MD SB487 2026.pdf
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Position: FAV

National Safety Council

March 26, 2026

Representative Marc Korman
Chairman
House Committee on Environment & Transportation
Maryland House of Delegates
6 Bladen Street
Annapolis, MD 21401
Sent via email

RE: Support for Senate Bill 487 – Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)

Dear Chair and Members of the Committee:

On behalf of the National Safety Council (NSC), I respectfully submit this letter in strong support of Maryland Senate Bill 487, the Vulnerable Road User Protection Act of 2026. This legislation expands the use of proven, data-driven speed management tools in roadway corridors where pedestrians, bicyclists and other vulnerable road users face a heightened risk of serious injury or death.

NSC is America's leading nonprofit safety advocate and has worked for over 110 years to eliminate preventable deaths and injuries on the nation's roadways. Speeding remains one of the most persistent and dangerous contributing factors in traffic crashes and continues to disproportionately harm those traveling outside of a motor vehicle.

According to NSC *Injury Facts®*, speeding is involved in nearly one-third of all motor vehicle crash fatalities nationwide, contributing to the loss of more than 12,000 lives in 2023 alone.[1] Speed reduces a driver's reaction time and dramatically increases the kinetic energy transferred in a collision, resulting in both an increased likelihood of a crash occurring and increased severity of injuries when a crash happens.[2]

Maryland's experience reflects—and in some cases exceeds—these national trends. In 2023, approximately 30% of all traffic fatalities in Maryland involved speeding, resulting in 187 lives lost.[3] Over the past decade, speeding-related fatalities in the state increased by roughly 40%, underscoring the urgent need for effective and scalable countermeasures.[4] The impact of speeding

[1] https://injuryfacts.nsc.org/motor-vehicle/motor-vehicle-safety-issues/speeding/
[2] https://www.nsc.org/road/safer-speeds?srsltid=AfmBOooQ7GY9PA7uHjDrEgW8deWf-DXHTjE5wQ_xqTcMORD9GSUzPh1s
[3] https://cdan.dot.gov/SASJobExecution/
[4] Id.

is particularly devastating for vulnerable road users. Nationally, pedestrian fatalities have increased by more than 75% since 2010, a trend that NSC has identified as one of the most serious emerging road safety challenges.[5] In Maryland, fatalities among vulnerable road users have risen at an even faster rate: Pedestrian deaths increased by 58%, while bicyclist and other cyclist fatalities grew by approximately 200% between 2014 and 2023.[6] These stark increases demonstrate that traditional approaches alone are insufficient to address the risks facing people who walk and bike on Maryland's roads.

Vehicle speed plays a decisive role in whether a crash is survivable. Research from the AAA Foundation for Traffic Safety shows that a pedestrian struck by a vehicle traveling at 40 miles per hour faces a fatality risk more than four times higher than if struck at 30 miles per hour.[7] Reducing speed in areas with high pedestrian and bicyclist activity is therefore one of the most effective ways to prevent severe and fatal injuries.

Automated speed enforcement is a proven safety countermeasure that NSC strongly supports. NSC recognizes automated enforcement as an evidence-based strategy shown to reduce speeding, lower crash rates and decrease injuries and fatalities, particularly when deployed in clearly defined, high-risk locations.[8] Speed monitoring systems also complement traditional enforcement by improving compliance without requiring traffic stops, thereby enhancing safety for motorists and law enforcement officers alike.

Senate Bill 487 reflects these best practices by authorizing speed monitoring systems only within safety corridors identified through a vulnerable road user safety assessment conducted pursuant to federal law.[9] This targeted approach ensures that enforcement is focused on roadway segments with demonstrated risk, rather than applied broadly or indiscriminately. The bill further incorporates Maryland's established safeguards for notice, signage, citation review and adjudication, while directing revenues toward appropriate transportation and safety purposes.[10]

NSC firmly believes that protecting vulnerable road users and reducing excessive speed must be core components of a comprehensive roadway safety strategy. By expanding access to proven speed safety technology in areas where the risk of serious harm is highest, Senate Bill 487 represents a meaningful, data-driven step toward preventing injuries and saving lives across Maryland.

