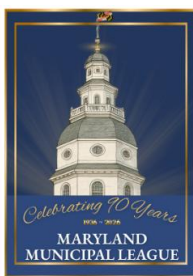


**SB 921 - MML - FAV.pdf**

Uploaded by: Bill Jorch

Position: FAV



## TESTIMONY

**COMMITTEE:** Senate Judicial Proceedings

**DATE:** March 4, 2026

**POSITION:** Favorable

**BILL:** SB 921

The Maryland Municipal League (MML) supports Senate Bill 921, Traffic Control Signal Monitoring and Speed Monitoring Systems - Exemptions From Liability - Vehicle Rental Companies.

SB 921 closes a loophole in the red light and speed camera systems. Currently rental cars and dealership vehicles are exempt from the definition of “owner,” which effectively excludes them from receiving red light and speed camera citations. The bill removes this exemption so rental cars and dealership vehicles will be subject to receiving red light or speed cameras citations.

There are several benefits to treating rental cars and dealership vehicles like other vehicles owners. First, it promotes roadway safety by holding those violators accountable through monetary fines and mandatory roadway signage. Second, it encourages fairness by treating rental cars and dealership vehicles the same as other vehicles in this context. Third, it allows the State and local governments that operate automated traffic enforcement systems to recoup lost revenue that is currently going unpaid by violators who are driving exempt vehicles.

For these reasons, the League respectfully requests that the committee provide Senate Bill 921 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 across the State.*

**SB921\_MDSierra\_FWA\_03022026.pdf**

Uploaded by: Lindsey Mendelson

Position: FAV



# SIERRA CLUB

## MARYLAND CHAPTER

P.O. Box 278  
Riverdale, MD 20738

### **Committee: Judicial Proceedings**

### **Testimony on: SB 921 Traffic Control Signal Monitoring and Speed Monitoring Systems - Exemptions From Liability - Vehicle Rental Companies**

**Position: Favorable**

**Hearing Date: March 4, 2026**

The Maryland Chapter of the Sierra Club supports Senate Bill 921, which would improve pedestrian, bicycle and traffic safety by ending the ability of people driving rental cars to endanger our families by violating automated traffic enforcement laws with impunity. The bill repeals the exemption of rental cars from speed camera and red light camera citations. Protecting pedestrians, bicyclists, wheelchair users, and other vulnerable road users who are engaging in more sustainable modes of transportation is crucial to creating a safe, sustainable, and equitable multi-mobility transportation system.

Maryland is an outlier as one of a small number of states that exempts rental cars from automated enforcement. In 2014 and 2015, more than 7% of potential speed camera citations in Montgomery County alone were discarded because the offending vehicle was a rental car.

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

Al Carr  
Executive Committee  
Sierra Club Montgomery  
County Group  
[alfred.carr@gmail.com](mailto:alfred.carr@gmail.com)

Jane Lyons-Raeder  
Transportation Chair  
Sierra Club Maryland  
Chapter  
[janeplyons@gmail.com](mailto:janeplyons@gmail.com)

Josh Tulkin  
Director  
Sierra Club Maryland  
Chapter  
[josh.tulkin@mdsierra.org](mailto:josh.tulkin@mdsierra.org)

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.

**CCSO Support SB 921.pdf**

Uploaded by: Misty Good

Position: FAV



Troy D. Berry  
Sheriff

# Office of the Sheriff

Charles County, Maryland

Headquarters  
6915 Crain Hwy - P.O. Box 189  
La Plata, Maryland 20646-0189  
301-609-6400



An Internationally  
Accredited Agency

March 2, 2026

The Honorable William C. Smith, Jr.  
Chair, Judicial Proceedings Committee

The Honorable Jeff Waldstreicher  
Vice Chair, Judicial Proceedings Committee

Honorable Members of the Judicial Proceedings Committee

RE: **SB 921 – Traffic Control Signal Monitoring and Speed Monitoring Systems**

Dear Chairman Smith and Vice Chair Waldstreicher:

The Charles County Sheriff's Office supports SB 921 entitled, Traffic Control Signal Monitoring and Speed Monitoring Systems – Exemptions from Liability – Vehicle Rental Companies.

