

Department of Legislative Services  
Maryland General Assembly  
2025 Session

FISCAL AND POLICY NOTE  
First Reader

House Bill 915 (Delegate Foley)  
Environment and Transportation

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Motor Vehicles - Out-of-State Drivers - Enforcement (Out-of-State Driver  
Accountability Act)

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This bill authorizes the Office of the Attorney General (OAG) or the appropriate local State’s Attorney to bring a civil action in the appropriate court for the payment of an unpaid and overdue traffic citation, including traffic citations issued under an automated enforcement program against (1) a resident of the District of Columbia who is the driver or registered owner of the motor vehicle that was involved in the traffic violation that led to the citation or (2) a motor vehicle registered in the District of Columbia that was involved in the traffic violation that led to the citation. Further, OAG or the appropriate local State’s Attorney may seek (1) payment of any outstanding fines for unpaid and overdue traffic citations; (2) reasonable attorney’s fees; (3) the suspension or revocation of the driver’s or registered owner’s privilege to drive in the State; or (4) immobilization of the applicable motor vehicle by towing or removal and impoundment or booting. Each county and municipal automated traffic enforcement program must submit a quarterly report to the Vision Zero coordinator with specified information regarding unsatisfied out-of-state automated enforcement citations.

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Fiscal Summary

**State Effect:** Additional actions may be brought in the District Court; however, any such impact is assumed to be absorbable. As the bill only applies to local automated enforcement systems, other State finances and operations are likely not materially affected.

**Local Effect:** Local revenues and expenditures increase in certain jurisdictions, as discussed below. The bill’s reporting requirements also have an operational effect on local governments. **This bill may impose a mandate on a unit of local government.**

**Small Business Effect:** None.

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## Analysis

**Bill Summary:** The bill applies to *county and municipal* automated traffic enforcement programs that implement:

- traffic control signal monitoring systems;
- automated railroad grade crossing enforcement systems;
- school bus monitoring cameras;
- stop sign monitoring systems;
- speed monitoring systems;
- work zone speed control systems;
- bus lane monitoring systems;
- noise abatement monitoring systems;
- vehicle height monitoring systems; or
- any other county or municipal automated traffic enforcement system authorized under State law.

Each county and municipal automated traffic enforcement program must submit a quarterly report to the coordinator stating, for each citation issued during the applicable quarter to a motor vehicle registered in another state, (1) the registration plate number and state of registration; (2) whether the citation has been paid; and (3) whether the citation is past due.

Each quarterly report must:

- include the information described above for the previous quarter;
- update the information provided in the previous quarterly reports to reflect citations that have been subsequently paid and are no longer considered past due; and
- provide a cumulative summary of (1) citations issued under the program to motor vehicles registered in another state; (2) the number of citations that have been paid; and (3) the number of citations that are past due.

**Current Law:** State law currently authorizes the use of various automated enforcement systems, including traffic control signal monitoring systems, automated railroad grade crossing enforcement systems, speed monitoring systems, school bus monitoring systems, stop sign monitoring systems, bus lane monitoring systems, noise abatement monitoring systems, vehicle height monitoring systems, and work zone speed control systems.

### *Vision Zero*

The State's traffic safety program was renamed Vision Zero by Chapter 377 of 2019 and is currently referred to as [Zero Deaths Maryland](#). The purpose of Vision Zero is to develop

strategies to make roadways safer for drivers and passengers of motor vehicles, bicyclists, and pedestrians. The goal of Vision Zero is to have zero vehicle-related deaths or serious injuries on roadways by 2030. The Maryland Department of Transportation must designate a coordinator to oversee the implementation of Vision Zero throughout the State. In implementing Vision Zero, the coordinator must, among other duties, collaborate with other State agencies and local authorities, including local transportation agencies, law enforcement agencies, educational institutions, and fire and rescue services.

**State and Local Fiscal Effect:** Even though the bill authorizes OAG to bring a civil action, the Department of Legislative Services (DLS) assumes that OAG would not generally do so – except possibly in cases where one individual or vehicle owner has an extreme number of violations in multiple Maryland jurisdictions – and that any such actions would generally be brought by local State’s Attorneys. Accordingly, this analysis assumes there is no material impact on OAG. Further, this analysis assumes those actions would likely be brought in District Court. Even so, absent additional information on the number of violators who might be taken to court, this analysis assumes any additional cases are absorbable.

Several jurisdictions indicate the bill likely has an operational and fiscal impact on local governments. The following jurisdictions reported on how the bill may affect local finances and/or operations:

- Anne Arundel County notes that the bill’s reporting requirement may impose additional costs on the county. Data extraction and verification likely involves staff time in order to ensure compliance with the quarterly reporting requirement. Further, the civil actions authorized by the bill may result in additional revenues. However, it is unclear whether the revenues recouped will fully offset administrative and other enforcement costs.
- Baltimore County anticipates hiring one additional State’s Attorney and a paralegal to assist with civil actions under the bill.
- The City of Frederick anticipates a minimal increase in revenues under the bill but advises the number of annual citations issued to vehicles with District of Columbia plates is only about 73.

Additionally, the Maryland Municipal League (MML) notes that the bill’s reporting requirements may be burdensome for certain jurisdictions that operate automated enforcement systems. However, MML also notes that that local governments may be able to recoup more outstanding fines.

DLS advises, however, that, while the reporting requirements under the bill relate to all out-of-state violators, including those that have paid the applicable fine, the ability to bring

a civil action against violators who have not paid their fines is limited to those from the District of Columbia.

DLS also notes that, while the total amount of outstanding fines is likely to be significant (particularly given the lack of reciprocal agreements regarding the collection of overdue citations between jurisdictions), the total amount of unpaid and overdue traffic citations cannot be determined due to lack of reported data. For example, while local speed monitoring systems are currently required to submit annual reports on the total amount of revenues collected, this data does not report in detail on the sources of the citations. Other automated enforcement systems do not have centralized reporting requirements.

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### **Additional Information**

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

**Designated Cross File:** None.

**Information Source(s):** Anne Arundel, Baltimore, and Prince George's counties; City of Frederick; Maryland Municipal League; Office of the Attorney General; Judiciary (Administrative Office of the Courts); Maryland State's Attorneys' Association; Department of State Police; Maryland Department of Transportation; Department of Legislative Services

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