

# AUTOMATED TRAFFIC ENFORCEMENT (ATE) RECIPROCITY STUDY

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# Introduction

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- Over the past few years, COG has supported Automated Traffic Enforcement (ATE) reciprocity as a policy priority to ensure roadway safety accountability.
- In FY26, COG received a grant from the DC Highway Safety Office to conduct a study on ATE Reciprocity.
- Currently COG/TPB is facilitating a regional working group to advise the three states on how to implement roadway safety reciprocity. Participants include the following agencies:
  - DC: EOM, DMV, DDOT, OCFO
  - MD: MDOT MVA, MDOT MDTA
  - VA: DMV, VDOT

# Work Group Purpose and Objectives

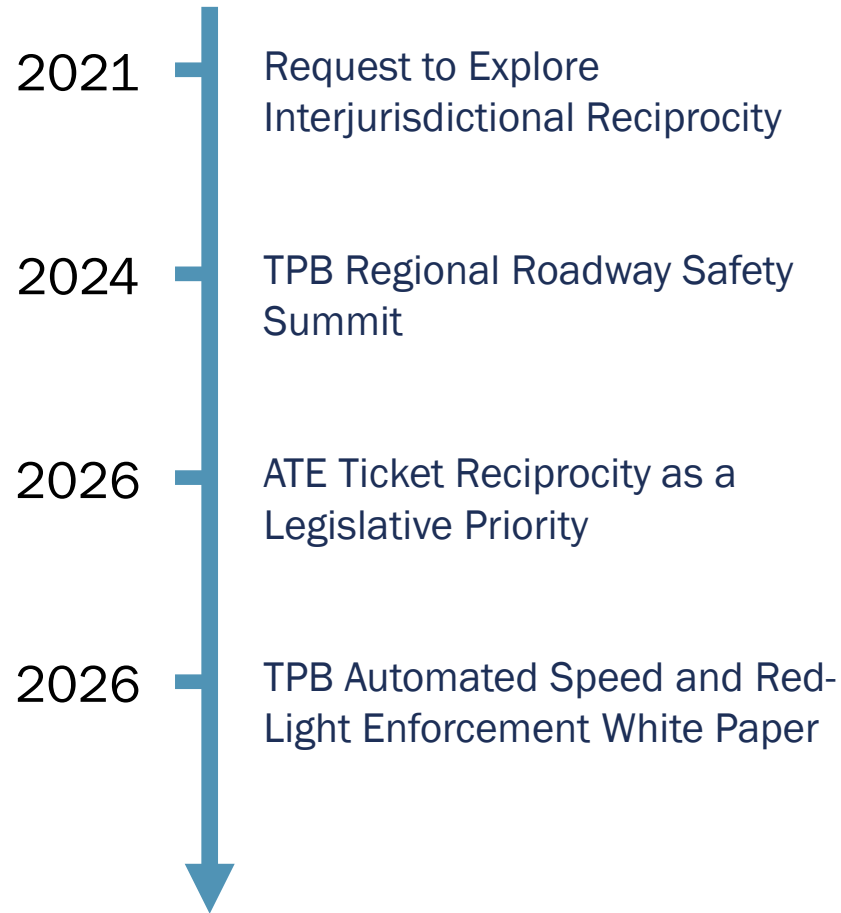
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- Working group will assist the policy group with their effort to advance action in the three states on a regional reciprocity arrangement
- Agreement will address:
  1. Cross-jurisdictional enforcement of automated traffic enforcement citations (speed and red light running).
  2. Cross-jurisdictional enforcement of toll violation citations.
  3. Vehicle registration/titling of non-state residents in each applicable state.

# COG ATE RECIPROCITY STUDY

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# Background and Objectives



## Project Objectives:

- Collect and analyze **data** on out-of-state ATE violations;
- Review **processes** for issuing and enforcing ATE citations;
- Identify **successful examples** of ATE reciprocity; and
- Provide **recommendations** for addressing the administrative, regulatory, and procedural gaps and needs to implement regional reciprocity.



# Project Purpose

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**Explore ATE ticket reciprocity\* for red light and speed traffic enforcement.**

Focused on understanding the administrative, legal, and operational changes needed to implement ATE reciprocity across the region.

