

# **Moore-Miller Administration Written Testimony on M**

Uploaded by: Aruna Miller

Position: FAV



STATE OF MARYLAND  
OFFICE OF THE LIEUTENANT GOVERNOR

ARUNA K. MILLER  
LT. GOVERNOR

February 15, 2024

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

***RE: Letter of Support – House Bill 513 – Motor Vehicles – Work Zone Speed Control Systems  
– Revisions (Maryland Road Worker Protection Act of 2024)***

Dear Chair Korman and Committee members:

The Moore-Miller Administration strongly supports House Bill 513 as it implements the legislative recommendations of the Governor's Work Zone Safety Work Group to protect Maryland roadway workers and initiates a culture change among motorists to adopt safer driving behaviors.

Throughout Maryland on any given day, there are approximately 1,000 State employees and contractors working to maintain and improve Maryland's roadways at more than 300 locations across the State. Thousands more individuals also work on locally maintained roads including local government employees and contractors, utility workers, and other workers who place themselves in harms way to maintain and improve our critical transportation infrastructure. Last year, there were more than 1,200 crashes in work zones in state maintained roadways across Maryland, averaging more than three crashes per day. These crashes claimed the lives of eight workers, including the deadliest work zone crash in Maryland history in March that claimed the lives of six roadway workers on I-695 in Baltimore, a July crash that killed one worker on MD 343 in Dorchester County, and a December crash that killed one worker on I-495 in Montgomery County. These statistics are more than just numbers – they represent family members, friends, and dedicated workers that deserve a comprehensive strategy to improve driver awareness and safety on our roadways.

The Governor's Work Zone Safety Work Group (WZSWG) was announced in April 2023 and included a diverse group of stakeholders with expertise in the transportation sector including law enforcement officers, labor leaders, the contracting community, elected officials, traffic engineers, highway safety experts, and roadway workers with direct experience in work zones.

In November 2023, after the work of 19 meetings and assessing the results of a work zone safety survey that reached 2,200 Marylanders, the WZSWG announced its final set of recommendations, which included proposed budgetary, regulatory, and legislative actions. House Bill 513 puts the legislative recommendations into action by increasing fines for work zone speed camera violations, prohibiting double citations, expanding work zone speed camera enforcement flexibility, and requiring the reinvestment of citation revenue for work zone safety. House Bill 513 will significantly increase enforcement measures in work zones by increasing the speed camera penalty for speeding in a work zone. Currently, the speed camera fine for speeding in Maryland is \$40, which is the lowest in the nation. House Bill 513 raises the fine to \$290, which aligns with the fine levied on a driver that is pulled over for speeding in a work zone by a law enforcement officer. Additionally, House Bill 513 increases fines for repeat offenders that continuously put workers at risk. In Maryland, we want motorists to know that we take roadway safety seriously as they travel through work zones.

By removing outdated restrictions that limit how the State and local governments can implement and enforce work zone speed camera violations, like the requirement that all speed cameras be manned by a physical person, this gives the State and local governments more flexibility to operate speed camera programs in work zones. This additional flexibility can allow cameras to be placed at multiple locations throughout a work zone and force drivers to change their behavior and slow down throughout the duration of a work zone versus at a single point in time or provide protection for workers in work zones where it is difficult to place law enforcement personnel such as roadwork on an exit ramp. Finally, House Bill 513 reinvests the revenue from work zone speed enforcement fines back into highway and work zone safety programs that support our Administration's efforts to change driver behavior and reduce crashes, fatalities, and injuries on our roadways. Attaining Maryland's goal of zero motor vehicle-related fatalities or serious injuries by 2030 will be supported by the increased, targeted funding.

Bold action must be taken to spark a culture change and House Bill 513 represents the State's commitment to protecting roadway workers and ensuring that they are able to go home at the end of each day. For these reasons, I respectfully urge a favorable report of House Bill 513.

Sincerely,



Lieutenant Governor Aruna Miller

# **HB513 - Support - Motor Vehicles - Work Zone Speed**

Uploaded by: Chad Faison

Position: FAV



## **HB 513: Motor Vehicles - Work Zone Speed Control Systems - Revisions (Maryland Road Worker Protection Act of 2024)**

### **Position: Support**

The American Council of Engineering Companies / Maryland (ACEC/MD) is the business voice for Maryland's engineering industry. We represent nearly 90 firms employing more than 7,000 engineers, architects, land surveyors, planners, scientists, construction inspectors and support professionals who design and improve our state's built and natural environment.

Engineering firms play a vital role in the successful implementation of infrastructure projects. From initial planning studies to community outreach, detailed engineering and the regulatory approval process, our professionals are engaged in all aspects of project development, oftentimes representing our clients' interests in the field. They also play a critical role ensuring projects are constructed as designed, providing Construction Inspection services on behalf of our clients.

One such dedicated Construction Inspector was Sybil DiMaggio. With over 15 years of experience, Sybil came to ACEC/MD member firm KCI Technologies specifically to support the implementation of the State Highway Administration's Transportation Systems Management and Operations (TSMO) program, a series of projects designed to improve the safety, security, and reliability of our state's transportation network. She had supported other signature projects in Maryland over the years, including the MD 404 Project on the Eastern Shore. Sybil was just 46 years old when she and 5 other roadway workers were tragically killed in a work zone along I-695 on March 22, 2023. She leaves behind a husband, two children, loving parents, siblings, and many family members.

Thousands of Inspectors just like Sybil show up at job sites every day in the hopes that their work will improve the safety and reliability of our state's road system. Aggressive and distracted driving, including excessive speeding are unacceptable practices and unnecessarily endanger construction professionals. Our workers deserve to be protected through every available application of technology, equipment, and training.