The Charles County Sheriff's Office's Automated Enforcement Unit is responsible for three automated enforcement systems: traffic control signal monitoring ("red light cameras"), school zone speed monitoring ("speed cameras"), and school bus stop monitoring ("bus cameras").

Each system is authorized by its own enabling statute but share commonalities. When a camera detects a public safety violation (running through a red light, speeding in a school zone, or failing to stop for a school bus), the violation is reviewed by the private vendor and forwarded to the Automated Enforcement Unit for review and approval of a citation. The citation is sent to the "owner" of the vehicle.

For bus cameras, "owner" means the registered owner of the motor vehicle. Md. Code Ann., Transp. §21-706.1(a)(3). For red light and speed cameras, however, "owner" "does *not* include a motor vehicle rental or leasing company." Md. Code Ann., Transp. §21-202.1(a)(3); Transp. §21-809(a)(4). In other words, there is no repercussions for the driver of a rental vehicle who drives through a red light or speeds through a school zone.

The sheer number of violations that have gone unaddressed speaks volumes:

	2024	2025
<b>Red Light Camera</b>	1, 246	1,309
<b>Speed Camera</b>	2,130	1,209

In Charles County, we have six speed cameras that rotate between 41 school zones. In 2025, vendor issues greatly limited the deployment of cameras. Despite those issues, the Automated Enforcement Unit

flagged over 1200 violations committed by rental cars.

Before a speed camera citation can be issued, the violator must be going *at least* 12 miles per hour over the posted speed limit. In 2025, the Automated Enforcement Unit has seen this breakdown of rental car violators:

<b>MPH Over Limit</b>	<b>Number of Rental Car Violations</b>
12-15	552
16-19	174
20-29	81
30-39	4
40+	2

81 rental cars drove through a school zone at 70 mph or greater. Four of them were traveling at least 80 mph. One rental car went 99 mph in a 45 mph zone.

The public safety ramifications should be obvious. Drivers of rental cars should not be permitted to jeopardize the safety of Marylanders with such impunity.

When this loophole is closed, rental car companies who receive citations have at least two options available. First, they can provide an affirmation that the company was not operating the vehicle and provide the renter's information. Second, the company can pay the citation and pass the cost (plus processing fees) to the renter. Passing the costs on to the violator is what rental car companies are already doing for other automated enforcement systems in Maryland such as bus cameras and toll cameras.

For these reasons, the Charles County Sheriff's Office requests a favorable report on SB 921. Thank you for the attention you are providing to this important legislation.

Sincerely,



Troy D. Berry  
Sheriff

**SUPP\_CharleCounty\_SB921S.pdf**

Uploaded by: Reuben Collins

Position: FAV



*Charles County Government*

**CHARLES COUNTY COMMISSIONERS**

Reuben B. Collins, II, Esq., *President*  
Ralph E. Patterson, II, M.A., *Vice President*  
Gilbert O. Bowling, III  
Thomasina O. Coates, M.S.  
Amanda M. Stewart, Ed.D.

**Deborah E. Hall, CPA**  
*Acting County Administrator*

March 4, 2026

RE: Letter of Support for SB 921 Traffic Control Signal Monitoring and Speed Monitoring Systems - Exemptions From Liability - Vehicle Rental Companies

Dear Chairman Smith and Members of the Judicial Proceedings Committee:

On behalf of the Charles County Board of County Commissioners, I write to express our strong support for passage of SB 921- Traffic Control Signal Monitoring and Speed Monitoring Systems - Exemptions From Liability - Vehicle Rental Companies.

The Maryland General Assembly authorized automated school zone speed enforcement (speed cameras) and traffic control signal monitoring (red light cameras) to promote public safety on our roadways. Maryland law currently excludes certain vehicles from automated enforcement monitoring systems. Specifically, MD Transp. §21-202.1, traffic control signal monitoring systems (red light) and §21-809, speed monitoring system (speed cameras), exclude vehicles registered to rental companies, leasing companies, and dealers. In contrast, rental companies are not excluded from school bus violations (§21-706.1) and there are no exclusions for paying an automated toll (§24-1414).

