

SB487

Uploaded by: Dan Langenkamp

Position: FAV

Judicial Proceedings Committee
SB 487 – Motor Vehicles – Speed Monitoring Systems – Safety Corridors
Vulnerable Road User Protection Act of 2026
POSITION: FAVORABLE

Dear Chair Smith and Committee Members:

I am writing to express my strong support for Senate Bill 487, the Vulnerable Road User Protection Act of 2026. I am doing this in honor of my late wife, Sarah Langenkamp, who was killed on River Road in 2022. In her memory, I have dedicated myself to promoting roadway safety in our state, and I am directly advocating for only two bills which I believe will have a disproportionate impact on saving lives on our roadways. HB 256 is one of those bills (the ISA “super speeders” bill, SB366 is the other).

According to the Maryland Department of Transportation (MDOT), more than 570 people died on Maryland roads in 2024. A full quarter of those deaths involved people walking or biking. Further, we also know that nearly a **third** of all roadway deaths are caused by speeding.

As you know, Maryland has committed itself by law to Vision Zero to work to reduce vulnerable road user deaths until there are none. To be something beyond a slogan, this commitment requires we take proactive and concrete measures.

The Maryland Department of Transportation has identified these safety corridors for a critical reason—they are where our efforts can save the most lives. And as we know, speed monitoring systems are one of the most important technologies available to us in this effort.

By giving MDOT the ability to use of speed monitoring systems in designated safety corridors, HB 256 would not only help reduce roadway deaths in Maryland. It would also make our neighborhoods more pleasant and more livable.

HB 256 is a proactive, data-driven approach to safety. It works because it:

- **Targets high risk areas.** By authorizing the State Highway Administration (SHA) and authorized local jurisdictions to use speed monitoring systems in safety corridors, this bill focuses enforcement where it’s needed most – in designated high-risk areas for pedestrians and cyclists.
- **Takes a proactive approach to improve safety for vulnerable road users.** HB 256 utilizes automated enforcement to prevent collisions *before* they occur. [The Federal Highway Administration](#) reports that fixed camera units can reduce crashes on arterial corridors by up to 54 percent.
- **Holds motorists accountable for dangerous driver behavior.** HB 256 ensures that drivers who operate at dangerous speeds in critical, identified corridors are held accountable. It will make roadways safer for us all.

I strongly urge the committee to provide a favorable report on SB 487. Thank you for your leadership in protecting all users on Maryland’s roadways.

Sincerely,
Dan Langenkamp

ggwashcommentsonsb487.pdf

Uploaded by: Dan Reed

Position: FAV



Chair William C. Smith, Jr.
and Members, Judicial Proceedings Committee
Miller Senate Office Building
11 Bladen Street
Annapolis, Maryland 21401

February 12, 2026

Senate Bill 487 – Vulnerable Road User Protection Act – Favorable

Dear Chair Smith and Members of the Judicial Proceedings Committee:

My name is Dan Reed and I serve as the Maryland Policy Director for Greater Greater Washington, a nonprofit that works to advance sustainability and equity in housing, land use, and transportation throughout Greater Washington and beyond. **GGWash strongly supports Senate Bill 487, the Vulnerable Road User Protection Act.**

As written, this bill would authorize the State Highway Administration and local jurisdictions to use traffic cameras in designated high-risk areas for pedestrians and bicyclists. This will help prevent collisions before they occur, and crucially holds motorists accountable for their behavior.

According to the Maryland Department of Transportation (MDOT), over 570 people were killed on Maryland roads in 2024, a quarter of whom were walking or bicycling. [Speed is a key factor](#) in these crashes, whether you're in a car or outside of a car, and at higher speeds [the chance of serious or injury rises dramatically](#), especially for [seniors and children](#).

Allowing traffic cameras in the areas where we know crashes are more likely to happen will help save lives, and we urge the Judicial Proceedings Committee for a favorable report.

Sincerely,

A handwritten signature in black ink that reads 'Dan Reed'.

Dan Reed
Maryland Policy Director

The Washington, DC region is great and it can be greater.