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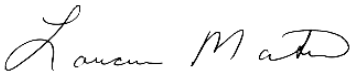
[5] https://injuryfacts.nsc.org/motor-vehicle/road-users/pedestrians/
[6] https://cdan.dot.gov/SASJobExecution/
[7] https://www.nsc.org/getattachment/f086f0e3-7208-4ed5-bb3c-1f2890edc169/t-speeding-148?srsltid=AfmBOoq3fwN7TDN6Wi0eGEwtdqzDxy7ckJIxOKDc_WKnBnNdFL1KZljH#:~:text=AAA%20Foundation%20for%20Traffic%20Safety,of%202.8%20percentage%20points.7
[8] https://www.nsc.org/road/safer-speeds
[9] https://mgaleg.maryland.gov/2026RS/bills/sb/sb0487f.pdf
[10] Id.

National Safety Council

For these reasons, the National Safety Council respectfully urges the Senate Judicial Proceedings Committee to issue a favorable report on Senate Bill 487.

Thank you for your leadership and continued commitment toward ensuring roadway safety in Maryland. NSC stands ready to assist the Committee with technical support, education materials and implementation of best practices. If you have any questions, or if NSC can be of further assistance on this issue, please contact State Government Affairs Manager Juan Carlos Payero at juancarlos.payero@nsc.org or (202) 679-5734.

Sincerely,



Lorraine Martin
CEO

Cc: Members of the House Committee on Environment & Transportation
Senator Shaneka Henson

MD SB 487 HB 256 Advocates Favorable Letter 3-27-2

Uploaded by: Omar Masood

Position: FAV

ADVOCATES FOR HIGHWAY & AUTO SAFETY

March 27, 2026

The Honorable Marc Korman, Chair
The Honorable Michele Guyton, Vice Chair
House Environment and Transportation Committee
Maryland General Assembly
6 Bladen Street
Annapolis, Maryland 21401

Dear Chair Korman and Vice Chair Guyton:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, medical, public health and law enforcement groups and insurance companies working together to pass highway and auto safety laws that prevent crashes, save lives, reduce injuries, and contain costs, supports enactment of Senate Bill (SB) 487/House Bill (HB) 256, known as the Vulnerable Road User Protection Act of 2026. This legislation expands state and local use of speed safety cameras to roadway segments identified as safety corridors due to being high risk for vulnerable road users (VRUs). We urge you to take swift action to expand use of this proven, lifesaving technology to curb speeding and the deadly consequences.

In 2024, there were an overall estimated 579[1] traffic fatalities in Maryland, which is an 11 percent increase from 2015 to 2024.[2] Speeding is a major contributor to traffic fatalities as 30 percent of the fatalities in 2023 involved speeding and speeding related fatalities increased 40 percent from 2014 to 2023.[3] The increase in fatalities for VRUs was even greater during the same period with fatalities among pedestrians rising 58 percent and among bicyclists and other cyclists by 200 percent.[4] In addition, Maryland incurs approximately $5.9 billion in economic harm annually due to motor vehicle crashes according to a 2019 analysis.[5] This is equivalent to a "crash tax" of $977 per resident each year.[6] When updated for inflation alone, in 2026, costs would equate to approximately $7.6 billion.[7] Traffic safety is a serious and costly issue in urgent need of proven solutions.

Small increases in speed cause serious declines in safety. Crash tests show that speed upticks of even five to ten miles-per-hour (mph) greatly escalate a driver's risk of injury or death.[8] Speed increases also immensely impact pedestrians and other VRUs. The average risk of death for a pedestrian is 10 percent at an impact speed of 23 mph, 25 percent at 32 mph, and 50 percent at 42 mph.[9] VRUs are particularly at risk in Maryland as 28 percent of those killed in traffic crashes in 2023 were a pedestrian, bicyclist or other cyclist compared to the national average of 21 percent.[10] Vehicle occupants suffer its impacts as well, crash tests showed that modest five to 10 mph increases in speed can have a severe impact on a driver's risk of injury or death.[11] Further, drivers who speed have been shown to exhibit additional deadly driving behaviors; more than half (51 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 23 percent of non-speeding drivers.[12]