Despite the similar intent behind all three forms of automated traffic enforcement (speed cameras, red light cameras, and school bus cameras), which is improving public safety on our roadways by deterring behavior violative of the law, we believe the lack of consistency undermines the intent. SB 921 corrects an obvious issue of fairness and equity, by eliminating a loophole that prevents collection of fines from rental companies, leasing companies, and dealers.

We urge a favorable report on Senate Bill 921 as legislation needed to bring consistency and fairness to automated speed and traffic control processes in our jurisdiction and throughout the State of Maryland.

Sincerely,

A handwritten signature in blue ink, appearing to read "RC".

Reuben B. Collins, II, Esq. President

cc: Charles County Delegation

# **MCPA-MSA SB 921 - Exemptions From Liability - Rent**

Uploaded by: Samira Jackson

Position: FAV



# Maryland Chiefs of Police Association

## Maryland Sheriffs' Association



### MEMORANDUM

TO: The Honorable William C. Smith, Jr., Chair and  
Members of the Judicial Proceedings 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: March 4, 2026

RE: **SB – 921 - Traffic Control Signal Monitoring and Speed Monitoring Systems -  
Exemptions From Liability - Vehicle Rental Companies**

POSITION: **SUPPORT**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **SUPPORT SB 921**. This legislation removes the current exemption that prevents automated enforcement citations from being properly applied when a violation involves a rental or leased vehicle. As the law stands, these violations are treated differently from all other vehicles on Maryland roadways, resulting in a gap in enforcement and accountability.

Automated speed and red-light enforcement programs are designed to deter unsafe driving behavior and improve roadway safety. When drivers operating rental vehicles are effectively insulated from enforcement consequences, the deterrent value of these systems is weakened. If a violation does not result in a meaningful penalty or accountability mechanism, it undermines the uniform application of traffic safety laws and reduces the overall effectiveness of the program.

SB 921 restores consistency by ensuring that all drivers, regardless of vehicle ownership status, are subject to the same automated enforcement framework. Equal accountability strengthens deterrence, promotes fairness, and supports the State's ongoing efforts to reduce dangerous driving behaviors. For these reasons, MCPA and MSA **SUPPORT SB 921** and urge a **FAVORABLE** committee report.

**SB 921 - MoCo\_ MCPD\_ Morningstar\_ FAV (GA 26).pdf**

Uploaded by: Sara Morningstar

Position: FAV



# Montgomery County

## Office of Intergovernmental Relations

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ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

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**SB 921**

**DATE: March 4, 2026**

**SPONSOR: Senators Harris and Charles**

**ASSIGNED TO: Judicial Proceedings**

**CONTACT PERSON: Sara Morningstar (Sara.Morningstar@montgomerycountymd.gov)**

**POSITION: Support (Montgomery County Department of Police)**

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### **Traffic Control Signal Monitoring and Speed Monitoring Systems – Exemptions From Liability – Vehicle Rental Companies**

Senate Bill 921 removes in State law an exemption providing vehicle rental and leasing companies from red light and speed automatic traffic enforcement (ATE) violations. The exemption would remain for other automated enforcement programs such as school bus arm violations under Transportation Article § 21-706.1. The Montgomery County Department of Police supports this legislation.

Maryland is one of a handful of states that gives motorists driving rental or leased vehicles a free pass from paying traffic citations captured on automated red-light cameras and speed cameras. In most states, rental car companies collect on ATE violations by acting as the registered owner, paying the fine directly to authorities, and then charging the driver's credit card for the fine and administrative fees. These charges are authorized by the rental contract signed by the driver and can appear weeks or months after the violation and the return of the vehicle.

Failing to obey red lights and ignoring posted speed limits is dangerous to other motorists, bicyclists, and pedestrians. As such, regardless of whether the vehicle is owned, rented, or leased, all drivers should be held accountable for following traffic laws. The Montgomery County Department of Police urges the Committee to adopt a favorable report on Senate Bill 921.

