

# **Comments on HB 915, Out-of-State Driver Accountabi**

Uploaded by: Dan Reed

Position: FAV



Chair Marc Korman  
and Members, Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, Maryland 21401

February 20, 2025

Dear Chair Korman and Members of the Environment and Transportation Committee:

My name is Dan Reed and I serve as the Maryland Policy Director for [Greater Greater Washington](#), a nonprofit that works to advance sustainability and equity in housing, land use, and transportation throughout Greater Washington and beyond. **GGWash strongly supports House Bill 915**, the Out-of-State Driver Accountability Act.

As written, this bill would allow the Maryland state's attorney to go after drivers with unpaid and overdue traffic citations. It's modeled on the District of Columbia's STEER Act, which empowers the District to hold drivers in Maryland and Virginia accountable for reckless behavior<sup>1</sup>.

I live off of Piney Branch Road in Montgomery County, a major artery between DC and Maryland where speeding and reckless driving are a constant concern. As it currently stands, a driver licensed in the District can rack up hundreds or thousands of dollars in speeding tickets just across the line in Maryland—putting people in both communities in danger—and never have to pay. It's only fair that DC and Maryland have reciprocity for traffic citations issued to their drivers in the other jurisdiction.

This bill recognizes the reality of our multi-jurisdictional region, where people travel across state and District lines multiple times a day. It will make the roads safer for everyone while allowing Maryland to capture much-needed revenue. We ask the Environment and Transportation Committee for a favorable report.


Sincerely,

A handwritten signature in black ink that reads 'Dan Reed'.

Dan Reed  
Maryland Policy Director

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<sup>1</sup> <https://wtop.com/local/2024/10/steer-act-cracks-down-on-dangerous-driving-in-dc/>

The Washington, DC region is great  and it can be greater.

# SafeRoadsMD Supports HB 915.pdf

Uploaded by: John Seng

Position: FAV



**PLEASE SUPPORT  
HB 915**  
“Motor Vehicles –  
Out-of-State Drivers – Enforcement  
(Out-of-State Driver Accountability Act)”

**MARYLAND COALITION FOR ROADWAY SAFETY, INC.  
URGES MD HOUSE ENVIRONMENT AND TRANSPORTATION  
COMMITTEE SUPPORT FOR HB 915**

February 18, 2025

TO:

Honorable Delegate Marc Korman, Chair  
Delegate Regina T. Boyce, Vice Chair  
House Environment and Transportation Committee  
Maryland General Assembly  
250 & 251 Taylor House Office Building  
Annapolis, Maryland 21401

FROM:

John Seng, Chair  
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.  
(202) 468-7682, [JSeng@SafeRoadsMD.org](mailto:JSeng@SafeRoadsMD.org)  
[SafeRoadsMD.org](http://SafeRoadsMD.org)

**Subject: Hold Maryland Roadway Violators from DC Accountable Via HB 915**

Dear Chair Korman, Vice Chair Boyce and Members of the Maryland House Environment and Transportation Committee:

Representing SafeRoadsMD and advocating for Marylanders, I encourage **your favorable report on House Bill 915 “Motor Vehicles – Out-of-State Drivers – Enforcement (Out-of-State Driver Accountability Act)”**



(WJLA7 News)

On the whole, both District of Columbia and Maryland drivers rank extremely poorly in roadway safety nationwide. So when visitors from the Nation’s Capital drive into Maryland, they shouldn’t rise above Maryland law enforcement on our roads. (Marylanders can’t get away with that in DC.)

**Maryland Coalition for Roadway Safety, Inc.**  
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682

HB 915 is essential to ensuring fair and effective enforcement of Maryland's traffic laws, particularly with DC drivers who evade accountability for violations committed on our roads.

As it stands, Marylanders are expected to pay their traffic citations, while **some out-of-state drivers, particularly those from Washington, D.C., exploit loopholes** to avoid consequences. The District of Columbia has already enacted the STEER Act, which allows its Attorney General to take civil action against **Maryland residents** for unpaid traffic violations in D.C. **HB 915 ensures that Maryland wins the same ability to hold D.C. drivers accountable.**

This bill does not target people acting in good faith. Civil action cannot be pursued if a ticket is being contested, has been paid, is not yet due, or is under a payment plan. Instead, the Bill addresses chronic offenders who ignore citations, placing Maryland drivers, pedestrians, and cyclists at risk.

