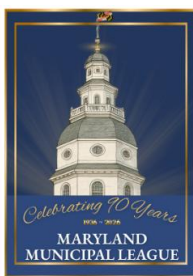


**HB 249 - MML - FAV.pdf**

Uploaded by: Bill Jorch

Position: FAV



## TESTIMONY

**COMMITTEE:** House Environment and Transportation

**DATE:** February 12, 2026

**POSITION:** Favorable

**BILL:** HB 249

The Maryland Municipal League (MML) supports House Bill 249: Vehicle Laws - Automated Enforcement - Reciprocal Agreements, Arrangements, and Declarations.

HB 249 authorizes the Maryland Motor Vehicle Administration (MVA) to enter into agreements with other states for the purpose of reciprocal enforcement of automated traffic enforcement violations.

Out-of-state drivers who are caught by various types of automated traffic enforcement devices, such as speed or red-light cameras, in violation of Maryland traffic laws are a danger to those that use public roadways. Due to the shape of the state of Maryland combined with commuting and tourist patterns, many out-of-state drivers use Maryland roads on a daily basis.

Allowing the MVA to pursue reciprocal agreements will have several benefits. First, it promotes roadway safety by holding those violators accountable through monetary fines. Second, it encourages fairness by treating in-state and out-of-state drivers the same in this context. Third, it allows the State and local governments that operate automated traffic enforcement systems to recoup lost revenue.

For these reasons, the League respectfully requests that the committee provide House Bill 249 with a favorable report.

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.*

**MD HB249 - COG Testimony 2.10.26.pdf**

Uploaded by: Monica Nunez

Position: FAV

### Statement of the Metropolitan Washington Council of Governments (COG)

**TO:** The Honorable Chair Marc Korman and Members of the House Environment and Transportation Committee  
**FROM:** Janie Nham, COG Transportation Planner  
Monica Beyroui Nunez, Government Relations Manager  
**RE:** HB249 – Vehicle Laws – Automated Enforcement – Reciprocal Agreements, Arrangements, and Declarations  
**DATE:** February 10, 2026

On behalf of the Metropolitan Washington Council of Governments (COG), we are writing to offer our support for the Vehicle Laws – Automated Enforcement – Reciprocal Agreements, Arrangements, and Declarations (HB249) and urge the Committee to issue a favorable report. We thank the Maryland Department of Transportation for introducing this necessary legislation.

As the association of local governments in metropolitan Washington, COG strongly supports ticket reciprocity efforts between Maryland, Virginia, and the District of Columbia with the goal of improving pedestrian and roadway safety. COG represents 24 local governments in Northern Virginia, the District of Columbia, and Maryland including Charles County, Frederick County, Montgomery County, and Prince George’s County. Our region is home to nearly 6 million people, including 2.5 million from Maryland.

Addressing ticket reciprocity in the National Capital Region is one of the most impactful actions lawmakers can take to improve roadway and pedestrian safety. While the District of Columbia, Maryland, and Virginia share common safety goals, differences in legal frameworks for automated traffic enforcement (ATE) have created gaps in enforcement and accountability across jurisdictional lines. These gaps undermine the effectiveness of proven safety tools and allow repeat violators to evade consequences simply by crossing state boundaries.

Automated traffic enforcement is an established and evidence-based component of roadway safety in Maryland and across the metropolitan Washington region. Research from international studies, national evaluations, and local programs consistently shows that ATE reduces crashes, lowers excessive speeds, and prevents severe and fatal injuries. An Insurance Institute for Highway Safety study showed that Montgomery County saw a 39 percent reduction in the likelihood of fatal and serious injury crashes in enforced corridors and a 62 percent reduction in the likelihood of excessive speeding. Studies show that vehicles with red-light citations or speeding citations of 21 mph or more over the limit are substantially more likely to be involved in crashes. Between January 1, 2019 and August 31, 2024, Virginia and Maryland vehicles accounted for 81 percent of all vehicles with 40 or more outstanding photo enforcement tickets in the District of Columbia.