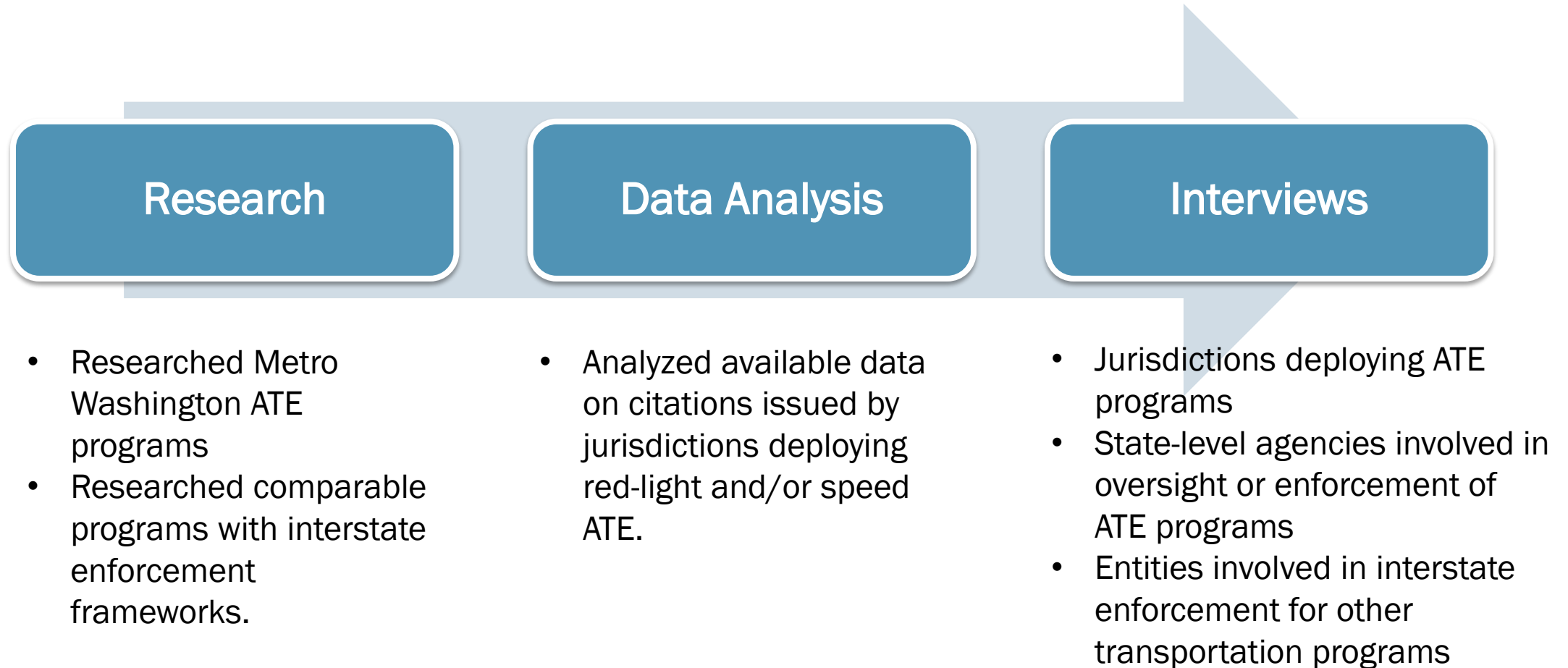


Source: District DOT

*\*allows home state of vehicle owner with outstanding ATE violations committed in another state to treat the offense as if it had been committed at home, applying home state laws to the out-of-state offense.*

# Approach

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# DEPLOYMENT OF ATE ACROSS NATIONAL CAPITAL REGION

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# Where Does the Region Stand Today?