**Why HB 915 Is Necessary:**

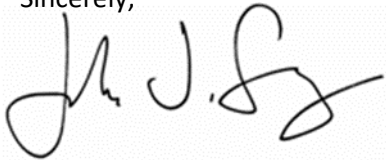
- **Ensures Reciprocity** – Just as Marylanders must comply with D.C.'s traffic laws, D.C. drivers should do the same in Maryland.
- **Promotes Road Safety** – *Unpaid citations enable reckless driving*, undermining Maryland's Vision Zero goal of eliminating traffic fatalities and serious injuries by 2030.
- **Strengthens Enforcement** – County and municipal enforcement programs will track and report **out-of-state violations from DC**, ensuring greater oversight and accountability.
- **Fairness for Marylanders** – All drivers, regardless of residence, should be **held to the same legal standard** when using Maryland's roads.

HB 915 is a **common-sense measure** that **closes enforcement gaps, enhances public safety, and ensures fairness.** Maryland drivers are held accountable for their actions on the road—**out-of-state drivers should be, too.**

SafeRoadsMD requests your support for **HB 915** and advocates for its passage.

Chair Korman, Vice Chair Boyce and members of ENT, thank you for your time and dedication to making Maryland's roads safer. We welcome any opportunity to discuss this further and appreciate your leadership on this important issue.

Sincerely,



John J. Seng  
Chair  
Maryland Coalition for Roadway Safety, Inc.

cc: SafeRoadsMD Board

# **FAV- HB915 - Motor Vehicles - Out-of-State Driver**

Uploaded by: Linda Foley

Position: FAV

LINDA FOLEY  
Legislative District 15  
Montgomery County

Environment and Transportation  
Committee



The Maryland House of Delegates  
6 Bladen Street, Room 220  
Annapolis, Maryland 21401  
410-841-3052 · 301-858-3052  
800-492-7122 Ext. 3052  
Linda.Foley@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

**Testimony:** HB915 - Motor Vehicles - Out-of-State Drivers - Enforcement (Out-of-State Driver Accountability Act)

**Committee:** Environment and Transportation Committee

**Hearing Date:** February 20, 2025

**Position:** Favorable

Good afternoon Chair Korman, Vice Chair Boyce, and members of the Environment and Transportation Committee. For the record, I am Delegate Linda Foley and am presenting HB915 - Motor Vehicles - Out-of-State Drivers - Enforcement (Out-of-State Driver Accountability Act).

This piece of legislation is modeled after a part of the DC STEER Act, which passed the DC Council in 2024. While the DC STEER Act has a broader mandate, the bill before our committee focuses on the ability of the Attorney General or State's Attorney to be able to take action against a driver or vehicle with specific unpaid motor vehicle violations.

In a June 2023 report by WBAL-TV, they investigated how many out-of-state drivers are not paying their speeding tickets from speed cameras on I-83 here in Maryland. Data from the Baltimore City Department of Transportation indicated that 43% of out-of-state drivers did not pay their ticket, yet there are no tools for the State to go after these drivers.

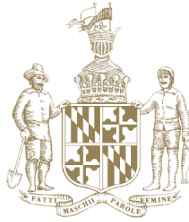
To give a sense of the sheer number of tickets we are talking about -- between July 13, 2022 to March 31, 2023 around 237,000 speeding tickets were issued on I-83 alone, according to the WBAL-TV study. Of these, 51,000 were for out-of-state drivers with more than 22,000 remaining unpaid at the time of the investigation.

Currently, our State does not enable uniform collection of data, meaning data is kept in over 100 local jurisdictions across our state. This makes it hard to determine how many unpaid tickets from automated enforcement cameras exist at any given point. That is why we are considering an amendment to increase reporting for both in-state and out-of-state violations.