These studies consistently demonstrate that ATE works—but only when enforcement is consistent and credible. Complementary legislation is also being considered by the Virginia General Assembly and already adopted in the District of Columbia. Stronger regional coordination, transparency, and equity safeguards can enhance fairness, accountability, and long-term program credibility. We strongly urge the committee to take a step towards improving pedestrian and roadway safety by supporting this bill.

**BikeMarylandetal-FAV-HB249ATEReciprocity2026.pdf**

Uploaded by: Nigel Samaroo

Position: FAV



## **HB249 – Automated Traffic Enforcement Reciprocity**

### **Senate Judiciary Proceedings Committee**

**February 12, 2026**

**Position: Favorable**

Greetings Chair and Members of the Committee

Our mission is to promote bicycling, increase safety, improve conditions, and provide a voice for bicyclists in Maryland. We partner with advocacy organizations to promote vulnerable road user safety legislation on the state and county level and work with government agencies, including police departments, to develop policy and awareness campaigns that protect the rights and well-being of bicyclists and pedestrians in Maryland. We the undersigned represent multiple community-based organizations advocating for safe biking, walking and active transportation, submit this testimony on behalf of tens of thousands of members across the State of Maryland.

As bicycling has increased in popularity across the United States and provides many environmental, economic, and health benefits, there is a need for creating a safe transportation system which makes people the priority; using all available tools to help achieve zero injuries and fatalities on our roadways and allowing all people to get to their destinations safely. HB249 will help with this effort by reducing speeding and other unsafe driving such as running red lights.

This bill will deter people from speeding and signal violations thereby reducing both the likelihood and severity of crashes. This is especially important for vulnerable road users (VRUs) such as pedestrians, cyclists, motorcyclists, the elderly, people with disabilities, emergency responders and schoolchildren who may cross or travel along our roads to access schools, parks, shopping areas and other destinations. This bill also aligns with Maryland's commitment to Vision Zero. In 2025, more than 470 people were killed on Maryland roads and about one third were VRUs. The Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) supports this bill.

Speed reduction and signal compliance reduce both the likelihood of a crash and the severity of injury if a crash occurs. We request that the committee support the passage of HB249.

**Baltimore Bicycling Club (BBC)**

**Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)**

**Bike Maryland**

**Bikemore**

**Bike HoCo**

**Frederick Bicycle Coalition**

**Maryland Eastern Shore Trail Network**

**Washington Area Bicyclist Association (WABA)**

**HB0249-ENT-FAV.pdf**

Uploaded by: Nina Themelis

Position: FAV



BRANDON M. SCOTT  
MAYOR

*Office of Government Relations  
88 State Circle  
Annapolis, Maryland 21401*

**HB 0249**

February 12, 2026

**TO:** Members of the Environment and Transportation Committee

**FROM:** Nina Themelis, Director of Mayor's Office of Government Relations

**RE:** House Bill 249 – Vehicle Laws – Automated Enforcement – Reciprocal Agreements, Arrangements, and Declarations

**POSITION: FAVORABLE**

Chair Korman, Vice Chair Guyton, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** House Bill (HB) 249.

HB 249 authorizes the Motor Vehicle Administration (MVA) to enter into reciprocal agreements, arrangements, or declarations with other jurisdictions to allow for the enforcement of automated traffic violations, including those recorded by speed and traffic signal (such as red light) cameras. The bill would allow MVA to refuse to register or re-register motor vehicles with outstanding violations under said agreements.

This legislation addresses a significant gap in automated traffic enforcement. Vehicles registered outside of Maryland can avoid accountability for speeding, red-light, and other camera citations, undermining compliance and weakening the effectiveness of traffic safety programs. This lack of accountability rewards bad behavior by allowing drivers of improperly registered vehicles to routinely break the law without facing consequences. In Baltimore City, 81.667% of camera citations issued to VA tags in 2024 and 63.268% in 2025 are outstanding. This is in comparison to only 23.2% of outstanding camera citations for MD tags in 2024 and 26.5% outstanding in 2025. HB 249 would ensure that *all* drivers on Maryland roadways are held to the same standard regardless of where their vehicle is registered.

