

Department of Legislative Services
Maryland General Assembly
2025 Session

FISCAL AND POLICY NOTE
First Reader

House Bill 1130 (Delegate Rosenberg)
Environment and Transportation

**Baltimore City - Speed Monitoring Systems on Interstate 83 - Unpaid and
Overdue Citations**

This bill requires Baltimore City, for the purpose of imposing administrative sanctions under current statutory provisions, to notify the Motor Vehicle Administration (MVA) if an owner or a driver of a vehicle has accumulated more than \$250 in unpaid and overdue citations recorded by speed monitoring systems (*i.e.*, speed cameras) on Interstate 83 in Baltimore City. The bill also authorizes Baltimore City to immobilize a vehicle owned or driven by such a person. The city must send a specified warning about potential enforcement actions with the fifth citation notice sent to a person resulting from a speed monitoring system on Interstate 83 in Baltimore City.

Fiscal Summary

State Effect: MVA can make necessary process and programming changes with existing resources. Revenues are not anticipated to be materially affected.

Local Effect: Baltimore City revenues increase to the extent additional speed camera citations are satisfied due to the enforcement actions required and authorized by the bill, as discussed below. To the extent additional citation revenues are collected, additional funds may be available for roadway improvements on Interstate 83 in Baltimore City (pursuant to the current authorization for speed cameras on Interstate 83).

Small Business Effect: Minimal.

Analysis

Bill Summary: The fifth notice of a citation recorded by speed cameras on Interstate 83 in Baltimore City sent to the owner or driver of a vehicle must include a warning that the

registration of a vehicle that accumulates more than \$250 in unpaid and overdue citations may be subject to:

- for the current owner, the registration of the vehicle being suspended and MVA refusing to renew the vehicle's registration; and
- on the sale of the vehicle, the new owner being responsible for the payment of unpaid and overdue citations before MVA registers the vehicle.

Current Law:

Effect of Parking Violation on Vehicle Registration

MVA may not *register or transfer* the registration of any vehicle involved in specified violations (*e.g.*, parking violations and certain violations related to automated enforcement systems) if it is notified by (1) a political subdivision (or authorized State agency) that the person cited has failed to either pay the fine or file a notice to stand trial; (2) the District Court that a person who has elected to stand trial for the relevant violation has failed to appear for trial; or (3) a U.S. District Court that a person cited for a violation under a federal parking regulation has failed to pay the fine as required or has failed either to file notice of intent to stand trial or (if electing to stand trial) to appear for trial.

Despite the above requirements, MVA may *suspend* the registration of a vehicle involved in a specified parking violation if notified in accordance with the above requirements that the violator is a chronic offender. MVA may adopt rules and regulations to define "chronic offender" and develop procedures to carry out the suspension of a registration as authorized. Citations issued by speed monitoring systems are generally treated as parking violations.

MVA must continue the suspension and refusal to register or transfer a registration of the vehicle until notified by the appropriate entity that the charge has been satisfied (or the person cited pleaded guilty and paid the fine, if applicable). If the registration of the vehicle has been suspended due to chronic offenses, a person may not drive the vehicle on any highway in the State.

The procedures noted above are *in addition to* any other penalty provided by law for the failure to pay a fine or stand trial for a parking violation. MVA must adopt procedures by which political subdivisions, State agencies, the District Court, and the U.S. District Court must notify it of any restrictions and any rescission of restrictions placed on the registration of vehicles pursuant to these requirements.

In addition to any other fee or penalty provided by law, an owner of a vehicle who is denied registration of the vehicle under the provisions noted above must pay a fee established by

MVA before renewal of the registration of the vehicle. The fee (1) may be distributed in part to a political subdivision acting as an agent of MVA in the registration of a vehicle if, based upon information provided to MVA by the political subdivision, the vehicle's prior registration was suspended or the vehicle's registration renewal was denied and (2) except as noted above, must be retained by MVA and may not be credited to the Gasoline and Motor Vehicle Revenue Account.

Speed Monitoring Systems – 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.

Speed monitoring systems must be authorized in a local jurisdiction by the governing body of the jurisdiction (but only after reasonable notice and a public hearing). Before activating a speed monitoring system, a local jurisdiction must publish notice of the location of the speed monitoring system on its website and in a newspaper of general circulation in the jurisdiction. In addition, the jurisdiction must also ensure that each sign that designates a school zone is proximate to a sign that (1) indicates that speed monitoring systems are in use in the school zone and (2) conforms with specified traffic control device standards adopted by the State Highway Administration. Similar requirements apply to speed cameras established on Maryland Route 210 (Indian Head Highway), grounds of institutions of higher education in Prince George's County, Interstate 83 in Baltimore City, Maryland Route 175 in Anne Arundel County (Jessup Road) between the Maryland Route 175/295 interchange and the Anne Arundel County-Howard County line, and at the intersection of Maryland Route 333 (Oxford Road) and Bonfield Avenue in Talbot County.

