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February 10, 2022

The Honorable Kumar P. Barve  
Chairman, House Environment and Transportation Committee  
251 House Office Building  
Annapolis, MD 21401

***Re: Letter of Information - House Bill 469 - Motor Vehicle Administration - Traffic Control Signal Monitoring Systems - Reciprocal Agreements***

Dear Chairman Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 469 but offers the following information for the Committee's consideration.

House Bill 469 authorizes the MDOT Motor Vehicle Administration (MVA) to enter into reciprocal agreements for the enforcement of traffic control signal monitoring violations with other jurisdictions. The bill specifies certain conditions of the agreement, including that a reciprocal agreement for a violation may be formed with jurisdictions in which the penalty is up to 50 percent more than the penalty assessed in Maryland.

The MDOT MVA currently has the statutory authority to enter into reciprocal agreements under MD Transportation Article 12-401, et seq., and is in fact party to two interstate compacts: the Non-Resident Violator Compact (NRVC) and the Driver's License Compact (DLC). Through these agreements, member states exchange information on certain moving violations when a driver fails to comply with a citation; help to ensure a driver is only licensed in one state at a time; and maximize law enforcement efforts against the most serious traffic offenses such as drunk driving, vehicular manslaughter, and reckless driving. The NRVC and DLC do not cover any violations issued by automated enforcement mechanisms.

Among American Association of Motor Vehicle Administrators (AAMVA) member jurisdictions – which includes all 50 states and the District of Columbia – there are currently no known inter-state reciprocity agreements for traffic control signal monitoring.

Currently, automated enforcement violations in Maryland are only applied to the vehicle and it is the vehicle owner's responsibility to address the violation, regardless of who is driving. Such a reciprocity agreement between jurisdictions would mean that speed-camera and other automated tickets could be applied to the driver. Because the camera doesn't have the ability to determine who was driving, the current adjudication process for automated enforcement violations is different from those for moving violations given by an officer to a specific driver. The MDOT MVA believes this matter raises legal and equity issues that need to be further resolved before entering into such an agreement.

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The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 469.

Respectfully submitted,

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