

GGWash comments on HB 915.pdf

Uploaded by: Dan Reed

Position: FAV



Chair William C. Smith, Jr.
and Members, Judicial Proceedings Committee
2 East, Miller Senate Office Building
Annapolis, Maryland 21401

March 25, 2025

Dear Chair Smith and Members of the Judicial Proceedings 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 supports House Bill 915**, the Out-of-State Driver Accountability Act.

As amended, this bill would require counties and cities to collect information on traffic violations committed by out of state drivers and captured by automated enforcement devices and issue quarterly reports. It's inspired by the District of Columbia's STEER Act, which empowers the District to hold drivers in Maryland and Virginia accountable for reckless behavior¹.

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. This bill is an important first step to creating reciprocity between DC and Maryland for traffic violations, something our organization strongly supports.


This bill recognizes the reality of our multi-jurisdictional region, where people travel across state and District lines multiple times a day, and will help make our roads safer for everyone. We ask the Judicial Proceedings Committee for a favorable report.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Reed', is positioned above the printed name.

Dan Reed
Maryland Policy Director

¹ <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.

JPR - SafeRoadsMD Supports HB915.pdf

Uploaded by: John Seng

Position: FAV



**PLEASE SUPPORT
HB915**

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

**MARYLAND COALITION FOR ROADWAY SAFETY
URGES SENATE JPR COMMITTEE SUPPORT FOR HB915**

March 25, 2025

TO:

Honorable Senator William C. Smith, Chair
Honorable Senator Jeff Waldstreicher, Vice Chair
Judicial Proceedings Committee
Maryland General Assembly
2 East Miller Senate Office Building
Annapolis, Maryland 21401

FROM:

John Seng, Chair
SafeRoadsMD - Maryland Coalition For Roadway Safety, Inc.
(202) 468-7682, JSeng@SafeRoadsMD.org
SafeRoadsMD.org

Dear Sen. Smith, Sen. Waldstreicher and JPR Committee Members:

The Maryland Coalition for Roadway Safety (SafeRoadsMD) supports HB915 - “**Motor Vehicles – Out-of-State Drivers – Automated Enforcement (Out-of-State Driver Accountability Act)**,” which will take a critical step toward fair enforcement of Maryland’s traffic laws and improved roadway safety for all.

While ranking below the US national average fatality rate per billion miles driven, Washington, DC (12.6 fatalities/billion miles driven) still ranked significantly worse than Maryland (9.9 fatalities/billion miles driven) by 17 states, based on 2021 NHTSA data.

Given the higher fatality rate, DC drivers who cross into Maryland should be subject to the same Maryland laws and enforcement as Maryland residents—just as Marylanders are when driving in the District. Currently, that accountability is lacking.

Maryland drivers are expected to pay their traffic citations, but out-of-state drivers—particularly from DC—can too easily exploit gaps in enforcement to avoid consequences.

Meanwhile, the District enacted the **STEER Act**, giving its Attorney General the authority to pursue Maryland drivers for unpaid fines. Ultimately, Maryland deserves the same tools to hold D.C. drivers accountable on our roads.

HB915 establishes an enforcement “data foundation” by requiring local automated enforcement programs—including those using speed, red light, bus lane, school bus, and other monitoring systems—to submit **quarterly reports** on citations issued to out-of-state vehicles. These reports will include license plate and registration data, payment status, and cumulative summaries, with updates as citations are resolved. This data will be submitted to the Vision Zero coordinator, enabling proper tracking and collaboration across agencies.

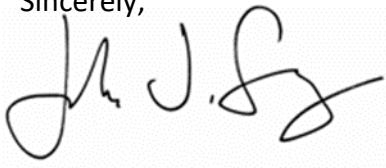
Why HB915 Matters:

- It lays the groundwork for **reciprocity**—if Marylanders must follow D.C.'s traffic laws, D.C. drivers should follow ours.
- It **promotes safety**, reducing the likelihood that unpaid citations encourage reckless behavior.
- It **strengthens enforcement** by giving local jurisdictions the potential ability to monitor and follow up on out-of-state violations.
- And most importantly, it pushes us closer to **fairness**—all drivers should face the same legal standards on Maryland roads.

HB915 is a common-sense measure that begins to close enforcement gaps, supports Maryland’s **Vision Zero** goal of eliminating serious traffic injuries and deaths by 2030, and ensures fairness for Maryland drivers who play by the rules.

We respectfully urge the Judicial Proceedings Committee to vote favorably for HB915 and support its passage. Thank you for your continued commitment to safer Maryland roads.

Sincerely,

A handwritten signature in black ink, appearing to read "John J. Seng", is written over a light gray dotted rectangular background.

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

cc: SafeRoadsMD Board of Directors

Senate Testimony FAV- HB915 - Motor Vehicles - Ou

Uploaded by: Linda Foley

Position: FAV



THE MARYLAND HOUSE OF DELEGATES ANNAPOLIS, MARYLAND 21401

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

Committee: Judicial Proceedings Committee

Hearing Date: March 27, 2025

Position: Favorable

Good afternoon Chair Smith, Vice Chair Waldstreicher, and members of the Judicial Proceedings Committee. For the record, I am Delegate Linda Foley and am presenting HB915 - Motor Vehicles - Out-of-State Drivers - Automated Enforcement (Out-of-State Driver Accountability Act).

Originally, this piece of legislation was 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 original bill brought before the Environment and Transportation committee focused 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 the House, this bill was amended to remove the enforcement mechanism and now this bill solely focuses on reporting.

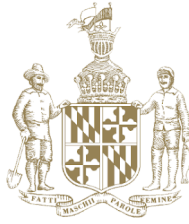
In a June 2023 report by WBAL-TV, they investigated how many out-of-state drivers are not paying their speeding tickets from speed cameras on I-83 here in Maryland. Data from the Baltimore City Department of Transportation indicated that 43% of out-of-state drivers did not pay their tickets, yet there 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.

LINDA FOLEY
Legislative District 15
Montgomery County

Environment and Transportation
Committee



The Maryland House of Delegates
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THE MARYLAND HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401

This bill 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 their due date.

HB915 is an important step forward in better understanding the state of outstanding automated enforcement tickets. For these reasons, I urge a favorable report on HB915.

HB 915 - MML - FWA 1.pdf

Uploaded by: Bill Jorch

Position: FWA



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

TESTIMONY

March 27, 2025

Committee: Senate Judicial Proceedings Committee

Bill: HB 915 - Motor Vehicles - Out-of-State Drivers - Automated 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 as amended requires municipal governments to produce quarterly reports around certain citations issued by automated traffic enforcement devices without allowing certain entities to pursue claims to recoup certain out-of-state unpaid fines. Without the ability to pursue claims for out-of-state drivers' unpaid fines the reporting requirements of this bill will increase the cost to municipal governments to operate automated traffic enforcement devices.

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 an increased charge from the automated traffic enforcement device vendor to produce this new and ongoing report with specific criteria to be included.

The MML proposed amendments seek to reinsert the authority to pursue claims against out-of-state drivers to offset the increased costs of the mandatory reporting. 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.
Reinsert 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. 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.

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

Uploaded by: Patricia Westervelt

Position: INFO

March 27, 2025

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

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

Dear Chair Smith 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.

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, 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.

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