



Maryland Municipal League
The Association of Maryland's Cities and Towns

TESTIMONY

February 20, 2025

Committee: House Environment and Transportation Committee

Bill: HB 915 - Motor Vehicles - Out-of-State Drivers - Enforcement (Out-of-State Driver Accountability Act)

Position: Favorable with Amendments

Reason for Position:

The Maryland Municipal League (MML) supports House Bill 915 with amendments. The bill requires municipal governments to produce quarterly reports around certain citations issued by automated traffic enforcement devices and allows for certain entities to pursue claims to recoup certain unpaid fines.

First, the bill requires municipal governments that operate automated traffic enforcement devices to submit quarterly reports with a focus on violations issued to out of state drivers. The information must be updated each quarter and also include a cumulative summary of the information. In some cases, this could increase costs to municipalities as there may be additional charges from the automated traffic enforcement device vendor to produce this new and ongoing report with specific criteria to be included.

Secondly, the bill authorizes the Attorney General or local state's attorney to pursue claims against Washington, DC drivers that have unpaid fines from automated traffic enforcement device citations. While for some municipalities this is not much of a problem while in others, particularly those that are close to a state line, this can represent a significant lost revenue opportunity. For instance, in one municipality near Washington, DC and another in western Maryland the percentage of unpaid speed camera fines are 57% and 80% respectively.

The MML proposed amendments seek to reduce the reporting burden while strengthening the enforcement aspect. Specifically, the amendments expand the authority to pursue claims against out of state drivers to all states and tether the mandatory reporting to whether the municipality had a claim pursued on their behalf.



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Amendment 1. - Remove reporting requirements for those local governments that do not have claims pursued on their behalf.

(B) SUBJECT TO SUBSECTION (E), EACH COUNTY AND MUNICIPAL AUTOMATED TRAFFIC ENFORCEMENT PROGRAM SHALL SUBMIT A QUARTERLY REPORT TO THE COORDINATOR STATING, FOR EACH CITATION ISSUED DURING THE APPLICABLE QUARTER TO A MOTOR VEHICLE REGISTERED IN ANOTHER STATE:

(E) FOR COUNTIES AND MUNICIPAL CORPORATIONS THAT DO NOT HAVE CLAIMS PURSUED UNDER THE AUTHORITY IN SECTION 26-205, THOSE JURISDICTIONS ARE NOT REQUIRED TO COMPLETE THE REQUIREMENTS OF THIS SECTION.

Amendment 2. - Expand the universe of states to all states, not just Washington, DC.
26-205.

(A) THE ATTORNEY GENERAL OR THE APPROPRIATE LOCAL STATE'S ATTORNEY MAY 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~~ A STATE OTHER THAN MARYLAND WHO IS THE DRIVER OF THE MOTOR VEHICLE THAT WAS INVOLVED IN THE TRAFFIC VIOLATION THAT LED TO THE CITATION;

(2) A RESIDENT OF ~~THE DISTRICT OF COLUMBIA~~ A STATE OTHER THAN MARYLAND TO WHOM THE MOTOR VEHICLE THAT WAS INVOLVED IN THE TRAFFIC VIOLATION THAT LED TO THE CITATION IS REGISTERED; OR

(3) A MOTOR VEHICLE REGISTERED IN ~~THE DISTRICT OF COLUMBIA~~ A STATE OTHER THAN MARYLAND THAT WAS INVOLVED IN THE TRAFFIC VIOLATION THAT LED TO THE CITATION.

For these reasons, the Maryland Municipal League respectfully requests a favorable report on House Bill 915 with the above amendments. For more information, please contact Bill Jorch, Director, Public Policy and Research at billj@mdmunicipal.org. Thank you for your consideration.

The Maryland Municipal League uses its collective voice to advocate, empower and protect the interests of our 160 local governments members and elevates local leadership, delivers impactful solutions for our communities, and builds an inclusive culture for the 2 million Marylanders we serve.