

## **In Support of SB 173 (2026)**

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

#### **Before the Senate Judicial Proceedings Committee (JPR)**

**Hearing: January 21, 2026, 11:00 a.m.**

**Position: FAVORABLE**

Dear Chair Smith, Vice Chair Waldstreicher and Members of the Maryland Senate Judicial Proceedings Committee,

I am Ron Weiss. I live in Fort Washington and I am a **founding member of the Maryland 210 Traffic Safety Committee** and a **Board member of SafeRoadsMD**. I am writing in strong support of **SB 173**.

#### **SB 173 closes a real accountability gap for automated enforcement**

As reported recently by WTOP, Maryland has a persistent problem collecting unpaid automated enforcement citations from out-of-state vehicles. MDOT's Assistant Secretary for Project Development and Delivery stated that, **since 2010, Maryland has had 770,000 unpaid work zone speed enforcement citations**, and **63% are attributed to out-of-state vehicles**. The same report notes that many out-of-state drivers can ignore speed camera citations "with little consequence," and that the number of unpaid citations from county and municipal programs is not fully known.

This undermines the credibility of safety enforcement and creates an uneven system in which compliance depends too heavily on where a vehicle is registered.

#### **What SB 173 does**

SB 173 makes two key policy improvements:

1. **It clarifies that reciprocity supports safety.** The bill updates Maryland's reciprocity policy to explicitly recognize that reciprocal registration agreements contribute to **safety** as well as economic and social development.
2. **It authorizes reciprocal enforcement for speed and red-light camera violations, backed by a meaningful compliance tool.** SB 173 authorizes the Motor Vehicle Administrator to enter into an agreement, arrangement, or declaration with another jurisdiction to provide for reciprocal enforcement of violations recorded by **traffic control signal monitoring systems and speed monitoring systems**. Critically, these agreements may authorize MVA to **refuse to register or re-register a motor**

**vehicle**, which is one of the most effective administrative levers for achieving compliance.

**Reciprocity is fair, mutual, and aligned with regional reality**

Our region has porous borders. Drivers routinely cross between Maryland, the District, and Virginia. The same WTOP report explains the practical effect of reciprocity: an out-of-state driver who ignores a Maryland speed camera citation could face consequences when attempting to reregister in their home jurisdiction if Maryland has an agreement with that jurisdiction, and Maryland drivers who ignore citations elsewhere could face similar consequences here.

**This is a safety measure, not a revenue strategy**

The WTOP report quotes MDOT emphasizing that this effort is “not about money but safety,” noting that crashes become more severe as speeds increase and that lowering speeds reduces the likelihood of death and serious harm. SB 173 aligns Maryland’s enforcement tools with that safety objective.

**Request**

For these reasons, I respectfully urge the Judicial Proceedings Committee to issue a **favorable report on SB 173**. Maryland’s automated enforcement programs work best when consequences are credible and equitable across borders, and SB 173 provides a practical, safety-driven way to achieve that.

Respectfully submitted,

**Ron Weiss**

Fort Washington