
ROBERT G. CASSILLY
Harford County Executive



ROBERT S. McCORD
Director of Administration

March 27, 2026

The Honorable Marc Korman
Chair, House Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, Maryland 21401

Re: Opposition to Senate Bill 487 – Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)

Dear Chairman Korman and Committee Members,

On behalf of the citizens of Harford County, I respectfully submit this letter in opposition to Senate Bill 487.

Harford County is committed to roadway safety and supports data-driven strategies to reduce crashes, protect vulnerable road users, and improve driver behavior. However, SB 487 expands the use of automated speed monitoring systems in a manner that raises serious concerns regarding local control, public trust, and the appropriate role of automated enforcement.

Under current law, the placement and operation of speed monitoring systems involve deliberate decisions by local governments, informed by local roadway conditions, traffic patterns, community input, and law enforcement priorities. SB 487 shifts this balance by authorizing expanded use of automated enforcement within broadly defined "safety corridors," potentially allowing speed cameras to be deployed without sufficient local discretion or approval.

Automated enforcement should be a targeted safety tool, not a default enforcement mechanism. Expanding camera authority risks undermining public confidence in traffic safety initiatives, particularly when residents perceive enforcement as revenue-driven rather than safety-driven. Local governments are best positioned to evaluate where enforcement tools are appropriate and how they should be implemented to maintain public trust and compliance.

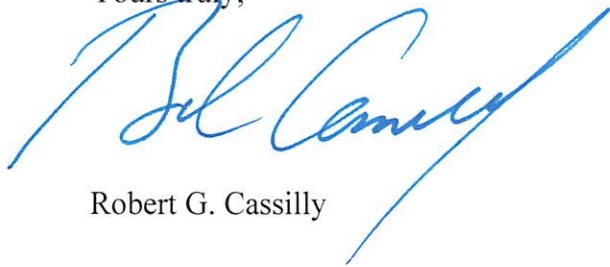
Additionally, SB 487 may create operational and administrative burdens for counties, including signage requirements, public outreach obligations, citation processing, and coordination with State agencies, without providing corresponding resources or flexibility. These impacts fall directly on local governments that must manage community expectations and enforcement consequences.

The Honorable Marc Korman
Senate Bill 487 Opposition Letter
March 27, 2026
Page 2

Harford County believes roadway safety is best advanced through engineering improvements, targeted enforcement by sworn officers, public education, and locally driven safety programs. Any expansion of automated enforcement authority should remain firmly within the control of local jurisdictions and be deployed only where clearly justified by local safety data and community support.

For these reasons, Harford County respectfully urges the Committee to oppose Senate Bill 487. We encourage continued collaboration with local governments to advance roadway safety solutions that are effective, transparent, and locally accountable.

Yours truly,

A handwritten signature in blue ink, appearing to read "Bob Cassilly", written over the typed name.

Robert G. Cassilly