**SB0921-JPR\_MACo\_SUP.pdf**

Uploaded by: Sarah Sample

Position: FAV



## Senate Bill 921

### *Traffic Control Signal Monitoring and Speed Monitoring Systems - Exemptions From Liability - Vehicle Rental Companies*

MACo Position: **SUPPORT**

To: Judicial Proceedings Committee

Date: March 4, 2026

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS** SB 921. This bill repeals the exemptions for a vehicle rental or leasing company from liability for citations issued by a red-light camera or speed monitoring system in Maryland. Public safety is enhanced by all motorists being subject to enforcement, rather than certain groups being openly exempted.

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 citation compliance when tickets are issued to cars owned by rental or leasing companies, which means thousands of violations going unpaid. Counties believe, and research confirms, ensuring accountability can promote safety. The provisions of SB 921 have the potential to compel rental and leasing organizations to make a concerted effort to educate clients on roadway safety and mandate fine payment compliance via user contracts or absorb the fees themselves. This has the potential to promote adherence to traffic safety laws and can encourage behavior designed to keep residents and roadway users safe.

SB 921 creates an additional pathway to 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. This change bolsters a new standard of accountability and safety across the region. For these reasons, MACo **SUPPORTS** SB 921.

**SB 921\_MAA\_FAV.pdf**

Uploaded by: Tim Smith

Position: FAV



Senator Will Smith, Chair  
Judicial Proceedings Committee  
2 East Miller Senate Office Building  
Annapolis, MD 21401

March 4, 2026

**RE: SB 921 – FAVORABLE – Traffic Control Signal Monitoring and Speed Monitoring Systems  
– Exemptions from Liability – Vehicle Rental Companies**

Dear Chair Smith and Members of the Committee:

The Maryland Asphalt Association (MAA) represents approximately 110+ members, including 20 material producers, contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland’s multimodal transportation system.

SB 921 would repeal the existing liability exemptions for traffic control signal monitoring and speed monitoring systems that currently exclude vehicles owned by rental or leasing companies from civil responsibility for violations captured by automated enforcement systems.

MAA represents businesses and stakeholders committed to safe, efficient, and equitable use of Maryland’s roadways. A core principle underlying that mission is *fairness in enforcement and accountability for roadway behavior*. Current law creates an unequal system of accountability and undermines the deterrent effect of automated traffic enforcement.

Everyone who uses Maryland’s roads should be equally responsible for obeying traffic laws and for the consequences of violations. Traffic control signal monitoring and speed monitoring systems are critical tools in improving safety and reducing dangerous driving behavior.

By ensuring that all drivers and vehicle owners are subject to the same enforcement rules and liabilities, SB 921 strengthens the integrity of Maryland’s traffic safety framework. Automated systems can only be effective when all motorists are accountable for their actions — without exemptions that allow certain owners to avoid responsibility for violations captured by these systems. For these reasons, the Maryland Asphalt Association urges a favorable report on SB 921.

Sincerely,

A handwritten signature in black ink that reads 'Tim Smith'.

Tim E. Smith, P.E.  
President  
Maryland Asphalt Association

# **Maryland Traffic Camera Enforcement Laws - SB-921.**

Uploaded by: Michael DeLorenzo

Position: FWA

## Maryland Traffic Camera Enforcement Laws

### Rental Company Transfer Notice — Legislative Summary & Policy Recommendation

#### Executive Summary

Maryland currently has **eight enacted automated traffic camera enforcement statutes**.

Only the **three** newer include a uniform **45-day pre-citation transfer notice procedure** protecting motor vehicle rental companies.

The remaining **five statutes provide either a complete exemption or no procedural protection at all**.

As the General Assembly considers changes in 2026 — including SB 921 — I propose consistency across all camera programs.

---

#### **I. Statutes That Include the 45-Day Rental Transfer Notice Procedure**

The following statutes require law enforcement to provide a **45-day pre-citation transfer notice** to a motor vehicle rental company before issuing a citation.

This notice allows the rental company to transfer responsibility to the renter before a citation is issued.

##### **1. § 21-706.1 — School Bus Monitoring Cameras**

###### **The original model statute.**

Before issuing a citation to a rental company, the agency must first mail a 45-day notice allowing the company to:

1. Identify the driver by sworn statement
2. Report that the vehicle was stolen (with police report number)
3. Pay the penalty

If the rental company complies under options (1) or (2), **no citation may be issued**.

