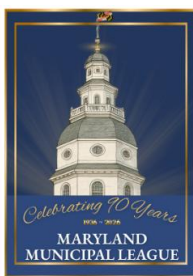


SB 173 - MML - FAV.pdf

Uploaded by: Bill Jorch

Position: FAV



TESTIMONY

COMMITTEE: Senate Judicial Proceedings

DATE: January 21, 2026

POSITION: Favorable

BILL: SB 173

The Maryland Municipal League (MML) supports Senate Bill 173.

SB 173 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 Senate Bill 173 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

Roughly 10% of the State's lane miles are in municipalities, which make up less than 5% of the land area.

GGWash Comments on SB 173, Vehicle Laws.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

January 21, 2026

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 Senate Bill 173**, which is an important first step to creating reciprocity between Maryland and DC for traffic violations.

This bill would allow the state to make agreements with other states to enforce traffic violations by drivers in those states. It is modeled on 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 and never have to pay. The status quo empowers drivers to put people in danger across multiple jurisdictions because there are no direct consequences for doing so.

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 that reads 'Dan Reed'.

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.

01-19-26 sb0173.pdf

Uploaded by: John Becker

Position: FAV



SafeRoadsMD

**PLEASE SUPPORT SB0173
“Automated Enforcement-
Reciprocal Agreements,
Arrangements, and
Declarations”**

**MARYLAND COALITION FOR ROADWAY SAFETY, INC.
URGES MD SENATE JPR COMMITTEE SUPPORT FOR SB 0173**

January 19, 2026

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

FROM: John Becker, Board Member
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.
(301) 852 9051, jb@saferoadsmd.org
SafeRoadsMD.org

Re: Request for a Favorable Review of SB 0173 – Vehicle Laws-Automated Enforcement-Reciprocal Agreements, Arrangements, and Declarations

On behalf of **SafeRoadsMD (Maryland Coalition for Roadway Safety, Inc.)**, a statewide coalition of families, advocates, and professionals committed to reducing traffic deaths, serious injuries and crashes, we respectfully request a favorable review of Senate Bill 0173.

Respectfully,

John Becker
Board Member
Maryland Coalition for Roadway Safety, Inc.

cc: John Seng, Chair
Maryland Coalition for Roadway Safety

SB 173 Testimony_Favorable-KKrumpos.pdf

Uploaded by: Kalli Krumpos

Position: FAV

SB 173: Vehicle Laws - Automated Enforcement - Reciprocal Agreements, Arrangements, and
Declarations

Senate Judicial Proceedings Committee

FAVORABLE

January 21, 2026

Chair Smith and Committee Members,

I support SB 173 because it will improve safety for road users — drivers and passengers, pedestrians, and bicyclists – by enhancing the enforcement of, and accountability to, regional traffic laws. Currently, Maryland drivers can rack up hundreds, sometimes thousands of dollars in tickets from Washington, DC, and yet, some drivers ignore citations they have received and continue their dangerous driving practices despite being captured by automated traffic enforcement. SB 173 is a step in the right direction to making it safer for everyone to get around by holding dangerous drivers accountable.

I applaud Maryland's goal to reduce and prevent motor vehicle deaths. As we work towards all of the elements required to achieve a safe system on our roadways, enforcement of traffic laws can play a significant role in deterring and holding accountable dangerous drivers who speed, do not abide by traffic laws, and are not aware of and do not look out for other, more vulnerable road users.

The use of cameras to monitor speed and traffic controls, allows for non-biased monitoring systems without the need for significantly increased staff, which would be required to conduct solely in-person police traffic stops. Despite the intention of these automated cameras to improve the safety of drivers' behaviors, some drivers ignore citations they receive outside their home state and are not penalized. When drivers do not face consequences for dangerous driving, they are less incentivized to improve their driving behavior.

SB 173 will allow the Maryland administration to enact reciprocity agreements for driving violations caught by automated enforcement with Washington, DC and other jurisdictions and will encourage drivers with a record of dangerous behavior to improve their driving by requiring them to would authorize the administration to deny vehicle re-/registration.

SB 173 will improve the safety of our streets and roads and will disincentivize dangerous driving across state lines, improving the experience of people trying to get around the DMV. I urge a favorable SB 173 committee report and Senate floor vote.