PG PS Ste SB487.pdf

Uploaded by: Jabari Cooper

Position: FAV



THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3700
County Council

February 10, 2026

POSITION STATEMENT

SB 487

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

POSITION: **SUPPORT**

SUMMARY:

SB 487 would authorize and establish a statewide program allowing speed monitoring systems in designated safety corridors — roads identified as having a high risk to vulnerable road users (e.g., pedestrians and cyclists).

Key Provisions

- Statewide Safety Corridor Program:

The State Highway Administration (SHA) may implement speed monitoring systems on state roads in areas considered high-risk for vulnerable users.

- Local Jurisdiction Participation:

Local governments may use (Optional) speed monitoring systems in safety corridors in their jurisdictions when allowed and, for state roads, with SHA approval or permit.

- Monitoring and Enforcement:

The bill modifies existing vehicle and traffic monitoring laws to include these safety corridor speed monitoring systems as an enforcement tool alongside other automated systems.

**Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774**

- Fines and Penalties:

Fines would be established for speed violations detected by these systems, and the bill clarifies how violations are processed and adjudicated.

- Revenue Use:

Fines collected would first cover the costs of running the speed monitoring program. Any remaining revenue would be allocated to highway safety improvements.

- Driving Records and Insurance:

These automated enforcement violations would not count as moving violations for insurance or driver record purposes.

- Notification & Appeals:

The bill would require that drivers be notified about the presence of these systems, and it outlines procedures for contesting citations.

Given the proliferation of vehicle accidents involving pedestrians and cyclist, establishing safety corridors is a practical mitigation step to lessen the incidents of vehicles accidents involving pedestrians and cyclists.

For these reasons, we urge a Favorable vote from the Senate Judicial Proceedings Committee.

Prepared by: Bellamy Genn Group, LLC, on behalf of the Prince George's County Council

**Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774
Upper Marlboro, Maryland 20772**

BikeMD_SB487-FAV-20260210.pdf

Uploaded by: Jon Korin

Position: FAV



February 10, 2026

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

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

POSITION: FAVORABLE

Dear Chair Smith and Committee Members:

My name is Nigel Samaroo, and I am submitting this testimony on behalf of Bike Maryland and a statewide coalition of advocates **in strong support of Senate Bill 487, the Vulnerable Road User Protection Act of 2026.**

We are very concerned about the rising number of fatalities and serious injuries on our roadways, particularly among pedestrians, bicyclists, and other vulnerable road users.

SB 487 is a proactive, data-driven approach to safety that aligns with Maryland's Vision Zero commitment to eliminate traffic deaths.

We specifically support SB 487 because the proposed legislation:

- **Targets high risk areas.** By authorizing the State Highway Administration (SHA) and authorized local jurisdictions to use speed monitoring systems in safety corridors, this bill focuses enforcement where it's needed most – in designated high-risk areas for pedestrians and bicyclists.
- **Takes a proactive approach to improve safety for vulnerable road users.** SB 487 utilizes automated enforcement to prevent collisions *before* they occur. [The Federal Highway Administration](#) reports that fixed camera units can reduce crashes on arterial corridors by up to 54 percent.
- **Holds motorists accountable for dangerous driver behavior.** SB 487 ensures that drivers who operate at dangerous speeds in critical, identified corridors are held accountable. It will make roadways safer for us all.

According to the Maryland Highway Safety Office (MHSO) Fatal Crash Dashboard, more than 470 people lost their lives on Maryland roads in 2025, that included 95 pedestrians, 48 motorcyclists and 10 bicyclists. Of the total number of fatalities reported, 93 of those deaths were speed related. The US Department of Transportation Federal Highway Administration (FHWA) as part of its Proven Safety Countermeasures initiative (PSCi) for reducing roadway fatalities and serious injuries on the Nation's highways recommends Speed Safety Cameras ([FHWA's Proven Safety Countermeasures](#)).

Allowing the use of speed monitoring systems in designated safety corridors is a critical step in reversing this trend.

Bike Maryland and the coalition of advocates listed below urge the Committee to recognize the profound safety benefits of this bill and to vote **FAVORABLE** on SB 487. Maryland's bicyclists, pedestrians, and all who share our roads deserve a transportation system where accountability is the norm and safety is the expectation.