**This language has existed since at least 2017.**

---

##### **2. § 21-1134 — Bus Lane Monitoring (Baltimore City)**

Contains the identical 45-day pre-citation notice structure with the same three safe-harbor options.

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##### **3. § 21-707.1 — Stop Sign Monitoring (Prince George's County)**

Enacted by Chapter 678, Acts of 2024 (HB 364).

Effective July 1, 2024.

Includes the full 45-day rental notice procedure, structured identically to § 21-706.1. *Applies only in Prince George's County and sunsets June 30, 2029*

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## II. Statutes That Do NOT Include the 45-Day Procedure

These statutes instead exclude rental/leasing companies from the definition of “Owner,” meaning rental companies **cannot be cited at all.**

<b>Statute</b>	<b>System</b>	<b>Rental Treatment</b>
§ 21-202.1	Red-light cameras	Rental/leasing companies excluded from “Owner” definition — complete exemption — SB-921
§ 21-809	Speed monitoring systems	Rental/leasing companies excluded complete exemption — SB-921
§ 21-810	Work zone speed control	Rental/leasing companies excluded — complete exemption
§ 21-704.1	Railroad grade crossing enforcement	Rental/leasing companies excluded — complete exemption
§ 24-111.3	Vehicle height monitoring (Baltimore County)	Rental companies excluded —

---

## **III. The Policy Gap**

The 45-day procedural protection exists in **only 3 of 8 camera statutes.**

It is notably absent from the **two highest-volume systems:**

- Red-light cameras (§ 21-202.1)
- Speed cameras (§ 21-809)

SB 921 would remove the current exemption for rental companies under these high-volume systems — but without adding the 45-day procedural safeguard.

That would create liability without due process protection

---

## **IV. Legislative Pattern**

A clear pattern emerges:

- The older statutes (red-light, speed, work zone, railroad) predate the 45-day model.
- The newer statutes (school bus, bus lane, stop sign) incorporate the standardized 45-day notice procedure.

The legislature has already established a working, balanced model.

The issue is consistency.

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## V. What This Amendment Does

This amendment does **not create new law**.

It simply applies the existing 45-day procedure — already used in the three newer camera systems — to the remaining statutes, particularly red-light and speed cameras.

---

### Proposed Uniform Rental Transfer Language

Before mailing a citation to a motor vehicle rental company liable under subsection (e) of this section, an agency shall mail a notice to the motor vehicle rental company stating that a citation will be mailed unless, within 45 **(or 60)** days after receiving the notice, the rental company provides:

1. A sworn statement stating the name and last known mailing address of the individual driving or renting the vehicle at the time of the violation;
2. A sworn statement that the vehicle or license plate was stolen at the time of the violation, along with the associated police report number; or
3. Payment of the penalty associated with the violation.

An agency may not issue a citation if the rental company complies with paragraph (1) or (2).

---

## VI. Related 2026 Bills Using the Same Model Language

The General Assembly is already advancing additional camera programs that use this same rental transfer framework:

- SB-936 (Bus Lane Expansion)
- HB-1086 (Crosswalk Monitoring)
- HB-1113 (Bus Lane Expansion)

The policy direction is clear: when rental companies may be cited, the legislature provides a 45-day transfer safeguard.

---

## **Closing Message for Legislators**

This issue is fundamentally about consistency, fairness, and proper allocation of responsibility.

Rental car companies do not have the authority to enforce traffic laws. They do not control how a customer drives once a vehicle leaves the lot. The responsibility for enforcing traffic laws — and holding drivers accountable for violations — properly rests with the government agency issuing the citation.

The cost of a traffic violation was never intended to be socialized across every renter in Maryland through increased rental rates or administrative fees. Violations should follow the driver who committed them.

Maryland has already established a balanced, workable model in the school bus, bus lane, and stop sign camera statutes. Those laws provide a clear transfer process that ensures accountability reaches the actual driver while protecting against improper liability.

The legislature has already built the model.