The provisions within HB 513 will allow the use of fully electronic speed control systems through the work zone. Automated Speed Enforcement (ASE) systems are an important tool and have proven to be effective in changing driver behavior. While the state has identified several locations where these systems can be deployed, the program is currently limited by the number of ASE systems in use on any given day.

Multiple control systems, unmanned ASE systems, increased signage and enhanced civil penalties, as proposed in this bill, are important first steps in elevating the concept of work zone safety. It is our sincere hope that the state can find the financial resources to commit to a robust expansion of work protection provisions such as those within HB 513.

**HB513\_2024\_work\_zone\_safety\_ACECMD\_support.pdf**

Uploaded by: Chad Faison

Position: FAV



AMERICAN COUNCIL OF ENGINEERING COMPANIES/MARYLAND

## **HB 513: Motor Vehicles - Work Zone Speed Control Systems - Revisions (Maryland Road Worker Protection Act of 2024)**

### **Position: Support**

The American Council of Engineering Companies / Maryland (ACEC/MD) is the business voice for Maryland's engineering industry. We represent nearly 90 firms employing more than 7,000 engineers, architects, land surveyors, planners, scientists, construction inspectors and support professionals who design and improve our state's built and natural environment.

Engineering firms play a vital role in the successful implementation of infrastructure projects. From initial planning studies to community outreach, detailed engineering and the regulatory approval process, our professionals are engaged in all aspects of project development, oftentimes representing our clients' interests in the field. Our members also play a critical role in ensuring that projects are built as intended, by providing construction inspection services on behalf of our clients.

One such dedicated Construction Inspector was Sybil DiMaggio. With over 15 years of highway inspection experience, Sybil came to ACEC/MD member firm KCI Technologies specifically to support the implementation of the Maryland State Highway Administration's Transportation Systems Management and Operations (TSMO) program, a series of projects designed to improve the safety, security, and reliability of our state's transportation network. Sybil was just 46 years old when, on March 22, 2023, she and five other roadway workers were tragically killed in a work zone along I-695. She left behind a husband, two children, loving parents, siblings, and many family members.

Hundreds of inspectors just like Sybil report to highway work zones every day in the hopes that their efforts will improve the condition of our state's road system. Aggressive and distracted driving, including excessive speeding are unacceptable practices and unnecessarily endanger construction professionals. The provisions within HB 513 will allow the use of fully electronic speed control systems through the work zone. Automated Speed Enforcement (ASE) systems are a crucial tool and have proven to be effective in changing driver behavior. While the state has identified several locations where these systems can be deployed, the program is currently limited by the number of ASE systems in use on any given day.

Multiple control systems, remote operated ASE systems, increased signage and enhanced civil penalties, as proposed in this bill, are important first steps in elevating the concept of work zone safety within the driving public. Our workers deserve to be protected through access to proper equipment and training and every available use of smart technology. It is our sincere hope that the state can find the financial resources to commit to a robust expansion of roadway worker protection provisions such as those within this bill. Their lives depend on it.

**ATSSA Chesapeake Chapter LOS HB0513\_.pdf**

Uploaded by: David May

Position: FAV





**ATSSA Corporate Office**  
15 Riverside Parkway  
Fredericksburg, VA 22406  
540-368-1701 | ATSSA.com

February 13, 2024

The Honorable Marc Korman  
Chair  
House Environment and Transportation Committee  
6 Bladen Street  
Room 251  
Annapolis, MD 21401

Dear Chairman Korman and Members of the House Environment and Transportation Committee:

On behalf of the Chesapeake Chapter of the American Traffic Safety Services Association (ATSSA), I write in support of HB0513. As you know, HB0513, among other things, would increase the maximum penalty for those speeding in work zones and allow for the use of unmanned speed control systems in work zones.

ATSSA Chesapeake proudly represents the manufacturers, distributors, and installers of roadway safety infrastructure products, services, and devices in Maryland, Delaware, and the District of Columbia. Our Chapter membership is made up of the men and women who perform this essential infrastructure work to ensure the safety of drivers. Unfortunately, following the 2023 crash on I-695 that killed six roadway workers, our Maryland members know all too well that workers in roadway construction zones work under extremely vulnerable conditions. We are grateful that HB0513 takes steps in the right direction to increase work zone safety by increasing penalties for those who are caught speeding in work zones and allowing the use of further technologies that save lives.

This effort hopefully begins a turning point in preventing similar fatal crashes in Maryland. While your Committee works to finalize the legislation, we ask that any updated language clarifies the types of work zone safety initiatives the new revenue would go towards and how these funds will directly impact work zone safety, as we believe that transportation safety funds should go to transportation initiatives that directly save lives on roadways.

At its core, HB0513 works to help meet our mission to move Toward Zero Deaths, although we strongly believe even more must be done to reach this goal on our nation's roadways. We would also welcome the opportunity to speak with you further on why the ATSSA Chesapeake Chapter supports a measure of this nature, as well as on our other efforts to improve roadway safety. Please feel free to contact me at [dmay@rkk.com](mailto:dmay@rkk.com) should you have any questions or wish to discuss this matter further.

Sincerely,

A handwritten signature in black ink, appearing to read "David May". The signature is written in a cursive, flowing style with a large, looped "y" at the end.