Thank you for your consideration,
Nigel Samaroo, MPH
Board of Directors, Bike Maryland

Baltimore Bicycling Club (BBC)
Baltimoreans for People Oriented Places (BaltPOP)
Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)
Bike Harford
Bike Maryland
Bikemore
Bike HoCo
Frederick Bicycle Coalition
Maryland Eastern Shore Trail Network
Washington Area Bicyclist Association (WABA)

SB 487_MTBMA_FAV.pdf

Uploaded by: Michael Sakata

Position: FAV



February 12, 2026

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

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

Dear Chair Smith and Members of the Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 250 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

On behalf of MTBMA we are writing to express our strong support for Senate Bill 487, the Vulnerable Road User Protection Act of 2026. Our organization is deeply concerned about the rising number of fatalities and serious injuries on our roadways, particularly among pedestrians, cyclists, and other vulnerable road users.

SB 487 is a proactive, data-driven approach to safety that aligns with Maryland’s Vision Zero commitment to eliminate traffic deaths. We specifically support SB 487 because the proposed legislation:

- **Targets high risk areas.** By authorizing the State Highway Administration (SHA) and authorized local jurisdictions to use speed monitoring systems in safety corridors, this bill focuses enforcement where it’s needed most – in designated high-risk areas for pedestrians and cyclists.
- **Takes a proactive approach to improve safety for vulnerable road users.** SB 487 utilizes automated enforcement to prevent collisions *before* they occur. [The Federal Highway Administration](#) reports that fixed camera units can reduce crashes on arterial corridors by up to 54 percent.
- **Holds motorists accountable for dangerous driver behavior.** SB 487 ensures that drivers who operate at dangerous speeds in critical, identified corridors are held accountable. It will make roadways safer for us all.

According to the Maryland Department of Transportation (MDOT), more than 570 people lost their lives on Maryland roads in 2024. A quarter of those deaths involved people who were walking or



biking. Allowing the use of speed monitoring systems in designated safety corridors is a critical step in reversing this trend.

We strongly urge the committee to provide a **favorable report** on SB 487. Thank you for your leadership in protecting all users on Maryland's roadways.

Thank you,

A handwritten signature in black ink, appearing to read 'Michael Sakata', written over a thin horizontal line.

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

P SB487 2026.pdf

Uploaded by: Mindy Badin

Position: FAV

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

February 12, 2026

To:

Honorable Senator William C. Smith Jr., Chair
Honorable Senator Jeff Waldstreicher, Vice Chair
Judicial Proceedings Committee
Maryland General Assembly
2 East Miller Senate Office Building
Annapolis, MD 21401

From:

Mindy Badin
4212 Charley Forest Street
Olney, MD 20832
minbad001@yahoo.com

Dear Chair Smith, Vice Chair Waldstreicher, and Members of the Senate Judicial Proceedings Committee:

In January of 2020, my son Brett was killed while crossing the street. He was doing what so many people routinely do every day; now my family is forever changed and my broken heart will never be healed.

The road where Brett was killed is part of a High Injury Network - a roadway where a disproportionate number of serious crashes occur, and pedestrians and bicyclists are at a heightened risk. Speed is one of the most significant factors in both the likelihood and severity of crashes; even small increases in speed dramatically raise the risk of death or serious injury. Speed cameras are a proven tool to address the speeding problem. Drivers respond to speed cameras by lowering their speeds, resulting in fewer crashes and fewer deaths.

Under current law, many of the roads most in need of speed enforcement are ineligible for speed cameras, despite safety concerns. Senate Bill 487 would correct this gap by authorizing the State Highway Administration and local jurisdictions to use speed monitoring systems to create safety corridors. This bill takes a proactive approach to improve safety for vulnerable road users, and holds motorists accountable for reckless driving and speeding.

Senate Bill 487 will save lives by preventing crashes, and it will spare other families from the pain my family lives with every day. Please give SHA and local governments the ability to slow traffic on the most dangerous roads before more lives are lost.

I urge the committee to issue a favorable report on Senate Bill 487. This legislation will prevent injuries, save lives, and make Maryland's streets safer for everyone.

Thank you for your time and consideration.

Sincerely,
Mindy Badin

SB 487 HB 256 Support Senate Judicial Proceedings.

