



February 4, 2025

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

RE: SB 520 – FAVORABLE – Motor Vehicles – Speed Monitoring Systems – Safety Corridors

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 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.

Senate Bill 520 authorizes the State Highway Administration (SHA) to use speed monitoring systems in areas determined to be of high risk to vulnerable road users, defined as safety corridors, and requires the revenues collected to be distributed to the Transportation Trust Fund for highway safety purposes and SHA system preservation, after covering the costs of implementing and administering the program.

MTBMA overwhelmingly supports this legislation and appreciates the Sponsor for its introduction. This bill directly aligns with the Administration’s introduction and the General Assembly’s passage of the Road Worker Protection Act last year, which aimed to protect the most vulnerable on Maryland’s roads—our road workers. SB 520 creates a new category for speed monitoring cameras, which is very necessary. Moreover, we are happy to see that the revenue generated from these camera systems are put directly back into maintaining our roads to ensure they are safe for every Marylander. The current speed monitoring program requires local jurisdictions to spend revenues on public safety, but otherwise is not prescriptive in the types of public safety measures it is to be used on. We have found that sometimes the money is directed to programs that don’t go directly back into creating safer roads—such as vehicles and salaries. We have always advocated that should speed monitoring systems be deployed in Maryland, that the revenue, which we see only as a secondary benefit to changing driver behavior be put right back into road safety.

Again, we thank the sponsor for introducing this very important bill. For the reasons stated above, we request a **FAVORABLE** report on Senate Bill 520.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association