David May

ATSSA Chesapeake Chapter President

CC: Stacy Tetschner, ATSSA President and CEO

# **HB 513 - Motor Vehicles - Work Zone Speed Control**

Uploaded by: Donna Edwards

Position: FAV



# MARYLAND STATE & D.C. AFL-CIO

AFFILIATED WITH NATIONAL AFL-CIO

7 School Street • Annapolis, Maryland 21401-2096

Balto. (410) 269-1940 • Fax (410) 280-2956

*President*

Donna S. Edwards

*Secretary-Treasurer*

Gerald W. Jackson

**HB 513 - Motor Vehicles - Work Zone Speed Control Systems - Revisions  
(Maryland Road Worker Protection Act of 2024)  
House Environment and Transportation Committee  
February 15, 2024**

**SUPPORT**

**Donna S. Edwards  
President  
Maryland State and DC AFL-CIO**

Chairman and members of the Committee, thank you for the opportunity to provide testimony in support of HB 513. My name is Donna S. Edwards, and I am the President of the Maryland State and DC AFL-CIO. On behalf of the 300,000 union members in the state of Maryland, I offer the following comments.

HB 513 implements the recommendations of Lt. Governor Aruna Miller's Work Zone Safety Group, following the tragic deaths of six roadway construction workers at the hands of a driver. HB 513 lifts caps on automated speed cameras in work zones, raises the maximum citations, and dedicates portions of the revenue to additional road safety equipment and awareness campaigns.

Our state's essential infrastructure projects rely on thousands of road workers. In 2023 alone, there were over 1200 incidents where Maryland drivers crashed into work zones.<sup>1</sup> These workers deserve state protections to prevent the next horrible accident. Increased fines and awareness will help save lives. We cannot afford to wait.

We urge the committee to issue a favorable report for HB 513

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<sup>1</sup> David Collins. "Exclusive: Lt. Gov. Miller shares changes proposed by Road Worker Protection Act." WBAL-TV. January 18, 2024.

**BaltimoreCounty\_FAV\_HB0513.pdf**

Uploaded by: Elisabeth Sachs

Position: FAV

JOHN A. OLSZEWSKI, JR.  
*County Executive*



JENNIFER AIOSA  
*Director of Government Affairs*

AMANDA KONTZ CARR  
*Legislative Officer*

WILLIAM J. THORNE  
*Legislative Associate*

**BILL NO.:**           **HB 513**

**TITLE:**               **Motor Vehicles – Work Zone Speed Control Systems –  
Revisions (Maryland Road Worker Protection Act of 2024)**

**SPONSOR:**         **Speaker Jones – By Administration Request**

**COMMITTEE:**      **Environment and Transportation**

**POSITION:**       **SUPPORT**

**DATE:**              **February 15, 2024**

Baltimore County **SUPPORTS** House Bill 513 – Motor Vehicles – Work Zone Speed Control Systems – Revisions (Maryland Road Worker Protection Act of 2024). This legislation would expand the use of road work zone speed cameras.

Six contract workers tragically were killed when a car crashed into a road work-zone on the inner loop of I-695 in March of 2023. In response, Baltimore County has invested in expanded roadway safety improvements for drivers, road workers and pedestrians. HB 513 is aimed to broaden the preexisting work zone speed camera program in an effort to mitigate speed infractions and accidents in work zone areas. Furthermore, the legislation will increase the fines for speeding in active work zones. This increase in fines will likely change the behavior of drivers, resulting in slower speeds and a safer workplace for road workers.

Investing in our roadways is not just about improving infrastructure, but prioritizing the safety and well-being of our residents and communities. Baltimore County is grateful for the collaboration the State has provided in ensuring that vehicle speeds in road work zones are decreased. HB 513 will allow Baltimore County and the State of Maryland to continue to build a safer foundation for travel across the County.

Accordingly, Baltimore County urges a **FAVORABLE** report on HB 513 from the House Environment and Transportation Committee. For more information, please contact Jenn Aiosa, Director of Government Affairs at [jaiosa@baltimorecountymd.gov](mailto:jaiosa@baltimorecountymd.gov).

**HB 0513 Written Testimony James McNelis 20220215.p**

Uploaded by: James McNelis

Position: FAV

February 15, 2024

The Honorable Delegate Marc Korman, Chair  
The Honorable Regina Boyce, Vice Chair  
Environment and Transportation Committee

**Written Testimony of James McNelis on HB 513 - Maryland Road Worker Protection Act**  
**Position: In Support**

Thank you Chair Mark Korman and Vice Chair Regina Boyce for the opportunity to submit written testimony in support of HB 513.

My name is James McNelis, Executive Vice President of S&B USA Construction. S&B USA Construction is the parent company of Joseph B. Fay Company (Fay). Fay has been a successful general contractor operating in the Mid-Atlantic region for over 75 years. Our organization regularly employes over 400 highway workers. We opened our Maryland office in 1998, and one of our core values is “Work Safely: Our culture exemplifies hard work conducted safely.” Like every construction firm, we work hard to provide a safe workplace for our employees, subcontractors, and the general public, and we strive for the highest safety standards on our jobsites.

We advocate on behalf of our dedicated employees and others who travel through highway work zones daily, requesting your endorsement of House Bill 513. This bill will enhance the efficacy of existing safety regulations significantly. By instituting additional safeguards, HB 513 aims to shield our workforce and the public from the grave risks posed by indifferent drivers who often overlook the legal speed limit within work zones. Your support is crucial in fostering a safer workplace for our highway workers, ensuring their protection against preventable tragedies.

Our appeal is partly in response to the six construction workers recently killed in a work zone accident on I-695: Mahlon Simmons III, Mahlon Simmons II, Rolando Ruiz, Carlos Orlando Villatoro Escobar, Jose Armando Escobar and Sybil Lee Dimaggio. The two drivers involved were recorded driving aggressively at speeds exceeding 120 mph, over double the 55 mph speed limit.