Thank you,

Kalli Krumpos
Washington, DC 20017

SB173_Support_Jenoptik.pdf

Uploaded by: Katie Nash

Position: FAV

Judicial Proceedings Committee
SB 173: Vehicle Laws - Automated Enforcement - Reciprocal Agreements,
Arrangements, and Declarations
Presented on Behalf of Jenoptik
January 21, 2026

Chairman Smith, Vice Chair Waldstreicher, and Members of the Committee,

Thank you for the opportunity to support SB 173, a departmental bill that authorizes the Motor Vehicle Administrator to make an agreement, arrangement, or declaration with the authorized representative of any other jurisdiction to allow reciprocal enforcement of violations recorded by traffic control signal monitoring systems (i.e., red light cameras) and speed monitoring systems (i.e., speed cameras) between the State and the other jurisdiction. Any such agreement, arrangement, or declaration may authorize the Motor Vehicle Administration (MVA) to refuse to register or reregister a motor vehicle. The bill also alters the State policy regarding the promotion and encouragement of reciprocal enforcement efforts by specifying that such cooperation also contributes to the safety of the State.

We do have some suggestions for additional action to strengthen enforcement:

- Currently the legislation states “refuse to register or reregister”; we suggest an amendment to state “refuse to register or register, authorize suspension of a current registration, or revoke a registration”. We urge the Department and Committee to consider additional enforcement mechanisms.
- We would also ask that the Committee consider that any jurisdiction in the state should be able to apply to the MVA Administrator to suspend the registration for any vehicle that has an automated enforcement ticket that is more than 90 days past due.

As an example, Jenoptik serves as the provider for Prince George’s County - a County that obviously is impacted by out-of-state repeat offenders. Our advanced speed monitoring technology provides accurate, reliable, and fair enforcement, ensuring that only legitimate violations are cited. Yet while we can provide data that identifies the need for additional penalties and reciprocity, only a change in Maryland law can provide the tool. We urge the committee to give this bill a favorable report and support its passage to improve SB173. Thank you for your time and consideration. We are happy to work with our engineers to answer any technical questions you may have regarding the technology.

Katie Nash on behalf of Jenoptik
301.524.9142 (cell)

BikeMaryland et al-FAV-SB173 ATE Reciprocity_2026.

Uploaded by: Nigel Samaroo

Position: FAV



SB173 – Automated Traffic Enforcement Reciprocity

Senate Judiciary Proceedings Committee

January 21, 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. SB173 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 SB173.

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)

SB0173 - LOS - TSO - Automated Enforcement Recipro

Uploaded by: Patricia Westervelt

Position: FAV

January 21, 2026

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

***RE: Letter of Support – Senate Bill 173 – Automated Enforcement – Reciprocity
Agreements and Arrangements***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) supports the passage of Senate Bill 173 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.

SB 173 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. SB 173 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. SB 173 would thus modernize existing traffic enforcement reciprocity tools to reflect the full spectrum of methods used for highway safety enforcement in the 21st 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 William C. Smith Jr.
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. Senate Bill 173 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 Senate Bill 173 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

FINAL AAA Testimony in Support of SB 173 -Reciproc

Uploaded by: Ragina Ali

Position: FAV



AAA's Testimony in SUPPORT of SB 173
Vehicle Laws – Automated Enforcement – Reciprocal Agreements,
Arrangements, and Declarations

Sponsor: Chair, Judicial Proceedings Committee (By Request – Departmental – Transportation)