Uploaded by: Omar Masood

Position: FAV



February 10, 2026

The Honorable William C. Smith, Jr., Chair
The Honorable Jeff Waldstreicher, Vice Chair
Senate Judicial Proceedings Committee
Maryland General Assembly
6 Bladen Street
Annapolis, Maryland 21401

Dear Chair Smith and Vice Chair Waldstreicher:

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. 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 579¹ 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 (187 lives lost) 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 2025, costs would equate to approximately \$7.5 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 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.¹⁰

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.¹¹ A study by the Insurance Institute for Highway Safety (IIHS) found that speed safety cameras alone resulted in a 19 percent reduction in the likelihood that a crash caused a fatal or incapacitating injury.¹² 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.¹³ 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.¹⁴ Furthermore, the Infrastructure Investment and Jobs Act (Pub. L. 117-58) permits use of certain federal funds for automated enforcement programs in school and work zones.

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 safety corridors.

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

Sincerely,

Catherine Chase, President

cc: Senate Judicial Proceedings Committee members

- 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. 2025, 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/datastore/document/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://aaaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>.
- 10 Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.
- 11 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>.
- 12 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>.
- 13 Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).
- 14 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.pdf

Uploaded by: Patricia Westervelt

Position: FAV

February 12, 2026

The Honorable William C. Smith, Jr.
Chair, Judicial Proceedings Committee
2 East Miller Senate 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 Smith 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 countermeasure² 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.

The Honorable William C. Smith, Jr.
Page Two

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 Zones³ 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.

Finally, 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.

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.

FINAL AAA Testimony in Support of SB 487 - Vulnera

Uploaded by: Ragina Ali

Position: FAV



**AAA Mid-Atlantic's Testimony in SUPPORT of SB 487
Motor Vehicles - Speed Monitoring Systems - Safety Corridors
(Vulnerable Road User Protection Act of 2026)
*Sponsor: Senator Henson***

- AAA Mid-Atlantic supports SB 487, the [Vulnerable Road Users Protection Act of 2026](#).
- Maryland Governor Wes Moore [announced last week](#) that more than 480 people were killed on Maryland roadways in 2025.
- One hundred and sixteen of those fatalities involved pedestrians or bicyclists, a significant (33%) decline from 2024, but still far too many deaths.
- Permitting speed monitoring systems in designated safety corridors is a critical step toward continuing this downward trend.
- AAA has supported Maryland's automated speed enforcement efforts for more than two decades, working with the legislature in 2005 to launch the state's first pilot program in residential areas and school zones in Montgomery County.
- We believe automated enforcement, when used as part of a comprehensive traffic safety strategy - including data, plays a vital role in improving safety and influencing driver behavior.
- By authorizing the State Highway Administration (SHA) and approved localities to deploy speed monitoring systems in designated safety corridors, this bill allows enforcement resources to be focused on areas with the highest risk to pedestrians and cyclists.
- SB 487 uses automated enforcement as a driven approach to prevent crashes before they occur. The Federal Highway Administration [reports](#) that fixed camera systems can reduce crashes on arterial corridors by up to 54 percent.
- This legislation will hold drivers accountable for dangerous speeding in critical corridors, helping make Maryland's roadways safer for all users—especially those most vulnerable.
- For these reasons, we respectfully urge the Committee to give **SB 487 a favorable report**.

Contacts:

*Ragina C. Ali, AAA Club Alliance
Public and Government Affairs Manager
443.465.5020*

*Marty Lostrom, GS Proctor & Associates
Associate
202.368.3859*

Favorable SB0487 Vulnerable Road Users Protection

Uploaded by: Ronza Othman

Position: FAV



Live the life you want.

From: Ronza Othman, President
National Federation of the Blind of Maryland
15 Charles Plaza, #3002
Baltimore, MD 21201 president@nfbmd.org

To: Senate Committee on Judicial Proceedings

The members of the National Federation of the Blind of Maryland urge the Senate Judicial Proceedings Committee to give a favorable report to SB0487, the Vulnerable Road Users Protection Act of 2026. This bill would authorize the State Highway Administration to implement a program of safety corridor speed monitoring systems for use in areas determined to be of high risk to vulnerable road users; authorize a local jurisdiction to use speed monitoring systems in safety corridors under certain circumstances; etc. Blind and low-vision users are vulnerable road users protected by the Maryland White Cane Law and other statutes, and we support measures to increase pedestrian safety.