HB915 addresses this by enabling the Attorney General or State's Attorney to bring civil action against unpaid or overdue citations, specifically for DC residents and registered vehicles. It's important to note that no case can be brought if the ticket is being contested, is not past the due date, has been paid, or if the ticket is being paid on an installment plan.

LINDA FOLEY  
*Legislative District 15*  
Montgomery County

Environment and Transportation  
Committee



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THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

This bill also requires each county and municipality to submit a quarterly report that includes information regarding the citations to all out-of-state drivers to see if they are paid or past the due date. It is our understanding that the Maryland Municipal League is Favorable with Amendments, with one of their amendments being that if a local jurisdiction is not going after any unpaid ticket -- in other words they have nothing to report for a specific quarter -- then the jurisdictions don't need to submit a report for that quarter. I am okay with this amendment.

Committee colleagues, HB915 is a reciprocal bill, one that puts our State on the same rules for collection of out of state drivers with DC. It provides our local officials with the tools and resources to ensure our roads are safer while receiving the appropriate revenue from traffic camera violations. For these reasons, I urge a favorable report on HB915.



**HB0915\_ACT.pdf**

Uploaded by: Benjamin Ross

Position: FWA



## Montgomery County's Advocates for Better Transportation

P.O. Box 7074, Silver Spring MD 20907 • [admin@actfortransit.org](mailto:admin@actfortransit.org)

### Testimony on HB 0915, Out-Of-State Driver Accountability

Favorable with Amendments

Environment & Transportation Committee, February 20, 2025

presented by Benjamin Ross

The District of Columbia's enactment last year of its Strengthening Traffic Enforcement, Education, and Responsibility Act (the "STEER Act") was a breakthrough in making streets safer. The Action Committee for Transit urges the General Assembly to emulate D.C. by adopting an expanded version of HB 0915 that applies to all out-of-state drivers and is not limited to D.C. residents.

We are not able to support the current version of HB 0915, which singles out D.C. drivers for Maryland enforcement. Selective enforcement could be misinterpreted as retaliation against the District for enforcement of the STEER Act against Maryland lawbreakers. It would also legitimate the [widespread practice](#) of evading traffic enforcement by illegally registering Maryland residents' cars in Virginia.

The need for HB 0915 is created by the epidemic of death and injury on our roads. Crash rates are already much too high and are now rising. Since the pandemic, dangerous driving has become more frequent. The problem is much too big to be solved by human enforcement alone. Our sprawling road network is far too big to put an officer at every corner. Violations such as speeding, failure to stop at crosswalks, and red-light running are pervasive. Only automated enforcement with cameras can quell routine violations and keep up with the worst scofflaw drivers.

Traffic cameras also combat racial discrimination in traffic enforcement. They replace a human enforcement agent, who might have conscious or unconscious bias, and issue tickets based strictly on the movement of the vehicle and not the face of the driver.

But automatic enforcement only works when the state collects the fines the cameras impose. This is a particular problem with cars registered out of state, whose owners cannot be forced to pay when they renew their registration. In D.C., out-of-state scofflaws were able to rack up thousands of dollars of unpaid fines with impunity. The STEER Act gives D.C. the tools it needs to combat the problem. Maryland needs to do the same.

We therefore support passage of HB 0915 with the following amendments:

- In Sections 26-205(A) and (B), replace “A resident of the District of Columbia” with “A non-resident of Maryland,” and
- In Section 26-205(C), replace “A motor vehicle registered in the District of Columbia” with “A motor vehicle not registered in Maryland.”

# **HB 915 - MML - FWA.pdf**

Uploaded by: Bill Jorch

Position: FWA



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.



