



FROM	NAME & TITLE	Robert Cename, Budget Director 	CITY of BALTIMORE MEMO	
	AGENCY NAME & ADDRESS	Bureau of the Budget and Management Research Room 432, City Hall (410) 396-4774		
	SUBJECT	City Council Bill 22-0192 – Transit and Traffic – Impoundment or Immobilization – Chronic Offenders		

DATE:

TO

The Honorable President and
Members of the City Council
City Hall, Room 400

March 21, 2022

Position: Do Not Oppose

The Department of Finance (Finance) is herein reporting on City Council Bill 22-0192, Transit and Traffic – Impoundment or Immobilization – Chronic Offenders (the bill), the purpose of which is to authorize the Baltimore City Police Commissioner to impound or immobilize vehicles with \$1,000 or more in citations; defining the term “Chronic Offender”; and generally relating to chronic offenders of parking ordinances.

Background

Currently, City Code states that a vehicle is subject to impoundment or immobilization if it is “found parked at any time on any City street and the vehicle has 3 or more unsatisfied citations against it for parking violations, and if a period of 30 days or more has elapsed since the 3rd unsatisfied citation.” This legislation expands the City’s authority to include vehicles with \$1,000 or more in fines and penalties from parking violations or speed monitoring systems in a single jurisdiction.

According to a Baltimore City Information Technology (BCIT) report, the “Heavy Hitter” list, which lists vehicles with 10 or more citations, includes 1,764 vehicles, 91.9% of which are registered in Maryland.

Fiscal Impact Analysis

The Department of Finance anticipates a fiscal impact between \$3.7 million and \$4.9 million from this legislation. According to data provided by BCIT, from calendar year 2017 to calendar year 2022, there were approximately 3,900 vehicles that would qualify as chronic offenders. These vehicles have a combined 117,000 citations, totaling approximately \$6.1 million in unpaid violations. While it is difficult to know for certain the rate that chronic offenders will pay outstanding citations, Finance considered two scenarios. The first scenario assumes a collection rate of 67.5%, same as any other citation parking citation, which would generate an estimated \$3.7 million in revenue. The second scenario assumes a collection rate of 90%, which would generate an estimated \$4.9 million in revenues.

Total Fine Amount of Chronic Offenders	Low Collection Rate (67.5%)	High Collection Rate (90%)
\$6,100,000	\$3,706,000	\$4,941,000

Finance anticipates that these revenues would be minimally offset by the additional operational costs from upgrading handheld devices to successfully identify chronic offenders and the anticipated court costs for challenged violations. These costs cannot be precisely estimated at the time.

It should be noted that additional revenue resulting from this bill will be unlikely received in a single fiscal year, but rather over the course of several years as chronic offenders are identified during typical day-to-day operations.

Conclusion

The legislation defines the term “Chronic Offender” and authorizes the City to tow or immobilize chronic offenders. The Department of Finance anticipates that this bill would have a positive impact for the City garnering between \$3.7 million and \$4.9 million in revenue.

For the reasons stated above, the Department of Finance does not oppose City Council Bill 22-0192.

cc: Henry Raymond
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