For this reason, we ask for a favorable report on HB0319. For questions, please contact me at President@nfbmd.org or at 443-426-4110.

ACECMD - 2026 Testimony -SB487 - Motor Vehicles –

Uploaded by: Rory Murray

Position: FAV



Hon. William C. Smith
Judicial Proceedings Committee
2 East Miller Senate Office Building
Annapolis, Maryland 21401

RE: SB487 - Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)
Position: Support

The Maryland Chapter of the American Council of Engineering Companies (ACEC/MD) represents Maryland’s private-sector engineering firms that design and deliver the transportation, water, environmental, and public works infrastructure that local governments and the State rely upon every day. **ACEC/MD supports this bill.**

The American Council of Engineering Companies of Maryland (ACEC/MD) is increasingly alarmed by the growing number of lives lost and serious injuries occurring on Maryland’s roadways, especially among pedestrians, bicyclists, and other vulnerable road users.

SB487 offers a practical, data-driven solution that supports Maryland’s *Vision Zero* goal of eliminating traffic deaths and serious injuries. ACEC/MD supports this legislation because it focuses on evidence-based strategies that improve safety where it is most urgently needed.

SB487 is important because it:

- Targets high-risk areas. The bill allows the State Highway Administration (SHA) and participating local jurisdictions to place speed monitoring systems in designated safety corridors—directing enforcement to areas with the highest crash risks for pedestrians and cyclists.
- Emphasizes prevention over reaction. Automated enforcement technology is proven to reduce crashes before they happen. According to the Federal Highway Administration, fixed camera systems can reduce collisions on busy arterial roads by as much as 54 percent.
- Promotes accountability on the road. HB 256 ensures that drivers traveling at dangerous speeds in key corridors face consequences for risky behavior, fostering safer conditions for all roadway users.

In 2024, the Maryland Department of Transportation (MDOT) reported more than 570 traffic fatalities statewide, with roughly one in four involving people who were walking or biking. Allowing speed monitoring systems in specific safety corridors is a critical, evidence-based step toward reversing these tragic outcomes.

For these reasons, the American Council of Engineering Companies of Maryland



AMERICAN COUNCIL OF ENGINEERING COMPANIES/MARYLAND

respectfully urges the Committee to issue a favorable report on SB487. We appreciate your continued leadership and commitment to protecting everyone who travels on Maryland's roads.

Respectfully,

Maria K. Donovan

Maria Donovan
Executive Director
ACEC/MD

MCPA_MSA SB 487- Speed Monitoring Systems – Safet

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: February 12, 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.

SB0487-JPR_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: Judicial Proceedings Committee

Date: February 12, 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 testimonyFeb12.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



James Senate Office Building
11 Bladen Street, Room 203
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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)**

Chairman Smith, Vice Chair Waldstreicher and Committee Members

For the record, I am Shaneka Henson, representing District 30 in Anne Arundel County and member of the JPR Committee.

Thank you for the opportunity to present SB 487 Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)

This Bill is designed to advance Maryland’s Vision Zero goals to reduce serious injuries and fatalities on our roadways. By using speed monitoring systems to effectively reduce speeds on high-risk corridors where vulnerable road users are present, its primary goal is to improve safety for vulnerable road users—such as pedestrians and cyclists.

According to the National Highway Traffic Safety Administration, the likelihood of a pedestrian fatality increases dramatically as rates of vehicular speeds increase. For example, a pedestrian has an 85% risk of fatality when struck by a vehicle traveling 40 MPH and over.

The most vulnerable road users today are members of our family, our friends, and our neighbors – and we must use every tool made available to us to ensure they are safe when using our highway system.

This bill authorizes the State Highway Administration, or a local jurisdiction with enabling legislation, to operate speed cameras on high-risk safety corridors identified in the federally required and data-driven Vulnerable Road User Assessment. Similar to the Work Zone camera program that SHA operates, revenues collected from this program will pay for the operational cost of the new program. Any additional revenues will then be directed to projects and program that improve highway safety across Maryland.

Contents of this legislation also establishes clear guidelines for the use and operation of speed monitoring systems on safety corridors and ensures they are placed strategically in coordination with the appropriate local jurisdiction.

At this time, I'd like to introduce Will Pines, Maryland's State Highway Administrator, who will walk us through the specifics of this legislation and the program in practice. After hearing the following information, I urge you to give a favorable vote to this bill.

