



Testimony of Matthew Marks in Support of LD 1457

“Resolve, to Allow the Maine Turnpike Authority to Conduct a Pilot Program to Implement Automated Speed Control Systems in Highway Work Zones”

Joint Standing Committee on Housing and Economic Development

April 23, 2025

Senator Nangle, Representative Crafts, and distinguished members of the Joint Standing Committee on Transportation, my name is Matt Marks. I am the Principal at Cornerstone Government Affairs and am here today to speak on behalf of the Associated General Contractors of Maine (AGC Maine).

Chartered in 1951, AGC Maine is a statewide commercial construction trade association headquartered in Augusta with members statewide that include contractors, service providers, suppliers, and developers. AGC Maine provides safety, craft, and apprenticeship education to members and non-members throughout Maine.

Work zones continue to be among the most dangerous construction areas in Maine and across the country. Maine’s skilled workers utilize the latest technology, prevention, and defense mechanisms to avoid vehicle intrusion including concrete barriers, advanced sign notification, and “crash trucks.” Still, most workers will share that blue lights seem to be the only way to slow down traffic. Unfortunately, the availability of law enforcement is a challenge.

Maine has seen twenty-three deaths, 145 injuries, and 7,143 work zone crashes in twelve years. Each of those 23 deaths is a member of our community who has a story, a family, and people who deeply care about them. We should continue working to make our work zones safer.

Fourteen states and Washinton, DC have implemented work zone speed cameras, and they projected a total reduction of 47% in speed limit violations. Here are the details:

- Arizona has had work zone speed cameras since 2008. Violators going 11mph over the speed limit will pay a fine of up to \$250.
- Colorado has had work zone speed cameras since 2010. Violators going 10mph over the speed limit will pay a fine of up to \$300.
- Connecticut has had work zone speed cameras since 2010. Violators going 10mph over the speed limit will pay a fine of up to \$150.
- Delaware has had work zone speed cameras since 2022. Violators going 13mph over the speed limit will pay a fine of up to \$75.
- Illinois has had work zone speed cameras since 2014. Violators going 11mph over the speed limit will pay a fine of up to \$375.
- Indiana has just approved the use of work zone speed cameras. Violators going 11mph over the speed limit will pay a fine of up to \$150.

- Maryland has had work zone speed cameras since 2010. Violators going 12mph over the speed limit will pay a fine of up to \$1,000.
- Michigan has just approved the use of work zone speed cameras. Violators going 10mph over the speed limit will pay a fine of up to \$300.
- New Mexico has had work zone speed cameras since 2016. Violators going 10mph over the speed limit will pay a fine of up to \$300.
- Oregon has had work zone speed cameras since 2006. Violators going 11mph over the speed limit will pay a fine of up to \$2,000.
- Pennsylvania has had work zone speed cameras since 2018. Violators going 11mph over the speed limit will pay a fine of up to \$150.
- Texas has had work zone speed cameras since 2003. Violators going 11mph over the speed limit will pay a fine of up to \$2,000.
- Washington, D.C. has had work zone speed cameras since 2011. Violators going 11mph over the speed limit will pay a fine of up to \$300.
- West Virginia has had work zone speed cameras since 2017. Violators going 12mph over the speed limit will pay a fine of up to \$40.
- Virginia has had work zone speed cameras since 2020. Violators going 10mph over the speed limit will pay a fine of up to \$100.

Members of AGC Maine continue to work closely with both the MTA and DOT to improve work zone conditions. But a comment from Shaw Brothers demonstrates the challenge, “Our employees were always concerned with safety and some refused to work on those projects. A lot of work took place at night, and many light towers would be used to help light up our work zones. The only time we saw traffic speeds reduced from the public was when State Troopers were on site with their blue lights on.

Our company witnessed many accidents in our work zones over the time we were on the highway. Crash barrels, jersey barriers, speed signs and traffic drums were hit or destroyed. Speed and distracted drivers were the cause of many of the accidents. Some of the accidents required medical attention.”

New York used a pilot program, and on the Thruway alone, it has caught over 143,000 violations. But the important news was included in press coverage of authorities asking for the pilot to become permanent.

“There has been ***no recorded worker injuries or fatalities in areas where cameras have been deployed.*** That to me is the full measure of the success of this program,” said Marie Therese Dominguez, Commissioner of the New York State Department of Transportation.

I want to thank the members for listening to my testimony, and I’m happy to answer any questions.