This issue is also deeply personal to Fay. In 2007, a tragic incident occurred on the same highway near I-695 and York Road, roughly ten miles east of a recent accident. Mike Ruffin lost his life to a reckless driver who barreled through the work zone at speeds between 80 and 90 mph. The loss devastated our company, leading to the reassignment of several workers and a palpable reluctance among many to undertake projects along high-speed interstate routes. The emotional toll on our team, and likely on those in other companies similarly impacted, has been profound.

In response, Fay has been at the forefront of advocating for enhanced safety measures. Our commitment to our core values played a pivotal role in the enactment of significant legislation aimed at protecting highway and maintenance workers. This includes the 2007 'Protection of Highway Workers and Maintenance Works' act and the 2009 legislation authorizing 'Automated Speed Enforcement in Work Zones'. Our efforts are a testament to our dedication to ensuring the safety and well-being of workers in these potentially hazardous environments.

Currently, the citation amount for automated speed enforcement in a work zone is \$40, which is the lowest in the country. With House Bill 513, this fine would increase to \$290 for first the first two offences and \$1,000 for a third offence, which is the same as the fine for a live officer stop for the same offense.

*(continues on back)*



The legislation would also remove outdated restrictions limiting enforcement in work zones, allowing more flexibility in installing cameras. This includes the requirement that all speed cameras have a physical operator present and allows drivers to be immediately cited for violations in a work zone, and it eliminates the prohibition of citations issued during a 30-day “warning period” following the initial installation of a work zone camera. Fay is in full support of these improvements to the legislation.

It is vital that we take action to combat this preventable loss of life—we must protect our workers and their families from the consequences of reckless drivers. Everyone in an unprotected work zone puts their lives in the hands of motorists. Because of this, it is important that we do everything we can to ensure Maryland’s roads are safe not only for drivers, but also for those who make roads safer for those drivers.

Speed cameras change driver behavior and have proven successful in increasing driving safety. Maryland was one of the early adopters of speed cameras, and it is still considered a national leader. Let’s continue this trend in honor of construction workers everywhere by strengthening the legislation. Speed cameras have been shown to reduce fatal crashes and injuries by up to 20 to 37%. Combined with steepened fines, this will help encourage motorists to slow down and pay attention as they travel through Maryland’s work zones. It is our responsibility to ensure that legislation will provide improved safety for workers and motorists alike. Work zone traffic accidents and fatalities are not inevitable; they are avoidable. You have the authority to make things better and we fully support you doing so.

**Statistics:**

As of [November 15th](#), Maryland saw over 1,105 work zone crashes in 2023, averaging around 3.5 crashes per day—a volume we haven’t seen [since 2007](#).

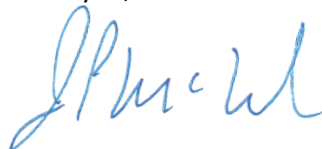
Additionally, an [AGC survey](#) of road crew workers found that nearly half of all Maryland roadway workers have experienced a crash in a work zone they have been working in, and all but 4% of those reported that their work zones experienced upwards of five crashes.

In response to these statistics, Maryland Lt. Gov. Aruna Miller put together a Work Zone Safety Work group, which has been [conducting surveys](#) of over 2,200 individuals to gather public feedback on ways to improve the safety of both highway workers and commuters alike. The survey found that 65% of respondents would be likely to slow down if fines increased, and 67% are in favor of installing more than one speed camera to ticket those in violation of the work zone speed limits.

We thank you for this opportunity to share insights on this vital topic. Our workers’ lives are at stake, along with their families’ well-beings, as fatalities affect many more than just those injured/killed.

On behalf of S&B USA Construction and the Joseph B. Fay Company, I urge the committee to pass HB 513 and take action to enhance safety measures in work zones.

Thank you,



James McNelis  
EVP, S&B USA Construction





**02-13-24 hb 0513 written testimony\_000018.pdf**

Uploaded by: John Becker

Position: FAV



## SafeRoadsMD

Date: February 13, 2024

To: House of Delegates, Environment and Transportation Committee:  
Chair Delegate Korman, Vice Chair Boyce and All Delegate Members and Staff

Re: **HB0513. Sponsored by** The Speaker (By Request - Administration) and Delegates Allen, Amprey, Bagnall, Bartlett, Bhandari, Boaf, Boyce, Charkoudian, Crutchfield, Ebersole, Fennell, Foley, Forbes, Fraser-Hidalgo, Grossman, Guyton, Guzzone, Harris, Henson, Hill, Jackson, A. Johnson, S. Johnson, D. Jones, Kaiser, Kaufman, Lopez, Martinez, McCaskill, T. Morgan, Munoz, Palakovich Carr, Pasteur, Patterson, Phillips, Pruski, Roberson, Ruff, Ruth, Simmons, Simpson, Solomon, Stewart, Taveras, Taylor, Turner, Valderrama, Watson, White Holland, Williams, and Ziegler

### **Motor Vehicles – Work Zone Speed Control Systems – Revisions (Maryland Road Working Protection Act of 2024)**

I, John Becker, as a member of the Board of Directors of Safe Roads Maryland do hereby submit the following as written testimony in support of the referenced bill and urge the Environment and Transportation Committee to pass a **Favorable Supporting Report**.

Safe Roads focus is the safety of roadway workers, whether it is maintenance, repair and new construction of Maryland Roadways. We especially endorse the higher fines assessed on perpetrators that violate the provisions as laid out in this legislation. It is quite apparent that the severity of fines/penalties should increase as more offenses occur. Roadway workers, law enforcement, fire life safety responders and towing operators, need support for their safety and this legislation is a good step for safer Maryland roads.

Good Luck!