Thank you

Shaneka Henson, Senator

SB 487_MAA_FAV.pdf

Uploaded by: Tim Smith

Position: FAV



February 12, 2026

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

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

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 487 advances a targeted, data-driven approach to improving roadway safety by authorizing speed monitoring in designated safety corridors with a demonstrated risk to vulnerable road users, including pedestrians and bicyclists. MAA supports policies that measurably reduce serious crashes while allowing limited transportation resources to be focused where they will have the greatest impact.

Speed remains one of the most significant contributing factors to severe and fatal roadway crashes. By allowing speed monitoring in clearly identified high-risk corridors, SB 487 provides an effective deterrent against excessive speeding without imposing broad or arbitrary enforcement. The bill appropriately ties implementation to engineering assessments and safety data, ensuring that enforcement tools are deployed strategically rather than indiscriminately.

Importantly, SB 487 reinvests revenues into transportation safety and the Transportation Trust Fund. At a time when infrastructure needs continue to grow and funding remains constrained, dedicating resources to safety improvements helps preserve the integrity and performance of Maryland's transportation network. Well-maintained, safer roadways benefit all users and support the economic vitality of the state.

For these reasons, the Maryland Asphalt Association **supports** SB 487 and urges the Committee to issue a favorable report.

Sincerely,

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

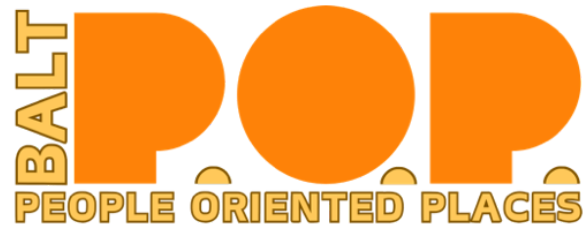
MGA 2026 Testimony Bill SB0487 (Speed Monitoring S

Uploaded by: Michael Scepaniak

Position: FWA

Bill: SB0487

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



Position: **Favorable with Amendments**

Members of the Senate Judicial Proceedings Committee,

As a group which advocates for a built environment which is safe and convenient for all people, whether they are moving through that environment on foot, on a bicycle, in a wheelchair, via public transit, or in an automobile, we support SB0487.

Maryland's roadways are not safe, especially for vulnerable road users (VRUs). Despite the Vision Zero efforts of the past several years, those roadways have actually gotten less safe - for everyone.

Specific to the Baltimore region, the Baltimore Regional Transportation Board (BRTB), on an annual basis, tracks five performance/safety measures to carry out the Federal Highway Administration's Highway Safety Improvement Program. The last of those five measures is "Number of Non-motorized Fatalities & Serious Injuries". The numbers for this measure are abysmal.

The 2023 number for this measure was **410**, which is a **41% increase** over the 2005-2009 baseline number of **290**. The Maryland Department of Transportation's (MDOT's) current target for this measure is **294 by 2030**. [1] In terms of VRU deaths and serious injuries, MDOT is hoping to basically get us back to where we were 20 years ago. That's not progress - that's standing still.

But, breaking the horrible upward trendline of VRU deaths and serious injuries we are suffering through is a critical first step. Some of the recent actions MDOT has taken in this space, including their revamped Complete Streets policy and quick build initiatives, are very encouraging. But, they need more tools made available to them. The capability that will be afforded to them by this bill is one such tool.

This bill is very straightforward. It will allow the State Highway Administration (SHA) to place speed monitoring systems on roadways that are classified as safety corridors. The sources available for identifying these safety corridors are MDOT SHA's Pedestrian Safety Action Plan (PSAP) and MDOT SHA's Vulnerable Road User Safety Assessment (VRUSA). This bill's usage of the VRUSA makes sense. Whereas the PSAP priority corridors are limited to state roads, the

VRUSA high-risk areas include local roads. [2] And all PSAP corridors are included in the VRUSA.

