES:**
- 1) Authorize the County to use new authority granted under State law.
 - 2) Provide enhanced safety in known high crash risk areas to advance the Vision Zero goal of eliminating serious and fatal injury crashes
- COORDINATION:** Department of Police, Office of the County Executive
- FISCAL IMPACT:** To be requested. [Office of Management and Budget]
- ECONOMIC IMPACT:** To be requested. [Office of Legislative Oversight]

EVALUATION:

To be requested. [N/A as these corridors have not had speed monitoring systems in place] prior to this legislation

EXPERIENCE ELSEWHERE:

Montgomery County Police operate speed monitoring systems in designated school zones and certain residential areas currently. An independent evaluation from the Insurance Institute for Highway Safety found that Police’s existing program had a 39% reduction in the likelihood of an incapacitating or fatal injury on a camera-eligible road.

Nationwide, speed monitoring systems are a USDOT Federal Highway Administration proven safety countermeasure with crash reductions between 20% and 47% for injury crashes on urban principal arterials, which many HIN corridors are principal arterials.

SOURCE OF INFORMATION:

Earl P. Stoddard III, PhD, MPH, CEM, Assistant Chief Administrative Officer, Office of the County Executive

Wade Holland, Vision Zero Coordinator, Office of the County Executive

Christopher Tippet, Director of Operations, Automated Traffic Enforcement Unit, Montgomery County Police Department

Kimberly Jones, Assistant County Attorney, Office of the County Attorney

Haley M. Roberts, Assistant County Attorney, Office of the County Attorney

APPLICATION WITHIN MUNICIPALITIES:

For municipalities without a speed monitoring program, the municipal government could enter into an agreement with Montgomery County to provide a speed monitoring system on a high crash corridor.

PENALTIES:

Penalties are set by State Law under Transportation Article Section 21-809(c)(2) and as of October 1, 2025 are based on the violator’s speed.

Exceeding the Speed Limit by	Civil Penalty
12 to 15 MPH	\$40
16 to 19 MPH	\$70
20 to 29 MPH	\$120
30 to 39 MPH	\$230
40 MPH or more	\$425