- AAA supports **SB 173 - Vehicle Laws – Automated Enforcement – Reciprocal Agreements, Arrangements, and Declarations**, giving the Maryland Motor Vehicle Administrator the authority to establish reciprocal agreements with other jurisdictions to enforce violations recorded by traffic control signal monitoring systems and speed monitoring systems.
- AAA strongly favors interstate cooperation that allows states to share driver licensing information and traffic violation convictions.
- In particular, AAA endorses the **Nonresident Violator Compact**, which provides a uniform system for handling moving violations committed by out-of-state drivers.
- It minimizes inconvenience for nonresident violators; while protecting motorists' rights by ensuring they will be subject to the same traffic laws as state residents.
- AAA has long supported Maryland's automated speed enforcement systems, working with the legislature in 2005 to launch Maryland's first pilot program for automated speed enforcement in residential areas and school zones in Montgomery County.
- AAA believes that automated enforcement, when utilized as part of a comprehensive traffic safety strategy, changes driver behavior.
- However, drivers who receive citations should be required to pay those fines, whether the ticket was issued by a police officer or automated enforcement, regardless of state residency.
- A [report](#) issued by local advocacy group, Bikemore found that in 2024, 10 "super speeders" in Baltimore were responsible for 1,117 speed camera citations in 2024, owing more than \$81,000 in unpaid Baltimore City traffic citations. Six of the 10 cars cited multiple times at a high rate of speed had out-of-state (Virginia) tags.
- Last year, nearly \$1.2 million in fines issued by Baltimore speed cameras were handed to drivers from Virginia — over 90 percent of which had not yet been paid, according to citation data published by the city in August 2025. (Source: [Baltimore Sun](#))
- Because Maryland currently lacks reciprocity agreements for automated enforcement violations, out-of-state violators can speed and run red lights without fear of repercussion, putting all road users at risk.

- AAA recognizes the role that automated enforcement can play in improving safety and believes out-of-state violators must be held equally accountable.
- For these reasons, we respectfully urge the Committee to give **SB 173 favorable report**.

Contacts:

*Ragina C. Ali, AAA Club Alliance
Public and Government Affairs Manager
443.465.5020*

*Marty Lostrom, GS Proctor & Associates
Associate
202.368.3859*

Support Letter SB-173.pdf

Uploaded by: Rev. Dr. Robert Screen

Position: FAV

In Support of SB 173 (2026)

Vehicle Laws – Automated Enforcement – Reciprocal Agreements and Declarations

Senate Judicial Proceedings Committee

Hearing: January 21, 2026

Position: Favorable

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

My name is Rev. Dr. Robert L. Screen Sr., Founder/Facilitator of the MD 210 Traffic Safety Committee and Board Member of Safe Roads MD. I submit This document as my official support for Legislative Bill SB-173 for passage.

For too long the egregious unsafe driving segments of the near and far driving community have exploited the bureaucratic loopholes, created and established by the lack of joint participating traffic enforcement agreements, between adjoining states and municipalities.

Law avoiding unsafe drivers have for decades run rings around and exploited the breeches established by non-participating states and municipalities that lack working reciprocity enforcement policies, to the detriment and danger of the driving public at large.

Reciprocity agreements that will authorize the MVA the authority to refuse to register or re-register a motor vehicle, will go a long way to encouraging an increased safe driving environment on our public roads, and sharpen the teeth in our now mocked, driving enforcement laws for our near and far communities.

For these reasons I strongly support the passage of SB-173 that will bring common sense traffic enforcement laws and policies back into the realm of responsibility and accountability promoting safe public driving roadways at large.

Rev. Dr. Robert L. Screen Sr.

Founder/Facilitator MD 210 Traffic Safety Committee

SB173

Uploaded by: Sarah Sample

Position: FAV



Senate Bill 173

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

MACo Position: **SUPPORT**

To: Judicial Proceedings Committee

Date: January 21, 2026

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS** SB 173. 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 SB 173 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** SB 173.

SB 173-2026-Automated Enforcement Reciprocity-Seth

Uploaded by: Seth Grimes

Position: FAV

SB 173: Vehicle Laws - Automated Enforcement - Reciprocal Agreements,
Arrangements, and Declarations

Senate Judicial Proceedings Committee

FAVORABLE

January 21, 2026

Chair Smith and Committee Members,

I support SB 173, which would enhance enforcement of regional traffic laws, making road travel safer regionally for motorists and passengers, pedestrians, and bicyclists.

We must enforce traffic laws if we are to reach our Vision Zero goal of zero road deaths and serious injuries. Cracking down on illegally speeding drivers is a key element, as is ensuring that drivers obey traffic signals. Data shows that higher speeds mean more deaths and serious injuries, and a large proportion of collisions, including motor-vehicle drivers' hitting pedestrians and bicyclists, occur at intersections, even when they are signalized.

Maryland and surrounding jurisdictions have adopted automated enforcement, via speed and traffic control signal monitoring systems, to widen enforcement, which would be severely constrained if we relied only on in-person police traffic stops. Yet many drivers ignore citations they receive outside their home state, without consequences. We need to add teeth to make enforcement more effective, as a route toward safer streets and roads.