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

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](mailto: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.*

**HB 915 - MoCo\_MCPD\_Morningstar\_FWA (GA 25).pdf**

Uploaded by: Sara Morningstar

Position: FWA



# Montgomery County

## Office of Intergovernmental Relations

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ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

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**HB 915**

**DATE: February 20, 2025**

**SPONSOR: Delegate Foley**

**ASSIGNED TO: Environment and Transportation**

**CONTACT PERSON: Sara Morningstar (Sara.Morningstar@montgomerycountymd.gov)**

**POSITION: Support with Amendment (Montgomery County Department of Police)**

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

House Bill 915 would authorize the Attorney General or State's Attorneys to bring civil actions against District of Columbia registered vehicle owners for unpaid and overdue traffic tickets accrued in Maryland. Detailed reporting containing information about each citation would be required to be conducted by counties and municipalities and submitted on a quarterly basis to the Maryland Highway Safety Office's (MHSO) Vision Zero coordinator. Montgomery County Department of Police (MCPD) supports this bill with an amendment to remove the MHSO reporting provision.

Last October, the District of Columbia passed the Strengthening Traffic Enforcement, Education and Responsibility Amendment Act of 2024 (STEER Act) ostensibly to enhance road safety following a reckless driving incident committed by a motorist with more than \$18,000 in unpaid traffic tickets. Under the law, the D.C. Attorney General's Office may sue out-of-state registered vehicle owners for unpaid or undue traffic citations.

Tickets issued through automated traffic enforcement are intended to serve as a deterrent to unsafe driving. If citations are flagrantly ignored, there is no desired effect. Last year, MCPD reported that there were 4,801 outstanding red-light camera citations, and 19,626 outstanding speed camera citations issued in Montgomery County to registered out-of-state drivers. Citations are routinely mailed to out-of-state residents. However, because there is no reciprocity to hold vehicle owners accountable, many tickets go unpaid.

With regard to quarterly reporting requirements by counties and municipalities to the Maryland Highway Safety Office's Vision Zero coordinator, MCPD urges that an amendment be considered to remove this provision. MHSO is not a law enforcement entity. As such, these detailed reports documenting unpaid citations issued to out-of-state drivers would seem to be of little value.

It is with deterrence and public safety in mind, that MCPD urges the Committee adopt a favorable report on House Bill 915 with the suggested amendment.



# **HB0915 - MVA - LOI – Motor Vehicles - Out-of-State**

Uploaded by: Matt Mickler

Position: INFO

February 20, 2025

The Honorable Marc Korman  
Chair, Environment and Transportation Committee  
251 Taylor House Office Building  
Annapolis, MD 21401

***RE: Letter of Information – House Bill 915 – Motor Vehicles - Out-of-State Drivers - Enforcement (Out-of-State Driver Accountability Act)***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 915 and offers the following information for the Committee’s consideration.

HB 915 would require the Motor Vehicle Administration (MVA) Maryland Highway Safety Office (MHSO) to create a repository of moving violation citations assessed in Maryland by automated traffic enforcement (AE) systems against vehicles with out-of-state registration. In addition, the bill authorizes the Maryland Attorney General or the State’s Attorneys to bring civil suits against residents of the District of Columbia for unpaid citations assessed by Maryland jurisdictions.

With the increasing reliance on AE systems to enforce vehicle laws, citations written by law enforcement have decreased significantly over the past decade. In Maryland, each jurisdiction or its vendor operates AE systems and maintains its own records of violations, including captured vehicle speeds. While the State can track certain metrics with written citations and the statute is constructed to apply points and sanctions based on these violations, there is no independent, single repository for AE citations. The only information submitted to the MVA are requests to flag that vehicle’s registration for unpaid citations. This is due to State privacy laws that prohibit the sharing of AE data beyond authorized agencies – presently, MVA is not included in this list. The MVA MHSO oversees Statewide Vision Zero efforts with the goal of zero roadway deaths in Maryland by 2030; access to the full set of data would assist with analyzing this dangerous driving behavior and making recommendations to continue to reduce fatalities in Maryland. An amendment to HB 915 that ensures the MVA is authorized to receive AE data of all offenders will provide access to vital traffic safety information to a proven custodian of sensitive data.

The Maryland Department of Transportation respectfully requests that the Committee consider this information when deliberating House Bill 915.

The Honorable Marc Korman  
Page Two

Respectfully submitted,

Christine E. Nizer  
Administrator  
Maryland Motor Vehicle Administration  
410-787-7830

Matthew Mickler  
Director of Government Affairs  
Maryland Department of Transportation  
410-865-1090