The ability to pursue reciprocal enforcement is particularly important for Baltimore City, which acts as a regional destination for tourists and commuters alike. Automated enforcement is a proven safety tool that protects all road users by correcting unsafe driver behavior. Allowing for reciprocal enforcement agreements will level the playing field and ensure no one is exempt from safe driving.

For the above stated reasons, the BCA respectfully request a **favorable** report on HB 249.

# **HB0249 - LOS - TSO - Automated Enforcement Recipro**

Uploaded by: Patricia Westervelt

Position: FAV



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Kathryn Thomson  
Acting Secretary

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February 12, 2026

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

***RE: Letter of Support – House Bill 249 – Automated Enforcement – Reciprocity  
Agreements and Arrangements***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) supports the passage of House Bill 249 as it critically enhances the efficacy of automated traffic enforcement (ATE) in the State of Maryland and will improve roadway safety for all road users.

HB 249 would provide new authority for the Motor Vehicle Administrator (MVA) to enter into reciprocal agreements with other jurisdictions to enforce unpaid speeding and red-light citations issued to vehicles with out-of-state registrations. The MVA would flag Maryland registered vehicles and prevent registration renewal for past due ATE citations in jurisdictions with a reciprocal agreement in place. Similarly, the MVA would notify its counterpart of any vehicles registered in that jurisdiction with past due ATE citations outstanding in Maryland for similar refusal of registration renewals.

Speeding and aggressive driving pose a significant safety risk. According to the 2026-2030 Strategic Highway Safety Plan (SHSP) between 2020 and 2024, crashes involving a speeding driver resulted in an average of 153 fatalities and 401 serious injuries per year—approximately 26% of all motor vehicle deaths during that period.

ATE citations reinforce safe driving behaviors by penalizing unsafe behavior. While ATE works to modify driver behavior and improve driving safety, the inability to enforce the financial penalty against out-of-state vehicles limits the effectiveness of ATE as a safety tool to modify driver behavior and improve driving safety. HB 249 would provide new authority to enforce ATE citations across state lines by flagging the vehicle registration in the home state would be new for Maryland. The State has had similar authority to enforce moving violations issued by eligible law enforcement and traffic enforcement officials since 1965 under the Non-Resident Violators Compact. HB 249 would thus modernize existing traffic enforcement reciprocity tools to reflect the full spectrum of methods used for highway safety enforcement in the 21<sup>st</sup> century. This new authority would also improve fairness and parity for Maryland and its residents by allowing the State to match the efforts of regional neighbors who already take civil actions

The Honorable Marc Korman  
Page Two

against Maryland-registered vehicles. Further, it would increase regional consistency around consequences for driving unsafely.

MDOT's top priority is the safety of our transportation network. As a Vision Zero State, Maryland is committed to eliminating all vehicle-related deaths and serious injuries by 2030. While fatalities have been decreasing in recent years, the work will not stop until Maryland reaches zero fatalities. To achieve this, in May 2025, MDOT launched *Serious About Safety* —a department-wide initiative to increase awareness about how to make our roadways safer and accelerate progress toward that goal. As part of this initiative, MDOT is advancing a package of safety bills aimed at improving safety outcomes. House Bill 249 is one such bill. In addition to supporting MDOT's *Serious About Safety* initiative, this bill advances recommendations from the 2026-2030 SHSP, the State's federally mandated action plan to address roadway deaths. The SHSP calls for strengthening enforcement initiatives focused on speeding and aggressive behavior through the use of ATE, with a particular charge to pursue legislation that enhance ATE authority.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant House Bill 249 a favorable report.

Respectfully submitted,

Joe McAndrew  
Assistant Secretary  
Maryland Department of Transportation  
410-865-1006

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

# **MCPA\_MSA HB 249 - Automated Enforcement - Reciproc**

Uploaded by: Samira Jackson

Position: FAV



# Maryland Chiefs of Police Association Maryland Sheriffs' Association



## MEMORANDUM

TO: The Honorable Marc Korman, Chair and  
Members of the Environment and Transportation Committee

FROM: Darren Popkin, Executive Director, MCPA-MSA Joint Legislative Committee  
Andrea Mansfield, Representative, MCPA-MSA Joint Legislative Committee  
Samira Jackson, Representative, MCPA-MSA Joint Legislative Committee