SB 173 would allow the Maryland administration to enact reciprocity agreements with Washington DC and other jurisdictions, for violations caught by automated enforcement. The bill has teeth: it would authorize the administration to deny vehicle re-/registration. Enacting SB 173 will be a very positive step toward safer streets and roads for everyone traveling regionally.

For this reason, I urge a favorable SB 173 committee report and Senate floor vote.

Seth Grimes

7300 Willow Avenue

Takoma Park, MD 20912

SB173_MDSierra_FWA_01212026.pdf

Uploaded by: Lindsey Mendelson

Position: FWA

Committee: Judicial Proceedings
Testimony on: SB 173 Transportation – Vehicle Laws – Automated Enforcement – Reciprocal Agreements, Arrangements, and Declarations
Position: Favorable With Amendments
Hearing Date: January 21, 2026

The Maryland Chapter of the Sierra Club supports Senate Bill 173, which would improve pedestrian, bicycle and traffic safety by authorizing reciprocity for automated traffic enforcement. The bill addresses the problem of out-of-state drivers endangering communities when they violate traffic laws with impunity.

According to the December 2018 report of the Joint Committee on Federal Relations, Maryland’s local law enforcement agencies with red light camera programs have a better collection rate for in-state vehicles than for out-of-state vehicles. This is due to the inability to flag out-of-state vehicle registrations for non-renewal. As of June 2018, Montgomery County was owed \$2.7 million in red light camera citations incurred by vehicles registered out-of-state.

Red Light camera citation average compliance rates as of June 2018:

County	In-state	Out-of-state
Howard County 2013-2017 (26 cameras)	92%	78%
Montgomery 2010-2018 (51 cameras)	94%	81%
Prince George’s 2022 (46 cameras)	96.6%	82%

If enacted, Maryland law enforcement agencies could hold out-of-state drivers accountable by flagging violator vehicles for non-renewal, improving collection rates. Registration of Maryland vehicles with automated enforcement citations in partner jurisdictions could be similarly flagged, but not suspended.

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

In addition to supporting the bill, we recommend that the Committee adopt an amendment to end the rental vehicle exemption on speed camera and red light camera citations. Maryland is one of only two states that have such an exemption.

The Committee may also want to consider an amendment to include reciprocity for toll enforcement with the District of Columbia. The District has no toll roads but as of August 2021, DC drivers owed \$13M in unpaid tolls to the Maryland Transportation Authority.

Because this bill is consistent with the Committee's efforts and would improve safety in the entire District-Maryland-Virginia region, we ask for your **favorable report with amendments**. Thank you for all you do to keep our communities safe by embracing the concept of Vision Zero.

Al Carr	Jane Lyons-Raeder	Josh Tulkin
Executive Committee	Transportation Chair	Director
Montgomery County	Sierra Club Maryland Chapter	Sierra Club Maryland Chapter
Sierra Club Group		

Appendix: 2018 Data on Red Light camera reciprocity:

County	average compliance rate		Value of unpaid out-of-state red light camera citations
	In-state	Out-of-state	
Howard County 2013-2017 (26 cameras)	92%	78%	\$225,225
Montgomery 2010-2018 (51 cameras)	94%	81%	\$2.7 million
Regional Automated Enforcement Center (11 partner agencies spanning 6 counties) 2013-2017	90%	67%	\$1.6 million

“Support of Potential Reciprocity Arrangements with Regional States: The Maryland Chiefs of Police Association would support any efforts to establish reciprocity agreements with regional states regarding automated enforcement violations (similar in nature to the Nonresident Violator Compact for moving violations). Most unpaid citations issued to out-of-state vehicle owners are for vehicles registered in surrounding jurisdictions, largely in the District of Columbia, Pennsylvania and Virginia. Maryland jurisdictions currently have limited ability to collect fines from out-of-state vehicle owners who choose not to pay. For in-state vehicle owners, the flagging of vehicle registrations, preventing renewal, is believed to be a significant reason why unpaid citations are eventually paid. That enforcement mechanism, however, is not currently available with respect to out-of-state vehicle owners.”

Source: September 2018 briefing materials in December 2018 Joint Committee on Federal Relations report to the Legislative Policy Committee

SB 173 Support, Weiss.pdf

Uploaded by: Ron Weiss

Position: FWA

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