Regards,

John Becker  
Member of the Board of Safe Roads Maryland  
PO Box 7  
Olney, MD 20832  
301-852-9051  
[jb@saferoadsmd.org](mailto:jb@saferoadsmd.org)

# **HB513\_Marshall Brown\_LECET (Support).pdf**

Uploaded by: Marshall Brown

Position: FAV



**LECET**

MID-ATLANTIC REGION

# MID-ATLANTIC LABORERS – EMPLOYERS COOPERATION AND EDUCATION TRUST

One Freedom Square • 11951 Freedom Drive • Suite 310 • Reston, VA 20190  
Phone: 703-860-4194 • Fax: 703-860-1865 • Email: [lecetmidatlantic@maliuna.org](mailto:lecetmidatlantic@maliuna.org)

February 15, 2024

The Honorable Marc Korman, Chair  
The Honorable Regina Boyce, Vice Chair  
House Environmental and Transportation Committee  
House Office Building - Room 251  
Annapolis, MD 21401

**MARSHALL BROWN**  
*Director*

**LABOR  
TRUSTEES**

**DENNIS L. MARTIRE**  
*Chairman*

**PHILIP AMERIS, SR.**  
**JESSIE D. KING**  
**RYAN N. BOYER**  
Samuel Staten, Jr.  
Ernest Ojito

**MANAGEMENT  
TRUSTEES**

**MARY K. PRIM**  
*Co-Chairman*

**JOSEPH M. CATENA**  
**STEPHEN T. KIMBALL**  
**JAMES P. MCNELIS**  
**MIKE TOKARCHIC**  
**AMY HENNESSEY**

## **Written Testimony of Marshall Brown HB 513 - Maryland Road Worker Protection Act Position: Support**

Thank you Chair Marc Korman and Vice Chair Boyce for the opportunity to submit written testimony in support of HB 513.

My name is Marshall Brown, Director of the Laborers-Employers Cooperation Education and Trust (LECET) in the Mid-Atlantic Region. LECET is a joint labor-management association in the construction industry and affiliated with Laborers International Union of North America, or LIUNA for short. LECET works tirelessly alongside LIUNA signatory contractors to address critical issues affecting our workforce, with safety being a top priority.

LECET is in strong support of HB 513 and its importance in safeguarding the lives of workers. High speed work zones pose a serious threat, as evidenced by the recent tragic loss of six individuals on I-695. Unfortunately, this incident represents merely one instance of the type of tragedies that can occur in such environments. Enhanced safety measures can save lives and make sure that the men and women working in these types of conditions get back to their families each and every night.

Drivers frequently disregard posted speed limits in work zones, often with little consideration for the safety of road workers. HB 513 aims to enhance existing regulations through the following measures:

1. Elevating speed fines from \$40 to \$290 for the initial two offenses, and \$1,000 for a third offense, aligning with fines imposed during live officer stops for similar offenses.
2. Permitting the use of manned or unmanned speed control systems.
3. Allowing immediate citation of drivers for violations in work zones.
4. Removing the prohibition on issuing citations during a 30-day "warning period."

Speed control systems are proven to help reduce accidents and fatalities in our work zones and that is why LECET urges the committee to support HB 513 and save lives with this vital legislation.

On behalf of LECET, LIUNA and its signatory contractors, I urge the committee to pass HB 513 and take action to enhance safety measures in work zones.

**YOUR WORKFORCE SOLUTION**

**HB 513\_MTBMA\_FAV.pdf**

Uploaded by: Michael Sakata

Position: FAV



February 15, 2024

Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
251 House Office Building  
Annapolis, MD 21401

**RE: HB 513 – FAVORABLE – Motor Vehicles – Work Zone Speed Control Systems – Revisions (Maryland Road Worker Protection Act of 2024)**

Dear Chair Korman 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 200 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.

House Bill 513 adjusts several aspects of the Maryland SafeZones Program, including allowing the work zone speed control systems to be automated, similar to the speed and red light cameras elsewhere around the State, allowing multiple cameras within a single work zone, and most importantly, raising the civil penalty from \$40 to \$290.

This legislation is a product of the Lt. Governor’s Work Zone Safety Workgroup that met several times over the interim as a response to the tragic crash that occurred on I-695, taking the lives of six of our employees. Our Association played an integral role in that Workgroup and we are grateful to Governor Moore and Lt. Governor Miller for taking immediate, necessary action by introducing this bill to adjust what our Association feels are common sense fixes to this program to assist with ensuring the safety of our road workers.

Every day our workers put their life on the line and it is critical that the General Assembly does everything it can within its power to bring them home each night to their families. We know that these changes are a step in the right direction. Maryland has the lowest civil penalty for speeding in a work zone in the United States. By increasing the fine to an appropriate level—in fact, \$290 is what the fine would be should a law enforcement officer issue a citation—we know



this will work in not only penalizing drivers who speed through our work zones, but changing driver behavior so they slow down. Additionally, but removing the requirement that cameras must be manned by an operator and allowing for multiple cameras in a work zone, these changes will assist with having the most robust program in the country. Again, we appreciate the Administration in introducing this legislation to protect Maryland's work zone employees.

Thank you for taking the time to address these needed changes to our law and we respectfully urge a **FAVORABLE** report on House Bill 513.

Thank you,

A handwritten signature in blue ink, appearing to read "Michael Sakata". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association

**HB0513 - TSO - Workzone Safety\_SUPP\_FINAL.pdf**

Uploaded by: Patricia Westervelt

Position: FAV



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February 15, 2024

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

***RE: Letter of Support – House Bill 513 – Motor Vehicles – Work Zone Speed Control Systems – Revisions (Maryland Road Worker Protection Act of 2024)***

Dear Chair Korman and Committee members:

The Maryland Department of Transportation (MDOT) strongly supports House Bill 513 and offers the following information for the Committee’s consideration during its deliberations.