DATE: February 12, 2026

RE: **HB 249 - Vehicle Laws - Automated Enforcement - Reciprocal Agreements,  
Arrangements, and Declarations**

POSITION: **SUPPORT**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **SUPPORT HB 249**. This bill strengthens accountability on Maryland's roadways by authorizing reciprocal enforcement agreements with other jurisdictions. This legislation ensures that drivers cannot evade responsibility for traffic violations simply by crossing jurisdictional or state lines. When traffic laws are applied consistently across borders, it reinforces the principle that roadway safety obligations do not stop at Maryland's boundaries.

Reciprocal agreements are a practical and necessary tool that will promote compliance and fairness. Without them, unsafe drivers continue to avoid penalties, undermining deterrence and creating unequal enforcement for Maryland residents who follow the law. HB 249 supports uniform accountability by allowing jurisdictions to share enforcement information and ensure that traffic violations are addressed regardless of where a driver resides.

Police chiefs and sheriffs believe that public safety depends on clear rules and meaningful accountability. HB 249 helps close enforcement gaps, strengthens the integrity of traffic laws, and supports safer roadways for all users. For these reasons, MCPA and MSA **SUPPORT HB 249** and urge a **FAVORABLE** committee report.

**HB0249-ET\_MACo\_SUP.pdf**

Uploaded by: Sarah Sample

Position: FAV



## House Bill 249

### *Vehicle Laws - Automated Enforcement - Reciprocal Agreements, Arrangements, and Declarations*

MACo Position: **SUPPORT**

To: Environment and Transportation  
Committee

Date: February 12, 2026

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS** HB 249. This bill authorizes the Maryland Motor Vehicle Administrator to establish reciprocal agreements with other jurisdictions for the enforcement of certain traffic safety violations. Under these arrangements, other states could delay the registration of a vehicle in their own jurisdiction until the owner pays the outstanding citations for violations on Maryland roadways.

More frequently than ever, horrific traffic accidents have claimed the lives or good health of Maryland residents. Vehicle drivers and passengers aren't the only ones in danger – pedestrians and cyclists alongside the roadways are also at risk of harm or death. Research has shown that penalties for violations have the potential to change behavior and drive down the number of citations over time.

Currently, all Maryland counties with red light and speed cameras have challenges with out-of-state citation compliance, seeing thousands of violations going unpaid. Counties believe, and research confirms, establishing these agreements that compel citation fulfillment through vehicle registration will promote adherence to traffic laws designed to keep residents and roadway users safe.

Not only does HB 249 hold reckless drivers accountable for behaviors that have led to a surge in the frequency and severity of incidents that are regularly putting residents at risk, but it sets a new standard of accountability and safety across the region. For these reasons, MACo **SUPPORTS** HB 249.

## **HB249\_McCollum\_UNF**

Uploaded by: Taylor Frazier McCollum

Position: UNF

Name- Taylor Frazier McCollum  
Position - Unfavorable  
Bill Number -HB0249

Hello committee members my name is Taylor Frazier McCollum and I am a resident of Landover, MD I am writing in with opposition and an unfavorable position on HB0249.

We as a state should understand that taxation without representation makes it unjust for us to enforce DC's ticket program in order to renew MD registration. In what world is it fair that our hard earned dollars are spent in a city where residents do not see the benefits of speed camera ticket funds. We are already paying exorbitant fees for vehicles to be registered in Maryland that many drivers can no longer afford. We are forcing those that go to Virginia to avoid high registration fees to return to MD. So I know that is increasing revenue. Why do we need to cooperate with DC when they won't give their people the right to statehood.

The Federal government needs no more help to pilferage the residents of Maryland. Support for this bill will support that.

Thank you for wanting to collaborate but a collaborative effort to solving serious crimes across state lines would be a better use of resources. People need more accessibility to transportation not less. Especially when we in Prince George's and are forced to work outside the county to find high wage jobs. We would experience less traffic and tickets if we had the opportunity to work where we live.

My hope is that this bill will not pass and Maryland will consider other ways to generate revenue.