But that inclusion of local roads surfaces an issue with the bill. The listing of high-risk areas for Baltimore City notes the following:

While Baltimore City has numbered state routes with its city limits, these roads are not maintained by SHA. Consequently, all the high-risk areas identified within the areas of need in Baltimore City through the VRU Safety Assessment were identified as local roads. [4]

The bill states that any remaining balance of funds accrued by these speed monitoring systems shall be distributed to the Transportation Trust Fund (TTF). However, because SHA does not maintain any roads in Baltimore City, any funds accrued by any SHA-managed speed monitoring systems placed in Baltimore City will not flow back to Baltimore City. **The bill must be amended to somehow direct these funds back to the source high-risk areas in Baltimore City.**

Furthermore, the bill states that the funds are to be distributed to the TTF for a) highway safety purposes and b) state highway administration system preservation. **We would prefer to see the bill amended such that “highway safety purposes” is clarified to read “highway vulnerable road user safety purposes” and “system preservation” is either removed as a target or clarified to read “state highway administration system preservation that results in updates to the road design that improve the safety of vulnerable road users”.**

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of SB0487, with our suggested amendments**. Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

References:

[1] “RESOLUTION #25-19 - ADOPTING HIGHWAY SAFETY TARGETS FOR THE BALTIMORE REGION”. BRTB. January 2025.

<https://baltometro.org/sites/default/files/BRTBRes25-19.pdf>

[2] MDOT SHA. “Maryland’s Vulnerable Road User Safety Assessment & Pedestrian Safety Action Plan” p. 12. As of February 12, 2025.

https://www.baltometro.org/sites/default/files/bmc_documents/committee/presentations/brss/BRSS230525pres_MDOT-SHA-Vulnerable-Road-Users.pdf

[3] MDOT SHA. "Pedestrian Safety Action Plan" p. 23. May 2023. Via <https://experience.arcgis.com/experience/a4c07b80731b4a109a79bf6c86aad4c9/page/Home/>

[4] MDOT SHA. "2021–2025 Maryland Strategic Highway Safety Plan, Appendix C: Vulnerable Road User Safety Assessment". p. 32. November 2023. https://zerodeathsmd.gov/wp-content/uploads/2023/11/SHSP2021-25_compressed.pdf

SB 487 - MoCo - MCDOT_Morningstar_FWA (GA 26).pdf

Uploaded by: Sara Morningstar

Position: FWA



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

SB 487

DATE: February 12, 2026

SPONSOR: Senator Henson

ASSIGNED TO: Judicial Proceedings

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

POSITION: Support with Amendment (Montgomery County Department of Transportation)

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

Senate Bill 487 provides the Maryland Department of Transportation State Highway Administration (SHA) with an important tool to create safer roads for people traveling in Maryland. The State Highway Administration has designated certain roadway corridors as vulnerable road user (VRU) corridors in their Strategic Highway Safety Plan, meaning these are roadways with historic concentrations of serious injuries and deaths for people walking and biking. Knowing that speed contributes significantly to the severity of a crash, a speed monitoring system can reduce speeds and thereby increase safety for these corridors.

Montgomery County received the authority in 2025 to place speed monitoring systems on the County's High Injury Network, which is made up of roadways owned by the County and State that similarly have a history of serious injuries and deaths. While speed monitoring systems are only one tool the County uses to address safety, we have seen a notable reduction in serious injuries and deaths compared to other roadways in the County, thanks to focused efforts on these roadways.

When drivers travel through Montgomery County, they travel on a mix of State, County, and municipally-owned roads. Therefore, the Montgomery County Department of Transportation must partner closely with SHA to ensure the County's roadway designs and speeds are coordinated. Since County residents have accepted speed monitoring systems as a way to reduce speeds on many of our most dangerous roads, they should expect similar safe conditions (and intolerance for unsafe speeds) on State-owned roads. Unfortunately, the laws governing who has and who does not have the authority to place speed cameras result in a patchworked system of enforcement, whereby many roads that are identified as VRU corridors are not eligible for speed cameras.

Because too many Marylanders are killed each year by speeding vehicles, our partners at SHA should be provided the opportunity to access the tools needed to help reduce speeds. The Department supports SB 487 for this reason, with a recommendation that an amendment be added to allow local jurisdictions with active speed monitoring programs to use their existing contracts to help SHA expedite enforcement coverage.

sb487.pdf

Uploaded by: Robert Cassilly

Position: UNF

ROBERT G. CASSILY
Harford County Executive



ROBERT S. McCORD
Director of Administration

February 10, 2026

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

RE: Letter in Opposition to SB 487 – “Speed Monitoring Systems in Safety Corridors - (Vulnerable Road User Protection Act of 2026)”

Dear Chairman and Committee Members,

I am writing on behalf of Harford County to respectfully oppose 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 Celebrates 250 Years ~ 1773-2023

410.638.3350 | 410.879.2000 | 220 South Main Street, Bel Air, Maryland 21014 | www.harfordcountymd.gov

The Honorable William C. Smith, Jr.