Speed safety cameras are verified to deter speeding and its impact and are recommended for adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.[13] A study by the Insurance Institute for Highway Safety (IIHS) in Montgomery County, MD found that speed safety cameras alone resulted in a 19 percent reduction in the likelihood that a crash caused a fatal or incapacitating injury.[14] Similarly, the U.S. Department of Transportation (DOT) found that automated speed enforcement reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.[15] A study by Carnegie Mellon University of speed safety cameras in Philadelphia, PA found a 90 percent reduction in speeding and an approximately 50 percent decrease in crashes and injuries relative to the most similar arterials, all arterials and local roads in Philadelphia.[16]

Law enforcement risk their lives when performing their duties every day. Yet, it is implausible for law enforcement officers to be everywhere and catch every violation. Speed safety cameras augment traditional enforcement without requiring a traffic stop and will improve safety in these corridors.

Advocates urges you to support SB 487/HB 256 to protect VRUs and others and save lives.

Sincerely,

Peter Kurdock, General Counsel

cc: House Environment and Transportation Committee members

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[1] Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities in 2024, NHTSA, April 2025, DOT HS 813 710, available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710.

[2] State Traffic Safety Information for Maryland, NHTSA, available at https://cdan.dot.gov/stsi.htm.

[3] State Traffic Safety Information for Maryland, NHTSA, available at https://cdan.dot.gov/STSI/stsi.htm.

[4] State Traffic Safety Information for Maryland, NHTSA, available at https://cdan.dot.gov/STSI/stsi.htm.

[5] The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403, available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403.

[6] The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403, available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403.

[7] CPI Inflation Calculator, BLS, Jan. 2019 to Jan. 2026, available at https://data.bls.gov/cgi-bin/cpicalc.pl.

[8] Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at https://www.iihs.org/api/datastoredocument/bibliography/2218.

[9] Impact Speed and a Pedestrian's Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep. 2011., available at https://aaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf.

[10] State Traffic Safety Information for Maryland, NHTSA, available at https://cdan.dot.gov/STSI/stsi.htm; Traffic Safety Facts 2023 Data: Summary of Motor Vehicle Traffic Crashes, NHTSA, Oct. 2025, DOT HS 813 762, available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813762.

[11] Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at https://www.iihs.org/api/datastoredocument/bibliography/2218.

[12] Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473.

[13] Reducing Speeding-Related Crashes Involving Passenger Vehicles, NTSB, July 2017, SS-17-01, available at https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf.

[14] Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS; available at https://www.iihs.org/topics/bibliography/ref/2097.

[15] Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at Speed Safety Camera Program Planning and Operations Guide.

[16] Evaluating the Effectiveness of Urban Speed Cameras on Traffic Safety in a Period of Dramatic Change, Carnegie Mellon University, July 2024, available at https://ppms.cit.cmu.edu/media/project_files/Guerra_Erick_420.pdf.

SB0487 - LOS - SHA - ASE in VRU Corridors(CO).pdf
Uploaded by: Patricia Westervelt
Position: FAV

March 31, 2026

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

RE: Letter of Support – Senate Bill 487 – Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter in support of Senate Bill 487.

SB 487 authorizes the State Highway Administration (SHA) to use automated speed enforcement (ASE) in corridors identified as high risk for vulnerable road users (VRUs)[1] based on a quantitative evaluation published in the Vulnerable Road User Safety Assessment. The VRU Safety Assessment analyzes crash data and stakeholder input on both state and local roads. The Assessment is required by the Federal Highway Administration (FHWA) pursuant to the federal Infrastructure Investment and Jobs Act (IIJA) under Title 23, Section 148 of the U.S. Code and is updated as part of the published Maryland Strategic Highway Safety Plan.

SB 487 additionally authorizes local jurisdictions, with existing local enabling legislation, to install ASE in the identified safety corridors and requires SHA to consult with local jurisdictions in determining the placement of cameras on State routes. The SHA will not install VRU ASE on the corridor if the local jurisdiction has local enabling legislation and pursues the use of ASE first. In the case with locally requested operation, the SHA will permit the system within SHA right-of-way (ROW), but the system will be operated by the local jurisdiction.

Furthermore, SB 487 provides for the operation and management of these systems, as well as the distribution and use of funds generated by the civil penalties. The penalties follow the tiered fine structure enacted by the General Assembly in the 2025 Session. The bill also incorporates the data privacy protections that were enacted last session.