This amendment does not create new policy — it simply ensures uniform, consistent application of that existing model across all of Maryland's traffic camera systems.

# **Uniform Rental Company Violation Transfer Procedur**

Uploaded by: Michael DeLorenzo

Position: FWA

Below is a **cross-reference amendment draft** with added modernization language allowing:

- Identification of rental companies by Maryland ID or FEIN
- Secure electronic access to the citation system
- Direct upload of renter/driver information
- Electronic reporting of stolen vehicle/license plate with police report number
- Recognition that electronic submission satisfies the sworn statement requirement

This is structured in legislative drafting style for counsel review.

### **Policy Rationale for Added Electronic Language**

This modernization provision:

- Eliminates paper affidavits and manual processing
- Reduces administrative, printing and mailing costs for local governments
- Accelerates driver identification
- Reduces contested citations
- Prevents backlog delays
- Aligns with modern electronic citation systems already in use

It strengthens enforcement efficiency while protecting due process.

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# **PROPOSED AMENDMENT**

## **Uniform Rental Company Violation Transfer Procedure § 21-8XX**

**(With Electronic Submission & System Access Modernization)**

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### **SECTION 1**

**Add New § 21-8XX — Motor Vehicle Rental Company — Pre-Citation Notice & Electronic Transfer Procedure**

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### **§ 21-8XX. MOTOR VEHICLE RENTAL COMPANY — PRE-CITATION NOTICE AND ELECTRONIC TRANSFER PROCEDURE.**

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#### **(A) Applicability**

THIS SECTION APPLIES TO A VIOLATION ENFORCED USING AN AUTOMATED TRAFFIC ENFORCEMENT SYSTEM UNDER:

- (1) § 21-202.1 (TRAFFIC SIGNAL MONITORING SYSTEMS);
  - (2) § 21-706.1 (SCHOOL BUS MONITORING CAMERAS);
  - (3) § 21-707.1 (STOP SIGN MONITORING SYSTEMS);
  - (4) § 21-809 (SPEED MONITORING SYSTEMS);
  - (5) § 21-810 (WORK ZONE SPEED CONTROL SYSTEMS);
  - (6) § 21-1134 (BUS LANE MONITORING SYSTEMS);
  - (7) § 21-704.1 (RAILROAD GRADE CROSSING MONITORING SYSTEMS); AND
  - (8) § 24-111.3 (VEHICLE HEIGHT MONITORING SYSTEMS).
- 

#### **(B) Pre-Citation Notice Requirement**

BEFORE MAILING A CITATION TO A MOTOR VEHICLE RENTAL COMPANY LIABLE AS THE OWNER OF A MOTOR VEHICLE UNDER ANY SECTION LISTED IN SUBSECTION (A), AN AGENCY SHALL PROVIDE NOTICE TO THE MOTOR VEHICLE RENTAL COMPANY STATING THAT A CITATION WILL BE MAILED UNLESS, WITHIN 45 DAYS AFTER RECEIVING THE NOTICE, THE MOTOR VEHICLE RENTAL COMPANY:

- (1) PROVIDES A STATEMENT MADE UNDER OATH STATING THE NAME AND LAST KNOWN MAILING ADDRESS OF THE INDIVIDUAL DRIVING OR RENTING THE MOTOR VEHICLE AT THE TIME OF THE VIOLATION;
  - (2) PROVIDES A STATEMENT MADE UNDER OATH THAT THE MOTOR VEHICLE OR LICENSE PLATE WAS STOLEN AT THE TIME OF THE VIOLATION, INCLUDING THE ASSOCIATED POLICE REPORT NUMBER; OR
  - (3) PAYS THE CIVIL PENALTY.
-

**(C) Electronic Submission & Database Access**

(1) AN AGENCY OR ITS DESIGNATED VENDOR SHALL PROVIDE A SECURE ELECTRONIC PORTAL OR DATA INTERFACE THROUGH WHICH A MOTOR VEHICLE RENTAL COMPANY MAY:

