

**ggwashcommentsonhb210.pdf**

Uploaded by: Dan Reed

Position: FAV



Chair Marc Korman  
and Members, Environment and Transportation Committee  
House Office Building  
6 Bladen Street  
Annapolis, Maryland 21401

February 12, 2026

**House Bill 210 – Out-of-State Driver Accountability Act – Favorable**

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 supports House Bill 210**, the Out-of-State Driver Accountability Act.

As written, 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 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. 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 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 210.pdf

Uploaded by: John Seng

Position: FAV



**SafeRoadsMD**

**PLEASE SUPPORT HB 210**  
“Out-of-State Driver Accountability Act”

**MARYLAND COALITION FOR ROADWAY SAFETY, INC.**  
**REQUESTS MD HOUSE ENT COMMITTEE SUPPORT FOR HB 210**

February 10, 2026

TO:

Honorable Delegate Marc Korman, Chair  
Honorable Delegate Michele Guyton, 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)

RE: Support for HB 210 – “Out-of-State Driver Accountability Act”


Dear Chair Korman, Vice Chair Guyton and Members of the ENT Committee,

On behalf of SafeRoadsMD, the Maryland Coalition for Roadway Safety, I respectfully urge a favorable report on House Bill 210, the “Out-of-State Driver Accountability Act.” This bill addresses a clear and persistent gap in Maryland’s automated traffic enforcement system: the lack of consistent, statewide visibility into citations issued to out-of-state vehicles and whether those citations are ever paid.

HB 210 is a smart, data-driven step forward. By requiring uniform quarterly reporting to the Vision Zero Coordinator on out-of-state citations—across speed, red-light, school bus, work zone, and other automated enforcement programs—the bill strengthens accountability without creating new penalties or enforcement mechanisms. It will provide policymakers and safety professionals with the information needed to assess compliance, identify patterns of nonpayment, and ensure that automated enforcement is fair, credible, and effective for all drivers using Maryland roads.

SafeRoadsMD strongly supports HB 210 as a practical measure that advances Vision Zero goals, reinforces public confidence in automated enforcement, and promotes equal responsibility for in-state and out-of-state drivers alike. We urge the Committee to issue a favorable report.

Respectfully submitted,

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

John J. Seng  
Chair, SafeRoadsMD

cc: Delegate Linda Foley, SafeRoadsMD Board

**HB210\_FAV\_Foley.pdf**

Uploaded by: Linda Foley

Position: FAV

LINDA FOLEY  
Legislative District 15  
Montgomery County



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Environment and Transportation  
Committee

Chair, Non-Energy Utilities  
Subcommittee

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

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

**Committee:** Environment and Transportation Committee

**Hearing Date:** February 12, 2026

**Position:** Favorable

Good afternoon Chair Korman, Vice Chair Guyton, and members of the Environment and Transportation Committee. For the record, I am Delegate Linda Foley and am presenting HB210 - 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 our State to collect the data regarding the amount of out-of-state driving tickets citations issued through county and municipal automated traffic enforcement programs.

In June 2023, WBAL-TV investigated how many out-of-state drivers were 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.

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.

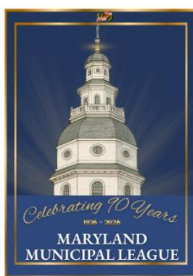
Currently, our State does not enable uniform collection of data by MDOT, meaning data is kept in over 100 local jurisdictions across our state. This makes it hard to determine how many unpaid tickets from automated enforcement cameras exist at any given point. This bill will require each county and municipality to report each traffic violation in a quarterly reports to the Vision Zero coordinator. The quarterly report will provide citations to motor vehicles registered in another state, the number of citations that have been paid and, the number of citations that are past due.

Committee colleagues, HB210 provides State MDOT officials with the tools and resources to ensure our roads are safer. For these reasons, I urge a favorable report on HB210.

# **HB 210 - MML - FWA.pdf**

Uploaded by: Bill Jorch

Position: FWA



## TESTIMONY

**COMMITTEE:** House Environment and Transportation

**DATE:** February 12, 2026

**POSITION:** Favorable with Amendments

**BILL:** HB 210

The Maryland Municipal League (MML) supports House Bill 210, with amendment: Motor Vehicles - Out-of-State Drivers - Automated Enforcement (Out-of-State Driver Accountability Act).

HB 210 requires local governments that operate automated traffic enforcement (ATE) devices to submit a quarterly report containing certain information regarding out-of-state vehicles issued a citation by the ATE device, including updates from prior quarterly reports. Although out-of-state vehicles operating in violation of traffic laws in Maryland are a significant problem, not many municipalities run this type of report currently or even track the percentage of out-of-state versus in-state drivers that are issued citations. In some cases, municipalities will need to adjust the contract with their ATE vendors and may incur an additional cost.

With that in mind, the amendment below would alter the reporting requirement to an annual process.

Page 3, line 14:

B) EACH COUNTY AND MUNICIPAL AUTOMATED TRAFFIC ENFORCEMENT PROGRAM SHALL SUBMIT AN ANNUAL ~~QUARTERLY~~ REPORT TO THE COORDINATOR STATING, FOR EACH CITATION ISSUED DURING THE APPLICABLE QUARTER TO A MOTOR VEHICLE REGISTERED IN ANOTHER STATE:

For these reasons, the League respectfully requests that the committee provide House Bill 210 with a favorable report, with the above amendment.

For more information relating to this piece of testimony, please contact:

Bill Jorch: Managing Director, Advocacy and Public Policy, [billj@mdmunicipal.org](mailto:billj@mdmunicipal.org)

*52 municipal governments operate roughly 300 speed cameras in the State.*