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TPB Jurisdictions Deploy ATE

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Deploy Speed ATE



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Deploy Red-Light ATE



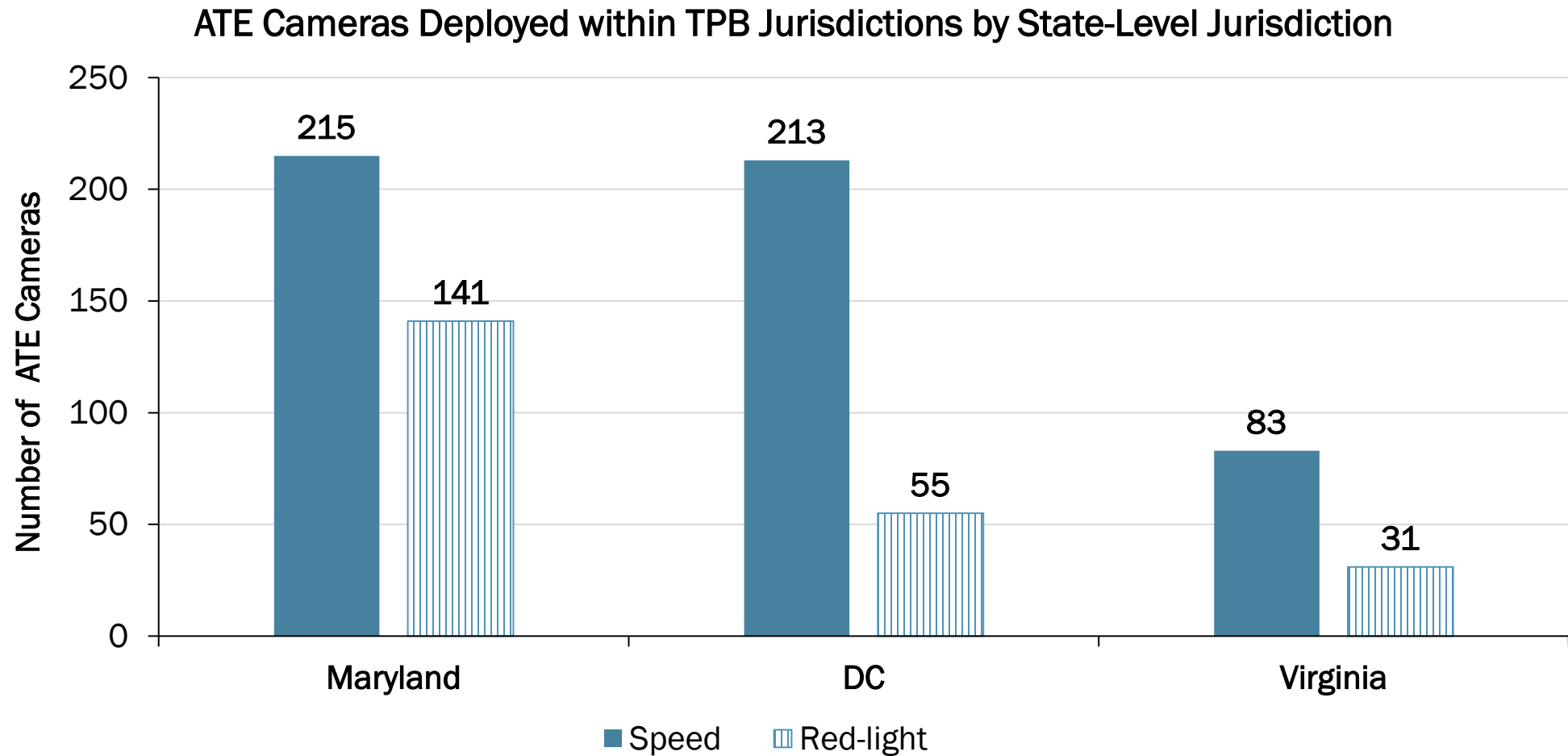
# ATE is deployed in...

|                      | School Zones<br> | High-Injury Locations<br> | Residential Areas*<br> | Work Zones<br> |
|----------------------|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| Maryland             | <input checked="" type="checkbox"/>                                                               | <input checked="" type="checkbox"/>                                                                          | <input checked="" type="checkbox"/>                                                                       | <input checked="" type="checkbox"/>                                                               |
| Virginia             | <input checked="" type="checkbox"/>                                                               | <input checked="" type="checkbox"/>                                                                          |                                                                                                           | <input checked="" type="checkbox"/>                                                               |
| District of Columbia | <input checked="" type="checkbox"/>                                                               | <input checked="" type="checkbox"/>                                                                          |                                                                                                           | <input checked="" type="checkbox"/>                                                               |