(I) BE IDENTIFIED USING ITS MARYLAND DEPARTMENT OF ASSESSMENTS AND TAXATION IDENTIFICATION NUMBER, FEDERAL EMPLOYER IDENTIFICATION NUMBER (FEIN), OR OTHER UNIQUE IDENTIFIER APPROVED BY THE MOTOR VEHICLE ADMINISTRATION;

(II) ACCESS AND SEARCH PENDING PRE-CITATION NOTICES OR CITATIONS ISSUED TO THE RENTAL COMPANY;

(III) ELECTRONICALLY SUBMIT THE NAME AND LAST KNOWN MAILING ADDRESS OF THE INDIVIDUAL DRIVING OR RENTING THE VEHICLE AT THE TIME OF THE VIOLATION;

(IV) ELECTRONICALLY REPORT THAT THE MOTOR VEHICLE OR LICENSE PLATE WAS STOLEN AT THE TIME OF THE VIOLATION, INCLUDING ENTRY OF THE ASSOCIATED POLICE REPORT NUMBER; AND

(V) ELECTRONICALLY REMIT PAYMENT OF THE CIVIL PENALTY.

---

(2) INFORMATION SUBMITTED THROUGH THE SECURE ELECTRONIC PORTAL SHALL:

(I) SATISFY THE "STATEMENT MADE UNDER OATH" REQUIREMENT IF THE SUBMISSION INCLUDES AN ELECTRONIC CERTIFICATION OR ATTESTATION MADE UNDER PENALTY OF PERJURY; AND

(II) BE DEEMED RECEIVED ON THE DATE OF ELECTRONIC TRANSMISSION.

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(3) AN AGENCY SHALL ACCEPT ELECTRONIC SUBMISSIONS MADE IN ACCORDANCE WITH THIS SUBSECTION AS FULL COMPLIANCE WITH SUBSECTION (B).

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**(D) Prohibition on Citation After Compliance**

AN AGENCY MAY NOT MAIL OR ISSUE A CITATION TO A MOTOR VEHICLE RENTAL COMPANY IF THE MOTOR VEHICLE RENTAL COMPANY COMPLIES WITH SUBSECTION (B)(1) OR (2), INCLUDING BY ELECTRONIC SUBMISSION UNDER SUBSECTION (C).

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**(E) Liability Upon Non-Compliance**

A MOTOR VEHICLE RENTAL COMPANY THAT FAILS TO COMPLY WITH SUBSECTION (B) WITHIN THE REQUIRED TIME SHALL BE LIABLE FOR THE CIVIL PENALTY AS THE OWNER OF THE MOTOR VEHICLE.

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**(F) Administrative Implementation**

THE MOTOR VEHICLE ADMINISTRATION MAY ADOPT REGULATIONS NECESSARY TO IMPLEMENT THE ELECTRONIC DATA SUBMISSION PROCESS ESTABLISHED UNDER THIS SECTION.

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## **SECTION 2**

### **Conforming Amendments**

For each statute listed in § 21-8XX(A):

Delete language excluding rental/leasing companies from the definition of “Owner” and replace with:

“OWNER” INCLUDES A MOTOR VEHICLE RENTAL COMPANY OR LEASING COMPANY, SUBJECT TO § 21-8XX OF THIS TITLE.”

# **SB0921 - LOSWA - SHA - Traffic Control Signal Moni**

Uploaded by: Patricia Westervelt

Position: FWA

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March 4, 2026

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

***RE: Letter of Support with Amendment – Senate Bill 921 – Traffic Control Signal Monitoring and Speed Monitoring Systems – Exemptions from Liability – Vehicle Rental Companies***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) supports Senate Bill 921, with amendments to include application to work zone camera programs.

SB 921 repeals the exemption that currently allows motor vehicle rental and leasing companies to avoid collecting or paying for automated enforcement citations incurred by rental vehicle drivers. This legislation aligns with MDOT's Serious About Safety initiative and would ensure that all drivers are held responsible for their behavior behind the wheel and cannot avoid penalties simply by driving a rental vehicle.

The State Highway Administration (SHA) strongly supports the goal of this legislation - to increase accountability and improve safety on Maryland roadways. Speeding remains one of the most persistent and dangerous behaviors and contributing factors in more than one-third of all fatal crashes nationwide, and Maryland is no exception. Between 2024 and 2025, there were over 14,000 crashes on Maryland roadways that involved excessive speeding.