An authorizing ordinance or resolution adopted by the governing body of a local jurisdiction must establish certain procedures related to the movement or placement of speed monitoring systems. Specifically, if a jurisdiction moves (or places) a mobile (or stationary) speed monitoring system to (or at) a new location, the jurisdiction may not issue a citation for a violation recorded by that speed monitoring system (1) until signage is installed, as specified, and (2) for at least the first 15 calendar days after the signage is installed.

Chapter 628 of 2021 authorizes the placement of up to two speed cameras on Interstate 83 in Baltimore City; however, that authorization terminates June 30, 2026. Chapter 628 also requires each sign indicating that a speed monitoring system is in use be proximate to a device that displays a real-time posting of the speed at which a driver is traveling. Additionally, for any speed camera established on Interstate 83 in Baltimore City, an agency must mail a warning notice instead of a citation for a violation recorded by the system during the first 90 days of its operation.

Speed Monitoring Systems – 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 that includes 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, directly to the political subdivision; or
- elect to stand trial in the District Court for the alleged violation.

The civil penalty may not exceed \$40, and the District Court must prescribe:

- a uniform citation form that includes specified information and allows the person receiving the citation to pay the citation or contest the citation by standing trial, as specified; and
- a civil penalty, which must be indicated on the citation, to be paid by persons who choose to prepay the civil penalty without appearing in District Court.

With specified exceptions, penalty revenues from automated enforcement systems, including speed monitoring systems, must be paid (1) to the relevant political subdivision, 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.

Generally, from the fines generated by a speed monitoring system, the relevant jurisdiction may recover the costs of implementing the system and may spend any remaining balance solely for public safety purposes, including for pedestrian safety programs. However, if the balance of revenues after cost recovery for any fiscal year is greater than 10% of the jurisdiction's total revenues, the excess must be remitted to the Comptroller. Chapter 628 requires that any remaining balance after cost-recovery be distributed to the Baltimore City Department of Transportation to assist in covering the costs of roadway improvements on Interstate 83 in Baltimore City

Local Fiscal Effect: Baltimore City advises, and the Department of Legislative Services concurs, that the bill may significantly increase local revenues for Baltimore City to the extent that the additional enforcement actions specified in the bill further incentivize vehicle owners to satisfy unpaid citations, resulting in outstanding penalties being collected

for speed violations on Interstate 83. For context, Baltimore City advises that there are currently:

- 25,495 Maryland vehicles that have seven or more citations with outstanding fines totaling approximately \$1.0 million;
- 6,595 Virginia vehicles that have seven or more citations with outstanding fines totaling approximately \$263,800; and
- 2,531 Pennsylvania vehicles that have seven or more citations with outstanding fines totaling approximately \$101,200.

As noted above, under current statutory provisions, MVA retains the ability to suspend the registration of a vehicle involved in specified parking violations (including certain automated enforcement citations) if notified in accordance with the relevant requirements that the violator is a chronic offender. Baltimore City has previously advised that (1) it already notifies MVA regarding unpaid violations of school zone speed cameras, red light cameras, and other parking violations and (2) it has a higher collection rate for violations issued for school zone speed cameras compared to those issued for violations captured on Interstate 83. If collection rates increase to a level commensurate with collection rates for similar programs, local revenues may increase significantly – perhaps by several hundred thousand dollars annually, even assuming driver behavior continues to adapt to the speed cameras (resulting in fewer citations issued overall).

Any additional citation revenues collected under the bill are assumed to be used in accordance with the requirements of Chapter 628, which requires fines collected to be remitted to the Comptroller for subsequent distribution to the Baltimore City Department of Transportation for roadway improvements on Interstate 83 in Baltimore City.

This analysis assumes that MVA utilizes its authority to suspend the vehicle registrations of chronic offenders reported by Baltimore City, as local governments are *already* authorized to notify MVA regarding unpaid automated enforcement citations, at which time MVA flags the vehicle's registration and refuses to transfer, register, or reregister (but not suspend) the vehicle registration in question until any citations are satisfied. Any vehicle registrations of chronic offenders suspended under the bill may increase the rate of collection, although any such impact is speculative and can only be determined with experience under the bill.

Additional Information

Recent Prior Introductions: Similar legislation has been introduced within the last three years. See HB 492 of 2024.

Designated Cross File: None.

Information Source(s): Baltimore City; Comptroller's Office; Judiciary (Administrative Office of the Courts); Maryland Department of Transportation; Department of Legislative Services

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