*\*While Maryland statute explicitly identifies residential areas as potential sites for deployment, Virginia and DC may deploy ATE within residential areas using other criteria.*

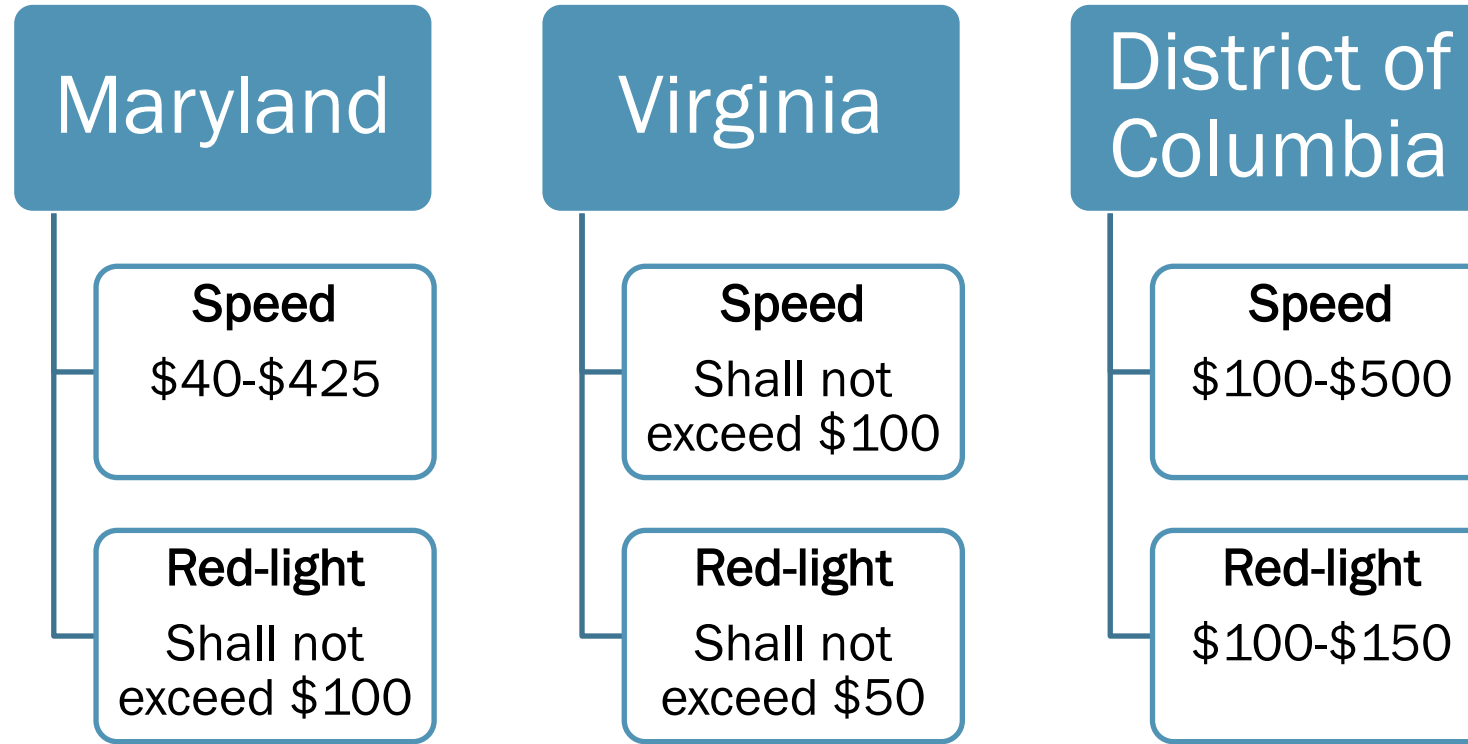


# Cameras Deployed by Jurisdiction



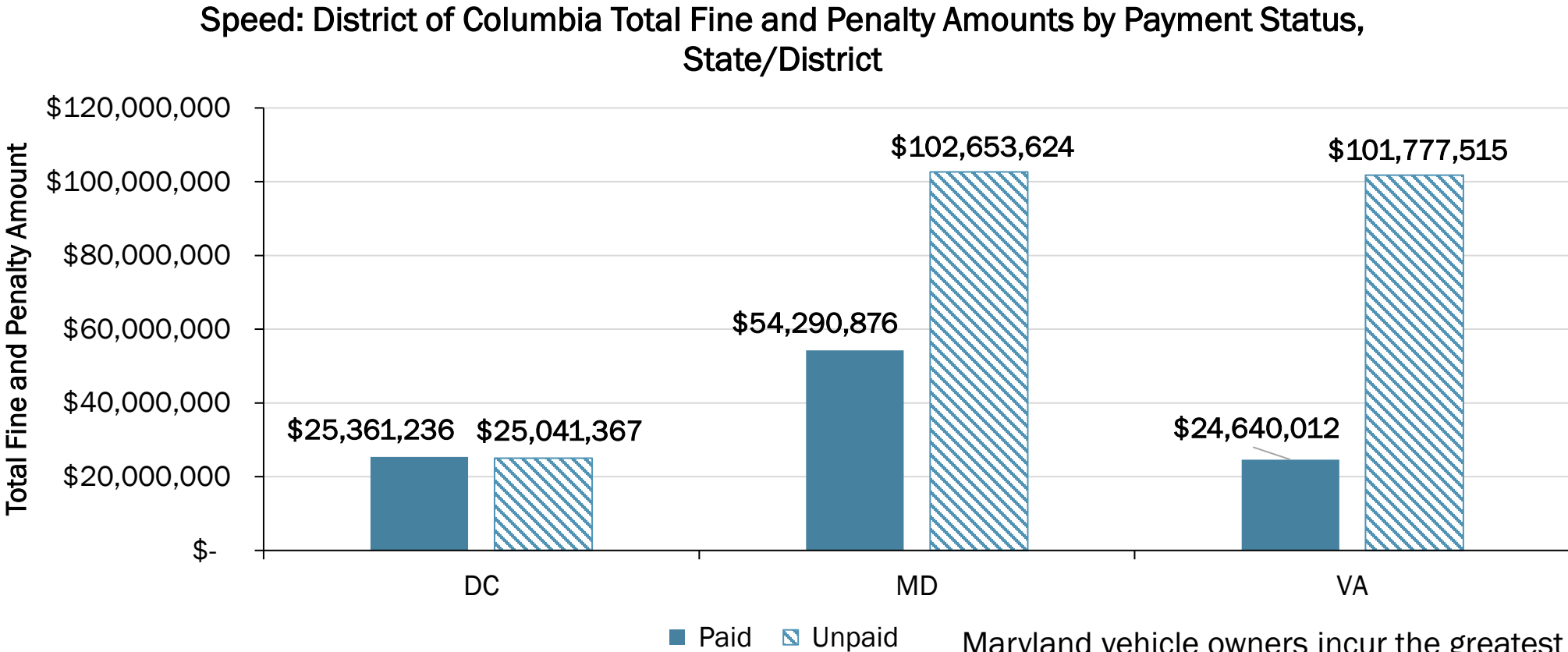
# Citation Costs (by State)

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- Fine schedules are in state statutes.
- Local jurisdictions may pass ordinances in alignment with State statute.
- Fines noted above do not include late fees that may apply.