Maryland is committed to Vision Zero – the goal of eliminating all serious injuries and fatalities on our roadways by 2030. Reaching that goal requires a strategic and multi-layered approach, including the use of speed monitoring systems. The Federal Highway Administration (FHWA) recognizes speed monitoring systems as a proven safety countermeasure. Furthermore, automated speed enforcement is an effective tool for improving safety as fixed cameras have the ability to reduce crashes by up to 54 percent.

As written, Senate Bill 921, as it relates to SHA speed monitoring programs, would only apply to speed monitoring systems installed along I-83 and I-695 in Baltimore County. It does not extend to SHA's work zone program (Safe Zones). SHA recommends Senate Bill 921 be amended to include work zone speed control systems, as defined under Transportation Article §21-810, for the following reasons:

The Honorable William C. Smith, Jr.  
Page Two

- Work zones are among the most dangerous environments on any roadway. Roadway workers face serious risk of injury or death every time a speeding vehicle enters an active work zone. It is important that we hold all motorists accountable for dangerous and reckless driver behavior both in and outside of work zones. Thanks to the leadership of Governor Wes Moore, Lieutenant Governor Aruna Miller and the Maryland General Assembly, SHA was able to enhance safety for roadway workers following the passage of the Maryland Road Worker Protection Act of 2024. Since then, crashes in work zones where speed cameras are present have reduced by 17 percent.
- Consistency across speed enforcement programs is essential to fair and effective administration. Allowing rental vehicle exemptions to persist in work zones while eliminating them elsewhere undermines the deterrent effect of speed cameras and creates confusion about rules of the road. SHA's recommended amendment ensures that the protections of Senate Bill 921 apply uniformly across all speed monitoring contexts — whether they be highway corridors, school zones, or work zones.

The Maryland Department of Transportation respectfully requests the Committee consider this information during its deliberations and issue Senate Bill 921 a favorable report with SHA's recommended amendment.

Respectfully submitted,

April Moeller  
Director  
Office of Government Affairs  
Maryland State Highway Administration  
410-210-5780

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

# **SB921 - Oppose - Maryland Motor Truck Association.**

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Position: UNF



**HEARING DATE:** March 4, 2026

**BILL NO/TITLE:** SB921: Traffic Control Signal Monitoring and Speed Monitoring Systems - Exemptions From Liability - Vehicle Rental Companies

**COMMITTEE:** Senate Judicial Proceedings

**POSITION:** **Oppose**

Maryland Motor Truck Association (MMTA) opposes SB921, which would repeal the exemption that protects rental and leasing companies from being held liable for automated traffic violations committed by the lessee/renter of a motor vehicle.

Automated enforcement systems are meant to deter unsafe driving, which only works if the citation reaches the driver of the vehicle who is breaking the rules. The passage of this legislation does nothing to promote safety – it simply attempts to generate revenue at the expense of rental companies by forcing them to either pay the citations or go through the expensive and time consuming process of transferring the liability.

Frequently it takes several weeks or months before a rental company receives a citation. Unlike leased vehicles, which typically are with the same customer for many years, rental vehicles terms are generally for short terms – often daily and certainly no more than 30 days. Tracking a customer down weeks or months later can be extremely cumbersome, leaving the rental vehicle company in the unenviable position of being forced to pay the citation or risk having its vehicle registration cancelled at renewal. The passage of this legislation will force rental companies to increase prices to cover the increased costs they will now be exposed to.

The owner of a vehicle is not responsible for the actions of a renter unless the customer negligently entrusted the vehicle to someone or the rental/leasing company negligently maintained the vehicle. Liability should follow the individual who committed the violation - not the company that does not control how the driver operates the vehicle while it is under his control.

For the reasons noted above, MMTA asks for an unfavorable report.

**About Maryland Motor Truck Association:** Maryland Motor Truck Association is a non-profit trade association that has represented the trucking industry since 1935. In service to its 1,000 members, MMTA is committed to support, advocate and educate for a safe, efficient and profitable trucking industry in Maryland.

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