

**Department of Legislative Services**  
Maryland General Assembly  
2026 Session

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

House Bill 210 (Delegate Foley)

Environment and Transportation

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

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This bill requires each county and municipal automated traffic enforcement program to submit a quarterly report to the Vision Zero coordinator with specified information regarding out-of-state automated enforcement citations.

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**Fiscal Summary**

**State Effect:** The bill does not materially affect State finances or operations.

**Local Effect:** Any potential administrative costs for local governments are assumed to be minimal. Local revenues are not affected.

**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.

The Vision Zero coordinator must collaborate with county and municipal automated traffic enforcement programs to implement the bill.

**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.

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.

## **Additional Information**

**Recent Prior Introductions:** Similar legislation has been introduced within the last three years. See HB 915 of 2025.

**Designated Cross File:** None.

**Information Source(s):** Maryland Department of Transportation; Department of State Police; Baltimore City; Anne Arundel, Baltimore, Howard, Montgomery, and Prince George's counties; Maryland Municipal League; Department of Legislative Services

**Fiscal Note History:** First Reader - February 10, 2026  
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