House Bill 513 makes several important changes to the law governing the use of work zone speed control systems to capture and enforce speed violations in a work zone. Specifically, the bill:

- Alters the distribution of revenue from civil fines collected through work zone speed control systems and distributes a portion of the funds from fines for highway and work zone safety purposes;
- Clarifies that a work zone speed control system may be manned or unmanned;
- Clarifies that a system operator does not need to be present on-site or remotely when the work zone speed control system is in use;
- Establishes a policy for the use of multiple work zone speed control systems within a single work zone;
- Increases the maximum penalty for a civil citation and provides for a tiered system of citations based on infractions; and
- Requires reports on pilot programs operated by the State Highway Administration to test new technologies that could be used to monitor speed in work zones.

Over the past five years, Maryland has seen a spike in roadway fatalities and injuries, including in work zones. Throughout Maryland on any given day, there are an average of 1,000 roadway workers improving Maryland’s transportation infrastructure at more than 300 worksites, in addition to law enforcement personnel, who assist at these sites. Last year, there were more than 1,200 crashes in work zones in the State, averaging more than three crashes per day, including the deadliest work zone crash in Maryland history in March that claimed the lives of six roadway workers on I-695 in Baltimore and two crashes in December that killed two roadway workers.

The Honorable Marc Korman  
Page Two

These statistics are more than just numbers – they represent family members, friends, and dedicated workers that deserve an aggressive strategy to improve awareness and safety on our roadways.

MDOT supports House Bill 513 which implements the legislative recommendations from the Moore-Miller Administration's Work Zone Safety Work Group (WZSWG). The WZSWG included a diverse group of stakeholders, including members from across MDOT, legislators, law enforcement officers, and workers with direct experience in work zones. Safety is the top priority at MDOT, for all users of our systems, including those that risk their lives every day to maintain and construct the facilities that citizens across Maryland use every day. House Bill 513 represents important and bold action in protecting this critical workforce and transforming driver behavior in our State.

For these reasons, the Maryland Department of Transportation respectfully urges a favorable report of House Bill 513.

Sincerely,

Paul J. Wiedefeld  
Secretary  
Maryland Department of Transportation

Chrissy Nizer  
Administrator  
Maryland Motor Vehicle Administration

Will Pines  
Administrator  
Maryland State Highway Administration

**HB 513\_MAA\_FAV.pdf**

Uploaded by: Rachel Clark

Position: FAV

CHAIRMAN:  
Jeff Graf  
VICE CHAIRMAN  
David Slaughter

**MARYLAND ASPHALT ASSOCIATION**



TREASURER:  
Paul Bramble  
SECRETARY:  
Curtis Hall  
PRESIDENT:  
Tim Smith

February 15, 2024

Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
251 House Office Building  
Annapolis, MD 21401

**RE: HB 513 – FAVORABLE – Motor Vehicles – Work Zone Speed Control Systems – Revisions (Maryland Road Worker Protection Act of 2024)**

Dear Chair Korman and Members of the Committee:

The Maryland Asphalt Association (MAA) is comprised of 19 producer members representing more than 48 production facilities, 25 contractor members, 25 consulting engineer firms and 41 other associate members. MAA works proactively with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

House Bill 513 adjusts several aspects of the Maryland SafeZones Program, including allowing the work zone speed control systems to be automated, similar to the speed and red light cameras elsewhere around the State, allowing multiple cameras within a single work zone, and most importantly, raising the civil penalty from \$40 to \$290.

This legislation is a product of the Lt. Governor's Work Zone Safety Workgroup that met several times over the interim as a response to the tragic crash that occurred on I-695, taking the lives of six Marylanders. Our Association played an integral role in that Workgroup and we are grateful to Governor Moore and Lt. Governor Miller for taking immediate, necessary action by introducing this bill to adjust what our Association feels are common sense fixes to this program to assist with ensuring the safety of our road workers.

Every day our workers put their life on the line and it is critical that the General Assembly does everything it can within its power to bring them home each night to their families. We know that these changes are a step in the right direction. Maryland has the lowest civil penalty for speeding in a work zone in the United States. By increasing the fine to an appropriate level—in fact, \$290 is what the fine would be should a law enforcement officer issue a citation—we know this will work in not only penalizing drivers who speed through our work zones, but changing driver behavior so they slow down. Additionally, but removing the requirement that cameras must be manned by an operator and allowing for multiple cameras in a work zone, these changes will assist

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with having the most robust program in the country. Again, we appreciate the Administration in introducing this legislation to protect Maryland's work zone employees.

Thank you for taking the time to address these needed changes to our law and we respectfully urge a **FAVORABLE** report on House Bill 513.

Thank you,

A handwritten signature in black ink that reads "Tim Smith".

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

# **AAA Testimony in Support of HB 513-(Maryland Road**

Uploaded by: Ragina Ali

Position: FAV



**AAA Mid-Atlantic's Testimony in SUPPORT of HB 513  
Motor Vehicles - Work Zone Speed Control Systems - Revisions  
(Maryland Road Worker Protection Act of 2024)  
Sponsor: The Speaker (By Request - Administration)**

