



March 12, 2026

The Honorable Marc A. Korman
Chair, House Environment and Transportation Committee
Room 251, House Office Building
Annapolis, Maryland 21401

The Honorable Michele J. Guyton
Vice-Chair, House Environment and Transportation Committee
Room 251, House Office Building
Annapolis, Maryland 21401

Position: Support with Amendment

Chairman Korman, Vice Chair Guyton, and members of the committee:

On behalf of the American Car Rental Association (ACRA)¹, I appreciate the opportunity to discuss this legislation. Speed cameras are a vital tool for public safety, designed to deter dangerous behavior and ensure that the specific individual who chooses to break the law is held accountable. While we support the safety goals of HB 1522, the current drafting—which removes the exemption for rental car fleets—imposes significant administrative hurdles that could actually delay the very accountability this legislation seeks for individual drivers, rather than the companies from which they rent.

To ensure these bills achieve their safety objectives efficiently, we propose the following amendments:

Mandating a Transition to Electronic Ticketing

The most effective way to hold drivers accountable while streamlining the process for the State and rental companies is to mandate electronic notification. Moving to an electronic system allows for near-instantaneous transfer of data between the Maryland Department of Transportation (MDOT) and rental fleet systems. This transition ensures that the actual driver—the party responsible for the violation—is notified and penalized faster, which strengthens the deterrent effect of the fine. Furthermore, electronic ticketing eliminates the manual processing of thousands of physical mail pieces, significantly reducing administrative overhead for both Maryland’s agencies and rental providers.

¹ ACRA is the national trade association representing the U.S. car rental industry, including major brands like Alamo, Avis, Budget, Dollar, Enterprise, Hertz, National, Sixt, and Thrifty as well as independent, regional, and franchise operators. Its members collectively manage more than 2.2 million vehicles nationwide, with fleets ranging from 10 to 1 million cars, and employ over 100,000 workers across nearly every county, including many in Maryland.

Alignment with Existing Mailing Standards

If a fully electronic system is not immediately feasible, HB 1522 must be amended to provide a workable framework for paper-based notifications. We strongly recommend incorporating the existing language found in Maryland Transportation Code Section 21-1134 (f)(3) regarding mailing procedures. This existing standard provides a tested legal framework for how citations are handled when a vehicle is not operated by the owner. Aligning HB 1522 with this section ensures statutory consistency across Maryland law and prevents confusion regarding mailing requirements and liability.


Extension of Remittance Timelines for Rental Fleets

Finally, we suggest an extension of remittance timelines to account for the logistical reality of rental fleet management. Identifying the specific renter at the time of the violation, verifying the contract, and processing the payment requires more than the standard window currently provided. We propose allowing car rental fleets a period of up to 90 days to remit payment or provide driver identification. This window accounts for the time-lag inherent in third-party billing and ensures that the individual driver is the one ultimately paying the fine, rather than the fleet owner being forced to pay for a violation they did not commit.

Conclusion

By adopting these common-sense amendments, Maryland can maintain its focus on road safety while ensuring the administrative process is fair, modern, and effective. We urge the Committee to consider these modifications to ensure the legislation functions as intended for all stakeholders.

Sincerely,



Don Lefevé
President & CEO