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**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 Transportation
April 23, 2025**

Senator Nangle, Representative Crafts, and members of the Joint Standing Committee on Transportation:

My name is Brad Farrin, and I represent Senate District 3. I am before you today to introduce LD 1457, "Resolve, to Allow the Maine Turnpike Authority to Conduct a Pilot Program to Implement Automated Speed Control Systems in Highway Work Zones."

This bill comes before you not as a final product, but as the beginning of a thoughtful, narrowly tailored approach to addressing a persistent and deadly problem on our roadways: excessive speed in highway work zones.

We've all seen the headlines. We've all heard the stories. The numbers speak for themselves—over 7,000 work zone crashes in Maine in the past decade, with dozens of lives lost and many more changed forever. Our workers deserve better. Our drivers deserve better. And we, as policymakers, have a responsibility to act.

LD 1457 proposes a pilot program—no more than three sites statewide, limited to controlled-access highways like the Turnpike, where work zones are clearly marked and speed limits are already reduced. This is not a sweeping mandate. It's a test, and it's time we take a closer look at what technology can do to complement traditional enforcement efforts and make these zones safer.

The intent of this bill is to promote *accountability*, *awareness*, and ultimately, *safety*—not to punish. That's why the bill includes a written warning for the first offense. But I want to take that one step further: I strongly support an amendment to ensure that no driver receives multiple fines before ever receiving their first warning. If this is truly about changing behavior, then fairness must be built into the system from the start.

Likewise, I support incorporating a pre-enforcement period—a grace window, perhaps 90 or 120 days—where drivers receive warnings only. This would give time to educate the public, test the system, and ensure full transparency.

Finally, we must be clear-eyed about the issue of privacy. The bill already includes strong protections: no personal data sold or shared, no insurance points, no public access under FOAA. But if this committee identifies areas where those protections can be made even stronger, I welcome that conversation.

Other states have already walked this path—Pennsylvania, Maryland, Delaware—and they're seeing real results. Speeding is down. Crashes are down. Lives are being saved. There's no reason Maine can't see the same success, as long as we do it deliberately, with appropriate safeguards and a commitment to review the outcomes before going any further.

This bill has bipartisan support. It has guardrails, and it has a sunset. It's a practical step forward in keeping our workers, our law enforcement officers, and our families safe as they travel through some of the most dangerous places on our roads.

I respectfully ask for your support of LD 1457—with the amendments this committee may see fit to adopt. I'd be happy to answer any questions.