- AAA Mid-Atlantic supports [House Bill 513, Motor Vehicles – Work Zone Speed Control Systems – Revisions \(Maryland Road Worker Protection Act of 2024\)](#), which would make several changes to Maryland's existing automated enforcement law in work zones, including increased fines and designation of a portion of fines to police and the Transportation Trust Fund for highway and work zone safety purposes.
- AAA Mid-Atlantic has been supportive of Maryland's automated speed enforcement systems for nearly two decades, working with the legislature in 2005 to launch Maryland's first pilot program for automated speed enforcement in residential areas and school zones in Montgomery County.
- Again in 2009, we supported the expansion of automated speed enforcement camera systems statewide for use in work and school zones, recognizing that police officers can't be all places at once and believing that automated enforcement could be a significant safety tool to supplement, not replace law enforcement efforts to reduce speeding.
- In 2012, AAA was appointed to represent drivers and make recommendations on Baltimore's Automated Traffic Violation Enforcement System Task Force, which was created to review Baltimore City's automated traffic enforcement systems, which were under scrutiny after many issues with their automated enforcement program.
- The Task Force's evaluation resulted in legislative changes in 2013, which included AAA's recommendations to fix the system and restore the public's trust.
- Last spring, AAA was honored to be appointed to the [Governor's Work Zone Safety Work Group \(WZSWG\)](#) with other traffic safety stakeholders to recommend measures to improve safety in work zones and to protect the lives of roadway workers and first responders.
- While we have seen some success with the use of speed cameras over the years, work zones remain a very dangerous place for highway workers and drivers, as drivers speed through work zones, in many cases with little regard for safety or the lives of those working there.
- This was never more evident than last March, when six roadway workers lost their lives in a work zone crash on Interstate 695 in Baltimore County.

- According to the [National Highway Traffic Safety Administration \(NHTSA\) Fatality Analysis Reporting System \(FARS\)](#), fatalities in roadway work zones increased nearly 11% from 2020 to 2021, with deaths rising from 863 to 956. Tragically, data from the Bureau of Labor Statistics indicates 108 roadway workers were killed on the job in 2021.
- Work zones are inherently dangerous any time of day for workers **and** motorists so anything the State can do to further help remind motorists they are traveling through a work zone and are required to slow down and obey the posted speed limit will help save lives.
- It should be noted that drivers and passengers accounted for more than 80% of the 956 fatalities in work zones in 2021, according to FARS data from NHTSA.
- Recent research by the [AAA Foundation for Traffic Safety](#), found that even modestly higher speeds at the time of a crash dramatically increase the chances of severe injury and death.
- Current automated citations for speed violations in work zones are \$40, which is the lowest in the nation. Passage of HB 513 would increase the fine to \$290 for a first or second offense in a calendar year. The fine would increase to \$1000 with a third violation in a year.
- We support the use of automated enforcement systems that are fair and reasonable, don't undermine or violate the public trust, and are safety-based.
- AAA Mid-Atlantic remains committed to the safety of highway workers and motorists. We are hopeful that increased fines will not only slow motorists down in work zones, but increase their awareness and encourage safe, courteous driving on all Maryland roadways.
- We respectfully urge the Committee to give **HB 513 a favorable report.**

***Contacts:***

*Ragina C. Ali, AAA Mid-Atlantic  
Public and Government Affairs Manager  
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*Sherrie Sims, GS Proctor & Associates  
Senior Associate  
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# **HB\_513\_FinalTestimony\_Saif\_Ratul**

Uploaded by: Saif Ratul

Position: FAV



OFFICE OF THE GOVERNOR  
**Wes Moore**

*February 15, 2024*

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

***RE: Letter of Support – House Bill 513 – Motor Vehicles – Work Zone Speed Control Systems – Revisions (Maryland Road Worker Protection Act of 2024)***

Chair Korman, Vice Chair Boyce, and Distinguished Members of the Environment and Transportation Committee,

On behalf of Governor Moore and Lieutenant Governor Miller, I respectfully ask the Committee for a favorable report on House Bill House Bill 513 – Motor Vehicles – Work Zone Speed Control Systems – Revisions (Maryland Road Worker Protection Act of 2024).

In recent years, we have seen more accidents along our roadways, including crashes around work zone areas. Last year alone, Maryland experienced over 1,200 crashes in work zones in the state. This includes one of the deadliest work zone crashes in Maryland history in March that claimed the lives of six roadway workers along I-695 in Baltimore. These are happening too often and claiming too many lives of those who were simply there to make our roads safer and better.

In April of last year (2023), Governor Moore announced the Work Zone Safety Work Group to address this issue, and identify a comprehensive strategy to improve driver awareness and safety on our roadways. This workgroup included legislators and a diverse group of stakeholders with direct experience in work zones. The work group announced its final recommendations in November 2023, which include proposed budgetary, regulatory, and legislative actions. The Maryland Road Worker Protection Act of 2024 aims to implement the legislative recommendations into action by increasing fines for work zone speed camera violations, prohibiting double citations, expanding work zone speed camera enforcement flexibility, and requiring the reinvestment of citation revenue for work zone safety.

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(410) 974-3400  
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[governor.maryland.gov](http://governor.maryland.gov)

This bill aims to provide State and local governments more flexibility to take necessary actions in work zones, including allowing cameras to be placed at multiple locations throughout a work zone and compel drivers to change their behavior and slow down as they are driving through a work zone.

Finally, the bill invests the revenue from work zone speed enforcement fines back into highway and work zone safety programs to change driver behavior and reduce crashes, fatalities, and injuries on our roadways.

These provisions combined, the Maryland Road Worker Protection Act aims to make our work zones safer and protect our roadway workers. For these reasons, I respectfully ask the committee for a favorable report on House Bill 513.

Sincerely,

Saif Ratul  
Deputy Legislative Officer

# **HB0513\_FAV\_MDAGC\_MD Road Worker Protection Act of**

Uploaded by: Steve Wise

Position: FAV



TO: The Honorable Marc Korman, Chair  
Members, House Environment and Transportation Committee  
The Honorable Speaker Adrienne A. Jones (Administration)

FROM: J. Steven Wise

DATE: February 15, 2024

RE: **SUPPORT** – House Bill 513 – *Motor Vehicles – Work Zone Speed Control Systems – Revisions*  
(*Maryland Road Worker Protection Act of 2024*)

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The Maryland Chapter of the Associated General Contractors of America (MDAGC) provides professional education, business development, and advocacy for commercial construction and highway companies and vendors, regardless of labor policy. AGC of America is the nation’s largest and oldest trade association for the construction industry. MDAGC **supports** House Bill 513.