February 10, 2026

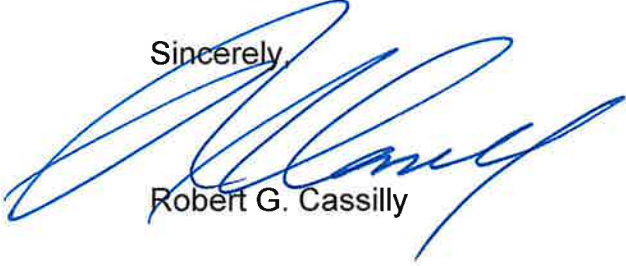
Page 2

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.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Cassilly", is written over the typed name. The signature is fluid and cursive, with a large initial "R" and a long, sweeping underline.

Robert G. Cassilly

sb487.pdf

Uploaded by: Will Vormelker

Position: UNF

HON. STACY A. MAYER
CIRCUIT COURT
JUDGE
BALTIMORE COUNTY
CHAIR

HON. RICHARD SANDY
CIRCUIT COURT
JUDGE
FREDERICK COUNTY
VICE-CHAIR



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MARYLAND JUDICIAL COUNCIL LEGISLATIVE COMMITTEE

MEMORANDUM

TO: Senate Judicial Proceedings Committee
FROM: Legislative Committee
Suzanne D. Pelz, Esq.
410-260-1523
RE: Senate Bill 487
Motor Vehicles – Speed Monitoring Systems – Safety Corridors
DATE: February 4, 2026
(2/12)
POSITION: Oppose

The Maryland Judiciary opposes Senate Bill 487 as it will have a significant fiscal and operational impact on the Judiciary.

The fiscal impact stems from the carry forward of the wording introduced last year that is now codified in Courts & Judicial Proceedings § 7-302. As amended last year in [Chapter 587](#), § 7-302 requires the District Court to accept payments for both **uncontested** as well as contested citations that are issued by a speed monitoring system controlled by a State agency. Historically, whether a State Agency or a municipality, the District Court only handled **contested** citations. The District Court has no record of a citation until it is contested. While the number of uncontested cases is unknown because they are processed by the issuing jurisdictions, it is estimated that the number of uncontested cases dwarfs the number of contested by margins to be as high as 50 times (6,000 contested cases to 300,000 uncontested cases). The District Court does not have a method in place to recognize uncontested state agency issued citations.

This bill establishes the use of speed monitoring systems in areas determined to be of high risk to vulnerable road users, as well as the provision for procurement, and collection and distribution of revenue. As a result, any State-agency-issued citation under

that expanded authority would fall within the existing requirement to process payments through the District Court.

The court currently processes these monitoring citations through a largely manual workflow. Because the current bill carries forward the requirement for the Court to process **uncontested** citations, the fiscal note reflects the conclusion that a significant expansion in monitoring citations could not be absorbed without automating citation intake and payment processing within the case management system. The estimate reflects automation and associated staffing and IT costs, rather than increased adjudication activity. To automate the current manual process, the Judiciary's case management system will require extensive programming changes. The Judicial Information Systems Department estimates that implementing the necessary programming changes will require 9549.6 hours at an approximate cost of \$1,414,741.20.

This revision to Courts and Judicial Proceedings Code § 7-302 last year requiring the District Court to process all citations, not just contested cases, will significantly alter long-standing payment and processing practices and is a primary driver of the court's need to further digitize its automated enforcement citation programs. By shifting a substantially larger volume of uncontested payments into the court's workflow, the statute necessitates system automation and associated staffing and IT investments that were not previously required.

Removal of the requirement for the court to process **uncontested** citations would significantly reduce the fiscal and operational concerns.

cc. Hon. Shaneka Henson
Judicial Council
Legislative Committee
Kelley O'Connor