The FHWA has identified ASE as a proven safety countermeasure[2] in areas of high risk to vulnerable road users. Maryland is committed to the goal of Vision Zero by 2030, which requires the SHA to work with local and state partners to implement smart and safety focused solutions to reduce serious injuries and fatalities on our roadways.

[1] The bill defines a Vulnerable Road User (VRU) as an individual not traveling in a motor vehicle and includes pedestrians, bicyclists, other cyclists, individuals using personal conveyance or a mobility device, and individuals on foot in a highway work zone.
[2] Refer to https://highways.dot.gov/sites/fhwa.dot.gov/files/Speed%20Safety%20Cameras_508.pdf.

Deaths from crashes involving pedestrians and bicycles are preventable. Speeding contributes to over one-third of all fatal crashes nationwide, with a disproportionate amount of those crashes involving pedestrians. In 2024, 570 people died on Maryland roads, and 170 (30%) of those were vulnerable road users. The FHWA Safe System approach acknowledges that humans make mistakes – motorists, cyclists, and pedestrians. However, deaths from these human errors can be avoided when safer speeds are properly maintained, giving drivers more time to slow or stop. According to research reported by USDOT, the risk of a crash resulting in a pedestrian fatality increases with speed and is as high as 90 percent at speeds of 40 mph and over, while in contrast pedestrians have a 90 percent survival rate at speeds of 20 mph or lower. Slowing down vehicles using speed safety cameras – especially in areas designated as high risk – will protect and ultimately save the lives of vulnerable road users.

The Report on Speed Monitoring in School Zones[3] provides numerous detailed examples from Maryland counties along with national and international research studies, demonstrating the safety benefits of speed safety camera programs on reducing crashes, lowering prevailing speeds, saving lives, and reducing camera citations over time. Further, research has shown that the estimated economic benefits of reduced crashes substantially exceed the total fines paid by violators. The use of speed monitoring systems on Maryland roadways complements local law enforcement as an additional resource to reduce speeds, correct driver behavior, and create safer roadways for all.

MDOT notes that SB 487 requires that any revenue collected through the SHA's use of these speed monitoring systems, after covering the cost of implementing and administering the program, be used for purposes that make Maryland's roadways safer for all road users. As required in existing law, any revenue generated by local jurisdictions can be used solely for public safety purposes, including pedestrian safety programs.

Finally, MDOT notes that it is working with the Committee to incorporate two small clarifying amendments to: 1) align the warning period for SHA-operated cameras to that of the I-695/I-83 legislation enacted last session; and 2) correct an oversight from that I-695/I-83 legislation that would add SHA to the list of agencies to which uncontested citations are allowed to be paid.

The Maryland Department of Transportation respectfully requests the Committee consider this information and issue Senate Bill 487 a favorable report.

Respectfully submitted,

William Pines, P.E.
Administrator
Maryland State Highway Administration
410-545-0400

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

[3] Refer to Report on Speed Monitoring Systems in School Zones in response to HB 182, Ch. 505, 2025.

MCPA_MSA X SB 487- Speed Monitoring Systems – Saf

Uploaded by: Samira Jackson

Position: FAV

Maryland Chiefs of Police Association
Maryland Sheriffs' Association

MEMORANDUM

TO: The Honorable Marc Korman, Chair and
Members of the Environment and Transportation 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 31, 2026

RE: **SB 487 - Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)**

POSITION: **SUPPORT**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **SUPPORT SB 487,** which authorizes the expansion of speed monitoring systems in designated safety corridors, particularly those identified as high risk to vulnerable road users such as pedestrians and bicyclists. This legislation permits the State Highway Administration and local jurisdictions to deploy modern, evidence-based traffic safety tools to address speeding, a leading factor in serious and fatal crashes across our roadways. Speed monitoring systems enhance enforcement and serve as a deterrent where traditional patrol resources are unable to always be present, helping to slow traffic in critical zones near schools, work zones, and densely traveled pedestrian areas.