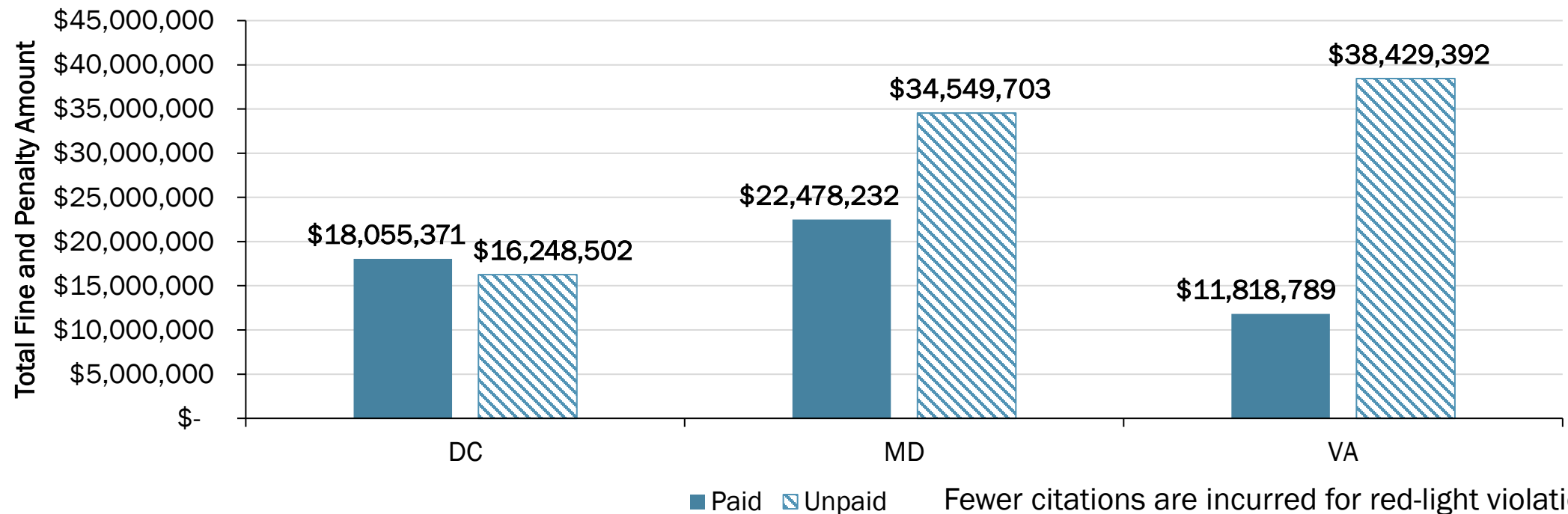
# District of Columbia Speed Cameras: Total Fine and Penalty Amounts by Payment Status, June 2025 through June 2026



Maryland vehicle owners incur the greatest number of speed-related citations; however, Virginia vehicle owners pay citations at a lower rate than both Maryland and DC vehicle owners.

# District of Columbia Red-Light Cameras: Total Fine and Penalty Amounts by Payment Status, June 2025 through June 2026

Red-light: District of Columbia Total Fine and Penalty Amounts by Payment Status, State/District

