

February 4, 2022

The Honorable Al Carr
Delegate
Maryland General Assembly
6 Bladen St.
Annapolis, MD 21401

Re: HB469, Motor Vehicle Administration – Traffic Control Signal Monitoring Systems – Reciprocal Agreements

Dear Delegate Carr:

Thank you for your recent correspondence sharing information on HB469, Motor Vehicle Administration – Traffic Control Signal Monitoring Systems - Reciprocal Agreements, that you are sponsoring with Delegate Mary A. Lehman in the current legislative session.

As noted in the posted synopsis for the bill, HB469 would authorize the Maryland Motor Vehicle Administration to “enter into a certain agreement with another jurisdiction for the reciprocal enforcement of traffic violations recorded by a traffic control signal monitoring system under certain circumstances; [and] requiring a political subdivision to coordinate with the Administration to facilitate the reciprocal enforcement of violations recorded by a traffic control signal monitoring system...”.

To contribute background to the discussion of HB469, I am providing the attached [December 15, 2021 letter](#) sent on behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG). The letter urged the proactive involvement of the Governors of Maryland and Virginia and the Mayor of the District of Columbia to establish interjurisdictional reciprocity for citations issued by automated traffic safety enforcement systems.

There are both parallels and differences between HB469 and what was envisioned in the TPB’s letter. First, the TPB’s letter would indicate ensuring that the District of Columbia would be an eligible party to such an agreement that Maryland would forge with other states. Also, red light running enforcement as addressed in HB469 is one of several traffic safety infractions described in the TPB letter that could be addressed in reciprocity agreements, which could also include speed enforcement.

Thank you for your work on the important topic of traffic safety. If you have any questions, please feel free to contact me.

Sincerely,



Chuck Bean
Executive Director

The Honorable Al Carr
February 4, 2022

cc: The Honorable Charles Allen, District of Columbia Councilmember; 2021 TPB Chair
The Honorable Mary A. Lehman, Maryland State Delegate
The Honorable Pamela Sebesky, City of Manassas Vice Mayor; 2022 TPB Chair



National Capital Region
Transportation Planning Board

December 15, 2021

The Honorable Muriel Bowser, Mayor, District of Columbia
The Honorable Larry Hogan, Governor, State of Maryland
The Honorable Ralph Northam, Governor, Commonwealth of Virginia

Re: Establishing Interjurisdictional Reciprocity of Automated Enforcement Citations to Improve Regional Traffic Safety

Dear Mayor Bowser, Governor Hogan, and Governor Northam:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG), to urge your proactive involvement to establish interjurisdictional reciprocity for citations issued by automated traffic safety enforcement systems across the District of Columbia, Maryland, and Virginia.

As the federally-designated metropolitan planning organization (MPO) for Washington, D.C., Suburban Maryland, and Northern Virginia, the TPB has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area, with roadway safety being a key responsibility.

The FAST Act mandates MPOs like the TPB to gather and analyze transportation safety data within a Performance-Based Planning and Programming (PBPP) process, and, working with the state transportation safety offices of the District, Maryland, and Virginia, annually adopt regional targets for roadway fatalities and serious injuries. Your state safety officials have been cooperating with and supporting the TPB in its efforts to reduce roadway fatalities and serious injuries through the development and implementation of proven effective safety countermeasures at the state, regional, and local levels, and the TPB thanks you and them for their assistance and support.

However, these PBPP responsibilities have led to sobering discussions by the TPB regarding the unacceptably high numbers of fatalities and serious injuries on the region's roadways which is contrary to the TPB's vision and the region's aspirations. These discussions have led to an increased focus by the TPB on roadway safety, notably spelled out in TPB Resolution [R3-2021](#) (July 22, 2020). This resolution establishes a Regional Roadway Safety Policy and includes associated Roadway Safety and Equity Policy Statements describing the TPB's commitment to reduce fatalities and serious injuries on the region's roadways in a fair and equitable manner. The resolution also established a Regional Roadway Safety Program to assist TPB member jurisdictions and agencies to identify and implement evidence-based roadway safety countermeasures. We appreciate the involvement and support your agencies have provided to this new program. TPB Resolution R3-2021 includes a list of dozens of recommended engineering, education, and enforcement strategies and countermeasures that can, if implemented, significantly reduce the number of people killed or seriously injured throughout the region. The use of appropriately designed automated traffic safety enforcement is one of the evidence-based countermeasures listed in the resolution.

Enforcement is a critical strategy, especially as a means to communicate that there will be consequences for dangerous driving behaviors. The TPB understands that the existing Driver License Compact, of which all three jurisdictions are members, allows for reciprocity across state lines for

Mayor Muriel Bowser, Governor Larry Hogan, and Governor Ralph Northam
December 15, 2021

traffic moving violations as traditionally issued by law enforcement personnel in the field, but such legal reciprocity does not currently include citations issued by automated traffic enforcement devices.

Appropriately designed, data-driven automated enforcement systems have had success in many parts of the nation in improving safety outcomes for speeding, red light running, and other infractions that states and the District may choose to enforce through automated enforcement systems. But the high levels of cross-boundary driving in the National Capital Region, combined with the lack of interjurisdictional reciprocity for automated traffic enforcement penalties, has resulted in fewer drivers being held accountable for their dangerous driving behaviors, thereby diminishing this strategy's effectiveness.

Given the evidence supporting the effectiveness of appropriately designed automated enforcement systems in improving safety outcomes, plus the unacceptably high levels of fatalities and serious injuries on the region's streets and roads, the TPB urges you to work collaboratively to create a multijurisdictional safety taskforce to work toward an agreement on reciprocity for automated traffic enforcement citations issued across the District of Columbia, Maryland, and Virginia, as a critical step toward reducing roadway fatalities and serious injuries in each of your states, and our region. As part of the taskforce's work, it will be important to recognize that automated enforcement is evolving differently in each jurisdiction and that reciprocity should prioritize enforcement for citations that are most directly tied to road safety. TPB further recommends that this safety taskforce among the District of Columbia, Maryland, and Virginia also review existing traffic laws and criteria for automated enforcement, and make recommendations for potential legislative action that will allow for consistency in meeting our region's safety goals; this may be an area where the TPB staff and members could provide support.

I express the sense of the entire board when I say that the TPB stands ready to support your activities in this regard and in advancing a continuing, cooperative, and comprehensive metropolitan transportation planning process. Please feel free to contact TPB Director Kanathur (Kanti) Srikanth or any member of our board for assistance in advancing this critical goal for the region's transportation system.

Sincerely,



Charles Allen
TPB Chairman

cc: Everett Lott, Acting Director, District Department of Transportation
Gregory Slater, Secretary, Maryland Department of Transportation
Shannon Valentine, Secretary, Virginia Department of Transportation
Kanathur N Srikanth, Director, Transportation Planning Board