

# **SB0761-JPR-FAV.pdf**

Uploaded by: Nina Themelis

Position: FAV



**BRANDON M. SCOTT**  
MAYOR

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**SB761**

March 5, 2025

**TO:** Members of the Senate Judicial Proceedings Committee

**FROM:** Nina Themelis, Director of Mayor's Office of Government Relations

**RE:** Senate Bill 761 - Motor Vehicles - Installment Payment Plans - Automated Enforcement

**POSITION: FAVORABLE**

Chair Smith, Vice Chair Waldstreicher, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** Senate Bill (SB) 761.

SB 761 would allow individuals who amass at least \$150 in unpaid automated citations to enter into installment for payment over time with the district or circuit courts.

Currently, state law allows someone who owes at least \$150 in unpaid parking citations to enter into a payment plan for those unpaid citations, however, automated citations are not eligible for these payment plans. In previous years, the BCA introduced legislation to help address the issue of "chronic offenders" who are individuals who amass more than \$1,000 in unpaid automatic citations on their vehicles. Currently there are over 2,000 vehicles that fall under this category in Baltimore City alone. We understand that some individuals may not be able to pay off their citations in a timely manner and this can lead to their inability to re-register their vehicle. While the BCA would like to ensure that motorists are reducing their speed along our roadways and follow all rules and regulations of using our roads, we would also like to ensure that we are not overburdening our residents by not providing an opportunity for them to pay automated citations over time in a similar manner to parking citations.

By providing vehicle owners with an opportunity to pay their unpaid citations over time rather than feeling overburdened by citations without a clear path toward resolving those violations, we hope that more vehicle owners will increase compliance with all laws and regulations related to safely and responsibly driving on all local and state roads.

For the above stated reasons, the BCA respectfully request a **favorable** report on SB 761.

# **SB0761 - SHA - LOI - Motor Vehicles – Installment**

Uploaded by: Matt Mickler

Position: INFO

March 5, 2025

The Honorable William C. Smith, Jr.  
Chair, Judicial Proceedings Committee  
2 East Miller Senate Office Building  
Annapolis, MD 21401

***Re: Letter of Information – Senate Bill 761 – Motor Vehicles – Installment Payment Plans – Automated Enforcement***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 761 and offers the following information and amendments for the Committee's consideration.

SB 761 authorizes civil penalties issued under automated traffic enforcement (AE) programs be included in installment payment plan agreements with the clerk of the court.

The State Highway Administration (SHA) understands the desire to create a mechanism by which an individual may fulfill their duty to the State without creating an undue burden; however, SHA recommends clarification that the act of establishing a new AE payment plan does not release a flag on the driver's account with the Motor Vehicle Administration (MVA) for a previously defaulted payment plan. It is the MDOT's understanding of SB 761 that any defaulted payment plan would be referred to the Central Collections Unit (CCU). This would automatically trigger a flag for that debt with the MVA on the vehicle account. A flag should stay on the account until full payment is received on the CCU debt regardless of any subsequent payment plans for any new AE debt incurred.

MVA uses flags to prevent drivers from renewing a vehicle registration, getting a substitute license plate, transferring license plates, or obtaining duplicate registration cards. If the account flag for a prior AE payment plan that was defaulted on and referred to CCU is released at the time a new payment plan is established, there is little incentive to complete full payment until years later at renewal.

Finally, SHA notes that payment plans may represent an administrative burden to MVA, CCU, SHA, and the district court. Additional contractual and administrative costs may be required to manage partial payments on primarily low dollar accounts, with no added cost recovery benefits. Cost recovery through a reasonable fee for the payment plan is appropriate to counteract this impact.

The Maryland Department of Transportation respectfully requests the Committee consider this information as it deliberates on Senate Bill 761.

Respectfully submitted,

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