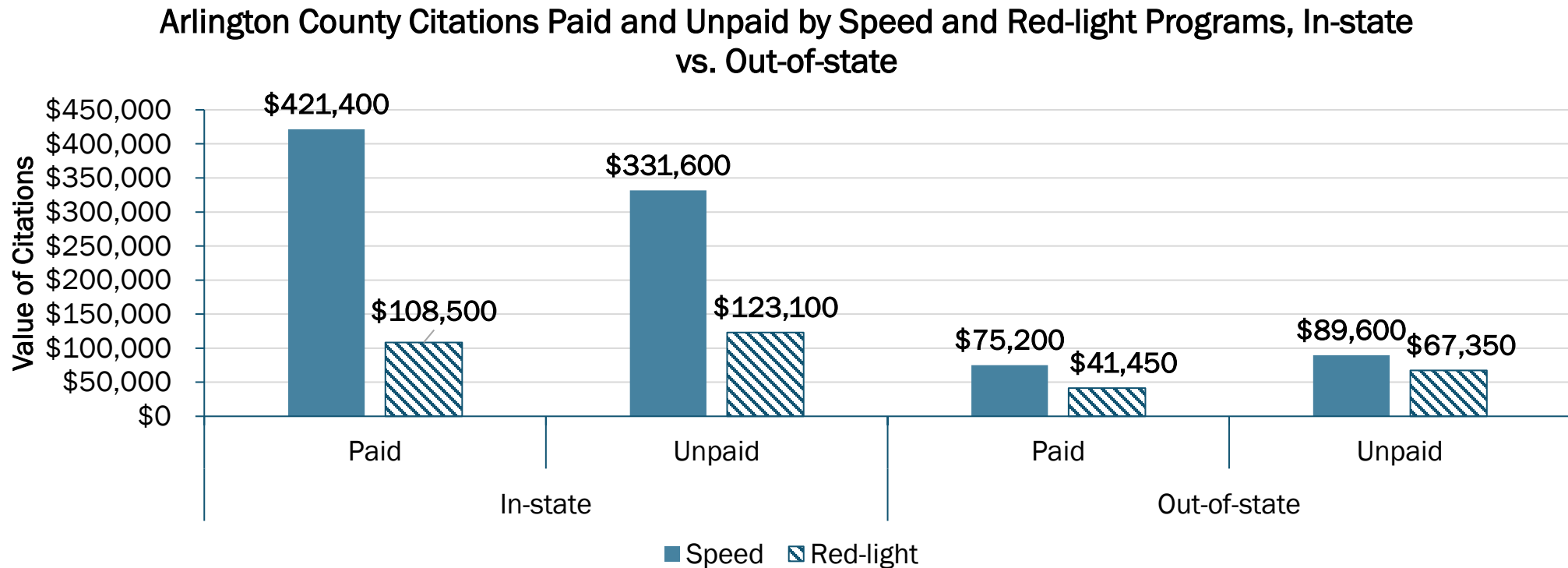


Fewer citations are incurred for red-light violations than speed violations across all three jurisdictions; however, payment rates are lower for both Maryland and Virginia vehicle owners.



# Outside of DC, out-of-state vehicle owners incur less citations than in-state vehicle owners.

For example, Arlington County's records reflect that 82% of fines issued were from Virginia vehicle owners.



# IMPLEMENTING RECIPROCITY

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# Enforcement mechanisms identified

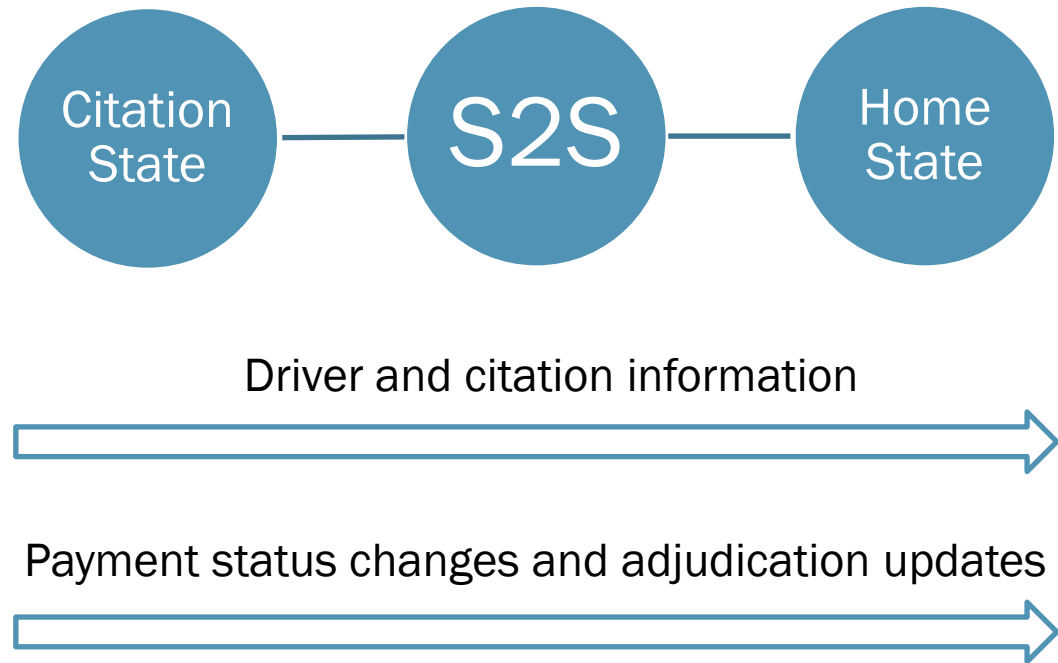
- No other interstate ATE reciprocity deployments were identified
- Other transportation enforcement models **demonstrate successful interstate coordination:**

|              | TRADITIONAL<br>TRAFFIC STOPS                             | TOLLS                           | PARKING                                          |
|--------------|----------------------------------------------------------|---------------------------------|--------------------------------------------------|
| Mechanism    | Driver License Compact and Non-Resident Violator Compact | Toll reciprocity agreements     | Enforcement based on vehicle's physical presence |
| Liable Party | Driver                                                   | Vehicle owner                   | Vehicle owner                                    |
| Consequence  | Driver's license suspension                              | Registration hold or suspension | Vehicle booting or towing                        |