House Bill 513 seeks to significantly enhance the effectiveness of existing safety regulations. With the institution of additional safeguards, House Bill 513 will enable the workers of MDAGC membership, and all contractors performing work on Maryland highways, to be shielded from the grave risks posed by irresponsible drivers who ignore the legal speed limit in work zones. Your Support is crucial to the safety and well-being of highway workers and preventing future tragedies. Furthermore, MDAGC believes that House Bill 513 will reduce risks by increasing fines, removing outdated restrictions limiting enforcement in work zones, and allowing more flexibility in the installation and monitoring of speed cameras. These restrictions include the requirement to have an operator present and eliminate the prohibition of citations issued during a 30-day “warning period”, following the initial installation of a work zone camera.

It is worth noting that in 2023 alone, Maryland saw over 1,105 work zone crashes, averaging around 3.5 crashes per day. Additionally, nearly half of all road crew workers surveyed by the AGC have experienced a work zone crash while they have been working, most having experienced more than one such incident. In response to these statistics, Maryland Lt. Governor Aruna Miller put together a Work Zone Safety Work Group after conducting surveys of Maryland residents to gather public feedback on ways to improve the safety of both highway workers and commuters. The results found that 65% of those surveyed would be more likely to slow down if fines increased, and 67% were in favor of installing more than one camera to ticket speed violators in work zones.

Workers, and the lives of all Maryland residents who travel Maryland highways are at stake, along with their families’ well-being. For a more comprehensive look at MDAGC membership experiences, please refer to the link: <https://www.youtube.com/watch?v=xYBOn089bjU>.

A favorable report is requested.

**For more information:**

J. Steven Wise  
(410) 244-7000

**MD 2024 HB 513 Columbia Gas Testimony Final.pdf**

Uploaded by: Carville Collins

Position: FWA



**SUPPORT – House Bill 513  
Roadworker Protection Act of 2024  
House Environment and Transportation Committee**

Columbia Gas of Maryland, Inc., a natural gas utility providing energy to more than 34,000 customers in Maryland’s western counties of Allegany, Garrett and Washington, supports House Bill 513.

The legislation expands the use of work zone speed control systems on Maryland roads and increases civil penalties for speed violations in work zones in order to improve safety in work zones and protect the individuals who work in them.

As outlined in the report of the Governor’s Work Zone Safety Work Group, over the past five years, with a particular spike following the COVID-19 pandemic, Maryland has seen an increase in roadway fatalities – including in work zones.

Columbia Gas of Maryland and its sister companies in the states of Pennsylvania, Virginia, Ohio, Kentucky and Indiana – all part of the NiSource corporation – have also seen significant increases in intrusions into our utility work zones over the last two years. Tragically, some work zone intrusions have led to injuries and deaths of employees and contractor colleagues.

The Columbia Gas companies in six states had 55 work zone intrusions take place in 2022 and 62 work zone intrusions take place in 2023. Specifically in Maryland, four work zone intrusions have taken place in our three counties alone over the last two years.

Of the 117 work zone intrusions that took place over the last two years, approximately 80% were the result of negligence on the part of drivers. Columbia Gas believes we must do more to protect workers in work zones. It is our hope, the provisions of HB 513 apply to local roads and established work zones there, not just state roads or highways. If the bill’s provisions do not apply to local roads, we would encourage amendments to the bill to include worker protections on local roads.

Columbia Gas of Maryland believes the requirements of House Bill 513 are appropriately and reasonably crafted policies related to protecting workers in work zones and requests a favorable report on the bill.

February 15, 2024

Contact:  
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**HB0513-ET\_MACo\_SWA.pdf**

Uploaded by: Sarah Sample

Position: FWA





## House Bill 513

*Motor Vehicles – Work Zone Speed Control Systems – Revisions*  
*(Maryland Road Worker Protection Act of 2024)*

MACo Position: **SUPPORT**  
**WITH AMENDMENTS**

To: Environment and Transportation  
Committee

Date: February 15, 2024

From: Sarah Sample

The Maryland Association of Counties (MACo) **SUPPORTS HB 513 WITH AMENDMENTS**. This bill expands the State’s authority for the use of speed cameras in designated work zones on certain state highways. It also increases the fee that can be assessed for a violation recorded by a speed monitoring device in a designated work zone, reflecting the severity of those offenses.

Hundreds of county employees are regularly working to ensure the quality and safety of local roads. They often work on roadways at all hours of the day and night so residents can get where they need to go. These types of roadway and highway improvements are substantial investments that counties make across a number of initiatives including Vision Zero, Complete Streets, and the like. This accounts for a significant volume of work local government workers are doing every year in these dangerous settings, at all hours of the night, where cars are driving by constantly.

The provisions of this bill give the State the authority to take measures that can ensure the safety of their own workers but does not extend that authority to local governments to protect the local county workforce. Counties would propose an amendment extending parallel authority in the bill for local governments on county roads and highways with at least a 45 miles per hour speed limit. Dedicated county employees are making sure roadway and highway safety projects can come to fruition. Their contributions are no less important, and are potentially even more so, as local governments manage 83 percent of Maryland’s road miles.

There are thousands of local workers on hundreds of miles of county roads and highways, and these valuable local employees deserve the same protections as State employees. For these reasons, MACo **SUPPORTS HB 513 WITH AMENDMENTS**.