From a law enforcement perspective, safer speeds save lives. The statistics on Maryland roadway accidents undeniably prove that safer speeds save lives. Excessive speed not only increases the likelihood of a crash, but also the severity of injuries when crashes occur. SB 487 gives communities a proactive option to reduce dangerous driving behavior and protect those most at risk without diverting essential policing resources away from other public safety priorities. We appreciate this balanced and data-driven approach to traffic safety, and for these reasons, MCPA and MSA **SUPPORT SB 487** and urge a **FAVORABLE** committee report.

532 Baltimore Boulevard, Suite 308
Westminster, Maryland 21157
667-314-3216 / 667-314-3236

SB0487-ET_MACo_SUP.pdf
Uploaded by: Sarah Sample
Position: FAV

Senate Bill 487

Motor Vehicles – Speed Monitoring Systems – Safety Corridors
(Vulnerable Road User Protection Act of 2026)

MACo Position: **SUPPORT**

To: Environment and Transportation Committee

Date: March 31, 2026

From: Sarah Sample

Maryland Association of Counties (MACo) **SUPPORTS** SB 487. This bill authorizes the State Highway Administration (SHA) to establish a "Safety Corridor" program aimed at reducing serious injuries and fatalities among vulnerable road users, including pedestrians, bicyclists, and individuals using mobility devices in segments of highways identified as high risk.

This legislation provides a practical, data-driven tool to address persistent safety challenges on Maryland's roadways by authorizing the use of speed monitoring systems within designated safety corridors. In doing so, this bill enhances public safety efforts by directly addressing reckless driving in areas where vulnerable road users are most at risk.

SB 487 empowers local governments to use these systems in safety corridors on highways under their own jurisdiction or on State highways if authorized by an SHA permit. This collaborative framework recognizes that local governments are often best positioned to identify roadway conditions, community needs, and appropriate safety interventions, while maintaining consistency with State oversight. Specifically, this flexibility allows counties to tailor safety interventions to the specific needs of their communities.

Ultimately, this bill represents a balanced approach to modernizing traffic accountability. By pairing targeted enforcement authority with local flexibility, strong safeguards, and reinvestment in safety infrastructure, the bill strengthens Maryland's ability to protect its most vulnerable road users. As such, MACo respectfully urges a **FAVORABLE** report on SB 487.

SB0487sponsor testimonyMar31.pdf
Uploaded by: Senator Shaneka Henson
Position: FAV

SHANEKA HENSON
Legislative District 30
Anne Arundel County

Judicial Proceedings Committee

Joint Committee on Children, Youth, and Families

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Shaneka.Henson@senate.state.md.us

THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

SPONSOR TESTIMONY

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

Chair Korman, Vice Chair Guyton and Committee Members

For the record, I am Senator Shaneka Henson representing District 30 in Anne Arundel County. Thank you for the opportunity to present Senate Bill 487, the *Vulnerable Road User Protection Act of 2026*. We respectfully request a favorable vote on this legislation, which aligns with the departmental and carries a neutral fiscal note.

Senate Bill 487 advances *Maryland's Vision Zero* commitment to reducing serious injuries and fatalities on our roadways. By authorizing the use of speed monitoring systems on high-risk safety corridors—identified through the federally required, data-driven Vulnerable Road User Assessment—this bill aims to better protect pedestrians, cyclists, and other vulnerable road users.

Data from the National Highway Traffic Safety Administration shows that the risk of a pedestrian fatality rises sharply as vehicle speed increases. For example, a pedestrian struck by a vehicle traveling 40 miles per hour or more faces an 85% likelihood of fatal injury. These vulnerable road users are our neighbors, family members, and friends, and we must use every available tool to ensure their safety.

Under this bill, the State Highway Administration—and local jurisdictions through enabling legislation—may operate speed cameras in designated high-risk corridors. Modeled after the existing Work Zone speed camera program, revenues collected will first support operational costs. Any additional funds will be directed toward statewide highway safety projects and programs.

Senate Bill 487 also establishes clear standards for the placement and operation of speed monitoring systems and ensures that camera deployment occurs in coordination with the appropriate local jurisdictions.

Thank you in advance for your favorable vote on SB487

Senator Shaneka Henson

SB487_UNFAV_HCGCassilly.pdf
Uploaded by: Robert Cassilly
Position: UNF

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.

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,

Robert G. Cassilly