

**Department of Legislative Services**  
Maryland General Assembly  
2025 Session

**FISCAL AND POLICY NOTE**  
**First Reader**

Senate Bill 501

(Senator McCray)(By Request - Baltimore City  
Administration)

Judicial Proceedings

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**Baltimore City - Speed Monitoring System Citations - Late Fees**

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This bill authorizes, in Baltimore City only, an agency to charge a late fee to a person alleged to be liable for a speed violation recorded by a speed monitoring system (*i.e.*, speed camera) if the person fails to pay the civil penalty or contest liability within a timeframe determined by the agency. Any citation generated from a speed monitoring system in Baltimore City must include information advising the person of the potential late fee, as specified.

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**Fiscal Summary**

**State Effect:** The Judiciary can make necessary updates to its citation form using existing budgeted resources. Revenues are not affected.

**Local Effect:** Baltimore City revenues increase, likely minimally, to the extent that the bill results in the imposition and collection of any late fees. Any potential administrative costs are assumed to be minimal and absorbed within existing budgeted resources.

**Small Business Effect:** Potential minimal.

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**Analysis**

**Current Law:** In general, State law authorizes the use of various automated monitoring systems, including speed monitoring systems. In addition to other requirements, 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.

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.

**Local Revenues:** Baltimore City revenues increase to the extent that late fees are imposed and collected pursuant to the authority granted by the bill. Any such impact depends on numerous unknown factors, including the amount of any late fees Baltimore City elects to establish, the applicable timeframe for when such fees may be imposed, and how often they are assessed (and collected). As Baltimore City did not respond to multiple requests for information on the bill, the impact cannot be reliably estimated; nevertheless, any such impact is not anticipated to be significant.

## **Additional Information**

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

**Designated Cross File:** None.

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

**Fiscal Note History:** First Reader - February 3, 2025  
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