# Traditional Traffic Stop

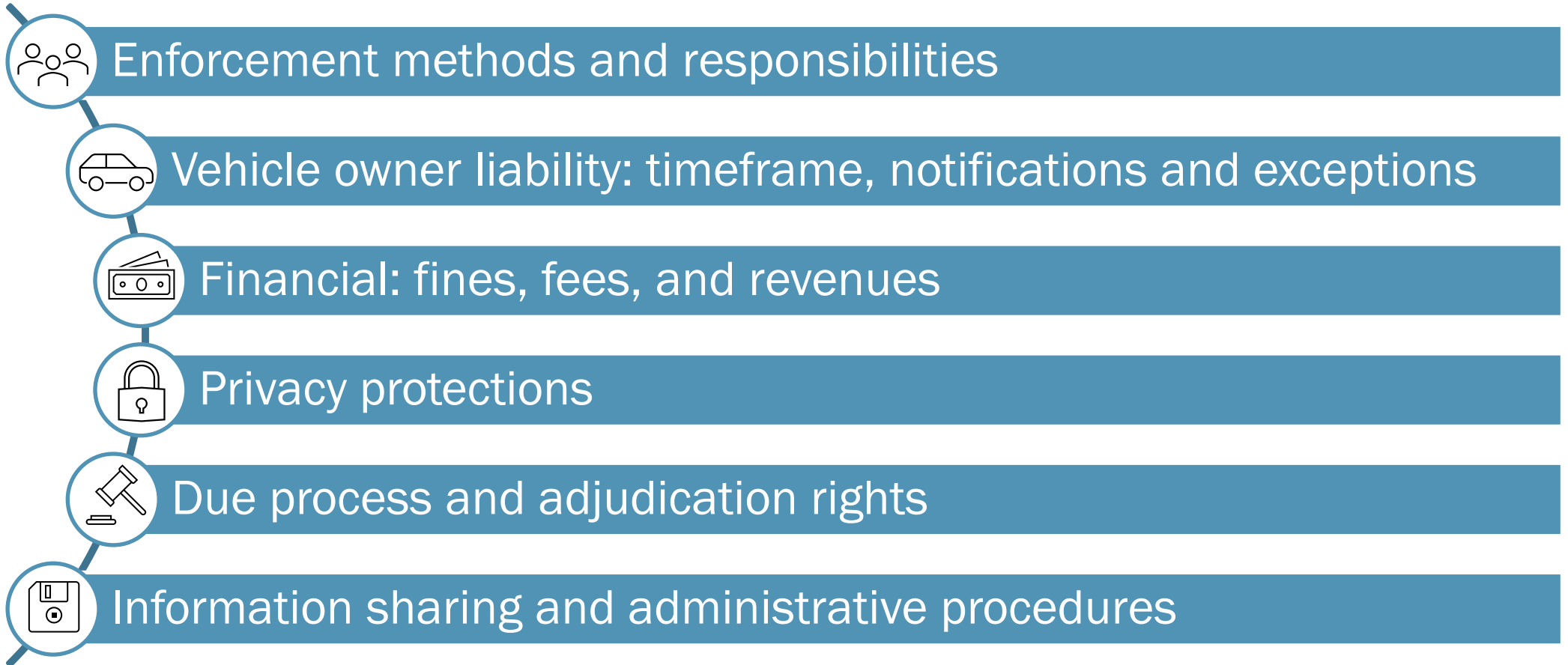
## Driver License Compact and Non-Resident Violator Compact

- Under the **Driver License Compact**, a driver's home state\* may apply its own laws to a covered out-of-state conviction.
- Under the **Non-Resident Violator Compact**, the home state may take licensing action because the driver failed to resolve an out-of-state citation.
- For both, enforcement mechanism is focused on **consequences for the driver, not the vehicle owner.**
- **State-to-state (S2S)** information sharing system maintained by **American Association of Motor Vehicle Administrators (AAMVA)** serves as central repository.



# Reciprocity Agreement Terms/Provisions

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# Next Steps

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- A report to the three Transportation Secretaries on the specific actions needed in each jurisdiction that will serve as the basis “to finalize the Implementation Agreement” is due by November 2026.
- Implementation starting on or before October 1, 2027

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